



LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES

9th Session

10th Assembly

HANSARD  
Official Report  
**DAY 17**

**THURSDAY, MARCH 5, 1987**

**Pages 600 to 642**

Speaker: The Honourable Donald M. Stewart, M.L.A.

# LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES

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YELLOWKNIFE, NORTHWEST TERRITORIES

THURSDAY, MARCH 5, 1987

MEMBERS PRESENT

Mr. Angottitaurug, Mr. Appaq, Mr. Arlooktoo, Hon. Tom Butters, Hon. Michael Ballantyne, Ms Cournoyea, Hon. Tagak Curley, Mr. Erklou, Mr. Gargan, Mrs. Lawrence, Mr. MacQuarrie, Mr. McCallum, Hon. Bruce McLaughlin, Mr. Paniloo, Hon. Dennis Patterson, Hon. Red Pedersen, Mr. Pudluk, Hon. Nick Sibbeston, Hon. Don Stewart, Mr. T'Seleie, Mr. Wah-Shee, Hon. Gordon Wray

ITEM 1: PRAYER

---Prayer

SPEAKER (Hon. Don Stewart): Orders of the day for Thursday, March 5, 1987. Item 2, Ministers' statements. Mr. Ballantyne.

ITEM 2: MINISTERS' STATEMENTS

Minister's Statement 24-87(1): Community Involvement In Housing

HON. MICHAEL BALLANTYNE: Mr. Speaker, as you are aware, one of the findings of the special committee on housing was that people want more opportunities to be involved in housing matters. As a result I have asked the Housing Corporation to involve communities in a design input process.

Hamlet councils, housing associations and people living in public and HAP housing will have an opportunity to express their opinions and ideas on current home designs. A committee from the Housing Corporation is travelling to approximately 20 communities to listen to these concerns. This process has already started in Rae on January 8th and will finish in the Baffin district by early April. At the end of this project a thorough evaluation will take place. The ideas suggested by people to improve housing designs will be studied and used where possible in the 1988 public housing and HAP designs.

Mr. Speaker, I am pleased to report that the design committee has visited 14 communities so far. Indications are that people are pleased for an opportunity to be involved and are looking forward with enthusiasm for other opportunities to give their suggestions.

This process, Mr. Speaker, will develop better communication between the communities and the Housing Corporation -- another positive step which meets not only the directions of the special committee on housing, but the goals of the Housing Corporation as well. Thank you.

MR. SPEAKER: Thank you, Mr. Ballantyne. Item 2, Ministers' statements. Mr. Curley.

Minister's Statement 25-87(1): Northern Food Conference

HON. TAGAK CURLEY: Thank you, Mr. Speaker. I have just received the report from the chairman of the northern food conference which was held recently in Yellowknife and hosted by the Department of Economic Development and Tourism. The conference, in its many aspects, demonstrated quite clearly the tremendous potential and opportunity that we, as northerners, have in this sector of our economy. Difficulties that we have to overcome were identified and in my address to the conference I outlined what the department is doing to address these difficulties and assist in the development of a northern country food industry.

I would like to identify the five key recommendations that emerged from this conference:

- 1) That government and private sector representatives join forces and develop a food industry strategy;
- 2) That government proceed with development of food industry-related legislation and regulations;
- 3) That capital support programs for inspection and processing facilities be considered;
- 4) That attention be given to marketing and promotion initiatives;
- 5) That a second food conference be hosted in 1988 to review progress on the 1987 conference recommendations.

These recommendations, Mr. Speaker, have my full support. I have instructed staff of the Department of Economic Development and Tourism, in consultation with the Department of Renewable Resources, to take appropriate steps to ensure prompt follow-up on each of them.

I would like to conclude by thanking Mr. Glenn Warner, Don Anderson, Ben Hubert, the panelists and all the support staff that made the food fair so successful. Thank you.

---Applause

MR. SPEAKER: Thank you, Mr. Minister. Item 2, Ministers' statements. Mr. Patterson.

Minister's Statement 26-87(1): Careers Day

HON. DENNIS PATTERSON: Thank you, Mr. Speaker. One of the major problems facing young people today is the lack of knowledge and information on career choices and employment opportunities. The Department of Education, through its career services program, operates career shows across the Northwest Territories. These shows provide a first-hand opportunity for residents to meet potential employers, learn about the variety of jobs available in the Northwest Territories, and to understand the training opportunities which can be provided to support their career ambitions.

Major employers and educational institutions are active participants in the displays and presentations at these community events. Career shows are often the only opportunity for residents to talk directly to employers and to explore a wide spectrum of career opportunities both within and beyond their home communities.

Advanced education co-ordinates these shows so that they are available to the public at large, as well as to students from high schools. Career shows and job fairs have already been held this year at Iqaluit, Rae-Edzo and Fort Smith and travelling displays have been held in the Keewatin and Kitikmeot Regions. The largest career show is being held today in Yellowknife at the Katimavik Room of the Explorer Hotel. The show includes displays from 10 government departments and 30 private sector employers and organizations. It will be open until 8:00 p.m. tonight.

Exhibitors from the Arctic College and the Saskatchewan Indian Federated College will also be on hand to provide information on educational opportunities and to promote programs directly related to the career choices presented by employers.

Career shows and job fairs are a truly co-operative effort between educators and employers in the labour market. I believe they provide a valuable service to the public. Thank you, Mr. Speaker.

---Applause

MR. SPEAKER: Thank you, Mr. Minister. Item 2, Ministers' statements. That appears to conclude this item. Item 3, Members' statements. Mr. T'Seleie.

ITEM 3: MEMBERS' STATEMENTS

Member's Statement On Electricity Produced By Hydro-Electric Plants

MR. T'SELEIE: Mr. Speaker, on Sunday, March 1st, Mr. Wah-Shee, the Member for Rae-Lac la Martre, and I visited the three Snare River hydro dams. The dams provide electricity to the city of Yellowknife, including the mines, as well as to the community of Rae-Edzo. The first dam was built

in 1948, the second in 1967 and the third was completed in 1976. These three dams generate around 20 megawatts of electricity and we were told that Yellowknife uses close to 20 megawatts. It is interesting to note, Mr. Speaker, that by comparison, a dam on the Great Bear River, at a site close to where it begins to empty from Great Bear Lake, is estimated to have the capability of generating around 200 megawatts. In other words, one dam on this river could supply electricity to 20 cities the size of Yellowknife. It is further interesting to note that unsubsidized diesel-generated electricity costs in Fort Good Hope around 35 cents per kilowatt hour while the cost in Yellowknife, I am told, is around eight or 10 cents per kilowatt hour. Mr. Speaker, I found the tour to be useful and informative.

MR. SPEAKER: Thank you, Mr. T'Seleie. Members' statements. That appears to conclude Members' statements for today.

Item 4, returns to oral questions. Item 5, oral questions. Mr. Arlooktoo.

#### ITEM 5: ORAL QUESTIONS

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Economic Development and Tourism concerning Tabled Document 34-87(1), Carving Stone Supply Policy, that he tabled on March 2nd. I have read this information item concerning your policy. I am not too clear in reading this, how this will enable these communities -- I do not see that stated. After this policy has been implemented, if the communities represented are going to carry out business with the soapstone according to this policy, they will not be able to carry out the business that they have been doing. Thank you.

MR. SPEAKER: Not a bad speech, but I did not really see a question there. Do you have a question relative to what you have said?

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Economic Development and Tourism. The communities I represent have been wanting to administer the quarrying of the soapstone. After implementation of the policy that you have, it seems like these communities will not be able to carry this out in quarrying the soapstone. Thank you.

MR. SPEAKER: You are using the question period to debate a point actually. It still is not a question. This is not the proper place to bring that subject up in that manner. Oral questions. Mr. Paniloo.

#### Question 0111-87(1): Property Tax Increases

MR. PANILOO: (Translation) Thank you, Mr. Speaker. My question is directed to the Minister of Finance regarding Minister's Statement 12-87(1), tabled by the Minister of Finance on February 27th, on the property tax increases to tax-based municipalities. I have been reading this information item. Will only the bigger communities get the increase or will you also include the smaller communities? I would like to get some indication whether the communities with a population of less than 1000 will be included; if they are going to be included in this. Thank you.

MR. SPEAKER: Thank you, Mr. Paniloo. Mr. Minister.

#### Return To Question 0111-87(1): Property Tax Increases

HON. TOM BUTTERS: The increase in the education tax applies to the tax-based municipalities, excluding Yellowknife, which are the larger ones. The 10 per cent increase in the other areas applies to the non-tax-based municipalities, which are the smaller communities.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mrs. Lawrence.

#### Question 0112-87(1): Study Of Proposed Low-Level Military Flights

MRS. LAWRENCE: Thank you, Mr. Speaker. I have a question for the Minister responsible for Renewable Resources. I understand that the officials in your department have been involved in the review of the proposed low-level military flights over the southern Northwest Territories. Would you please tell me what plans your department has for reviewing the draft study being prepared by the consultant and will the public and the people in my communities be involved in the review of the draft study being done? Mahsi.

MR. SPEAKER: Mr. Minister.

Return To Question 0112-87(1): Study Of Proposed Low-Level Military Flights

HON. RED PEDERSEN: Thank you, Mr. Speaker. My department has been involved with consultation. The Department of National Defence has made a commitment to consult with our government, with communities and with other agencies. At a meeting in Yellowknife on December 10th, 1986, it was made quite clear to the consultants and to DND that they should hold public meetings in conjunction with the preparation of the plans for the low-level flights. Meetings have been held in Detah, Snowdrift, Fort Resolution and Fort Smith during the week of January 12th to 16th. A lot of opposition was raised in those meetings to the flights. Some of the concerns included that forest fires could result from crashes; dumping of fuel into waters; impact on caribou, including changes in migration routes; that pregnant caribou cows could be damaged with regard to hearing, etc.; there might be impacts on fur-bearers and trapping; impacts on migratory birds; tourism. Also, that military activities could be escalated if this went ahead and was approved. Our department has indicated on many occasions, Mr. Speaker, that additional consultation is required and that DND should be prepared to hold additional community meetings.

Following the action my department is taking on this, Mr. Speaker, we will assist DND and their consultants in obtaining the best information on the area affected. We will identify significant areas which should be avoided and we will address the critical time periods for wildlife. We will review all information and reports to ensure that everybody's concerns are addressed. We will also assess the potential impact and provide recommendations to DND. We will assist communities and native organizations in their review and in understanding the project and we will also provide advice as requested to the Executive Council of the government. The government's policy and actions of course will be made by the Government Leader, but these are our departmental responses to date. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Angottitauruq.

Question 0113-87(1): Correction To NWT 1987 Explorers' Guide

MR. ANGOTTITAUURUQ: Thank you, Mr. Speaker. My question will be directed to the Minister of Economic Development. On February 20, I made a Member's statement about the NWT Explorers' Guide, as it was misleading. I was wondering if the Minister was prepared to make any new pamphlets just for Gjoa Haven's sake. Is he prepared to make any pamphlets to correct that and send them out to the right people who have already got the misleading information? Thank you.

MR. SPEAKER: Mr. Minister.

Return To Question 0113-87(1): Correction To NWT 1987 Explorers' Guide

HON. TAGAK CURLEY: Thank you, Mr. Speaker. I understand the regional tourism associations are continually developing and updating their own community promotion and I have seen some examples. I will be pleased to send the Member some copies of the brochures that we have on each community as they are developed by the regional tourism zone. As far as the Explorers' Guide is concerned, this particular document is normally tendered out to the private sector so it involves a whole lot of organizations and the government is normally only playing an advisory role in terms of what should be printed in there. I have written to the Member explaining exactly what happened in that case and I would like the Member to at least have an opportunity to read the letter and in the next issue I am sure that information will be corrected. Thank you.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Erkloo.

Question 0114-87(1): HAP Housing And Northern Rental Units

MR. ERKLOO: (Translation) Thank you, Mr. Speaker. My question is to the Minister of the Housing Corporation. I have two questions. In my community, for those people who are trying to get their own houses, there was no assistance available in 1986 and 1987 for HAP housing. Can you investigate to see whether they can be assisted for those years? As well, there are people buying northern rental houses which have to be rehabilitated before they can buy them. You were going to investigate that. I wrote you two letters and up to now we have not received any answer from you. What is the situation at this time? Thank you.

MR. SPEAKER: Mr. Minister. The translation is on the wrong frequency. Would you move, please? Mr. Minister, you have the floor.

Return To Question 0114-87(1): HAP Housing And Northern Rental Units

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. One of the recommendations of the special committee on housing was to find a mechanism to be able to sell northern rental units to clients for a very cheap price -- for a dollar, for instance. One of the biggest problems that we have found is that many of the units are in such bad condition that clients have not wanted to take them over. Right now, we are exploring the possibility of putting together a repair program to go hand in hand with the sale of the northern rentals. The other possibility is that because so many of the northern rentals are in such terrible shape, we have proposed in next year's budget a replacement program whereby over a period of 10 years, those northern rentals which are in such terrible shape that they cannot be sold, will be replaced. But because of the restraints on the budget, I was not able to bring that forward this year.

For the first question the honourable Member asked, about HAP allocation in the Member's community, the process that we used this year for the very first time was that houses, based on need, were allocated in global units to communities. The community would have the option; for instance, if the needs study showed that they would be eligible for six units, the community could decide if they wanted those units as public units or as HAP units or as a combination of both. The other problem that we found in some communities is that there were not eligible clients for HAP. But what I will do is respond to the Member's letter with specific details about his community and what happened with the HAP program in his community. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Erkloo.

Supplementary To Question 0114-87(1): HAP Housing And Northern Rental Units

MR. ERKLOO: (Translation) Thank you, Mr. Chairman. Perhaps I will be able to talk to the Minister outside of this House some time. The 1986-87 HAP units were assisted throughout NWT except in the Baffin Region. For this reason I am asking why they were not assisted. Maybe they can be assisted later on in the years to come. Some had to borrow a lot of money from the banks and they need to get construction workers to help out.

MR. SPEAKER: Mr. Minister.

Further Return To Question 0114-87(1): HAP Housing And Northern Rental Units

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. The Housing Corporation has never directly given money to clients to assist HAP. In this year's budget I am proposing for the first time an allocation of a total of \$850,000 for that very thing. What we have done is try to help community groups and individual clients to seek funding from other sources. The two major sources of funding in the 1986-87 year were, first, the STEP program and my understanding is that our clients in the Baffin had access to the STEP program, so there was some limited funding available to people in the Baffin through the STEP program.

The other program that people across the Territories accessed or got money from, was the human resources strategy money. What happened is that, district by district, a decision was made as to whether or not money allocated to a region would be spent on HAP or would be spent on other programs. Every other district in the NWT, every other region, decided they would utilize the human resources strategy funding for HAP. In the Baffin Region, for whatever reason, those people who made the decision, decided to use that money for other projects. That is the reason that the money was not available in the Baffin. My problem is that this year we have the same problem again. If my budget is passed I will have approximately \$4000 per unit, which is not a lot of money, but it is going to again be up to regions to decide if they want to use the money allocated to them through the human resources strategy for HAP labour, or for something else. We are not going to have extra money, that I see now, to assist people in any region that decide they want to use that money for projects other than HAP.

What I would suggest is that if the Members from the Baffin consider the HAP program a major priority, when that decision is made this year as to where the human resources strategy money will be spent, that the Baffin Members make a strong representation to the regional organizations who make the decision and tell them that you think that home building is a priority and you think that that money should be spent as HAP labour support. Thank you, Mr. Speaker.



MR. SPEAKER: Thank you, Mr. Minister. Mr. Erkloo. A question. We do not go into debate now, this is question period.

Supplementary To Question 0114-87(1): HAP Housing And Northern Rental Units

MR. ERKLOO: Supplementary, Mr. Speaker. (Translation) With regard to the human resources strategy program, the money received through that and STEP, who makes decisions on what type of money is available? We are not sure in the Baffin Region who makes the decision on what program to put money into. Maybe you can clarify as to whom to approach. There are two sources of funding available to people who apply for assistance through HAP housing.

MR. SPEAKER: Mr. Minister.

HON. MICHAEL BALLANTYNE: I will take that question as notice and provide the Member with the details of exactly who made the decision to provide funding for both programs.

MR. SPEAKER: Thank you, Mr. Minister. You are taking the question as notice. Oral questions. Mr. Pudluk.

Question 0115-87(1): Funding For Sealskin Industry

MR. PUDLUK: (Translation) Thank you, Mr. Speaker. I heard on the news on December 17, 1986, the Minister of Fisheries and Oceans was going to make \$150,000 available and DIAND was going to make \$100,000 available for four years and within five years they were going to have five million dollars available for tanning sealskins. The Department of Renewable Resources in the GNWT, are they going to be involved in that funding? The ITC was going to receive some money from that amount. Is the Renewable Resources Minister going to apply for that funding as well?

MR. SPEAKER: Mr. Minister.

Return To Question 0115-87(1): Funding For Sealskin Industry

HON. RED PEDERSEN: Thank you, Mr. Speaker. We are not going to apply directly into the funding supply to ITC. I worked from the same piece of paper Mr. Pudluk has, I think, and I want to point out that this news release that was put out on the date quoted, does mention five million dollars but a lot of this five million dollars, in fact the majority of it, is in existing government programs. It was not five million dollars worth of new money. It states quite clearly that it includes such things as the industrial and regional development program, the special agriculture and rural development, the one we know as Special ARDA. So it is not five million dollars worth of new money.

The Department of Indian Affairs and the Government of the Northwest Territories -- through Economic Development, not through my department -- does supply funding to the Nunasi Corporation for the development of seal leather products, some of which we saw at the Expo pavilion. In fact the witness table in the chambers right now is a product of that. Aside from that, Mr. Speaker, we are still waiting for the final report of recommendation to be completed. The Minister of Fisheries in his release did state that further analysis and consultation is required in order to develop a long-term overall Canadian policy on seals, and that this policy would take into account the views provided by, among others, the Government of the Northwest Territories and interested native groups. We are in constant contact with the Department of Fisheries on this issue, making representation, but we are not directly involved in contributing funds from my department to the same pool of money that ITC received.

MR. SPEAKER: Thank you, Mr. Minister. Oral questions. Mr. Arlooktoo.

Question 0116-87(1): Responsibility And Legislation For Soapstone Quarries

MR. ARLOOKTOO: (Translation) Thank you, Mr. Speaker. I would like to place this question to the Government Leader in regard to my constituency. There is a lot of soapstone available in my area. Can there be a law in regard to soapstone quarries so that there can be some rules available? Is the territorial government responsible for resources in the NWT? Thank you.

MR. SPEAKER: Mr. Sibbeston.

HON. NICK SIBBESTON: Mr. Speaker, the matter while directed to me could better be answered by the Minister responsible for Municipal and Community Affairs. So we will provide a response as quickly as possible and I will ask Mr. Wray to provide the response.

MR. SPEAKER: Are you then taking the question as notice for a reply at a later time? You are taking the question as notice and we will bring you a reply later. Mr. Paniloo.

Question 0117-87(1): Delay In Receiving Supplementary Benefits

MR. PANILOO: (Translation) Thank you, Mr. Speaker. I would like to place this question to the Minister of Social Services. The pensioners when they reach the age of 65 get guaranteed income supplement. In my constituency the mail is getting to be quite good. I asked the pensioners in my constituency if they receive their cheques on time and they only receive their cheques a month after -- the second month after it was issued. They have to wait for a whole month. Can they make the mail go faster in my region? There are two sources of income -- from the Canadian government and the NWT government. Can you make the cheques from the NWT government go faster to reach our area? That is my question? Is it possible?

MR. SPEAKER: Mr. Minister.

Return To Question 0117-87(1): Delay In Receiving Supplementary Benefits

HON. BRUCE McLAUGHLIN: Thank you, Mr. Speaker. I understand what the Member is saying and it is a problem. I will look into it and whether it is a processing problem with the federal government cheques. I should also point out that the territorial cheques are only issued once it is confirmed that the guaranteed income supplement cheque is paid. So not all old age pensioners receive the territorial cheque, just those getting GIS on top of the old age security. So I will look into the matter and see if it is a processing problem or if it is a mail problem. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. Then you will communicate directly with Mr. Paniloo on the subject. Thank you. Oral questions. That appears to conclude oral questions for today. Item 6, written questions. Mr. Pudluk.

ITEM 6: WRITTEN QUESTIONS

Question W25-87(1): Assistance To Caribou Hunters

MR. PUDLUK: Thank you, Mr. Speaker. This is addressed to the Minister of Renewable Resources. What was the total amount of assistance issued to caribou hunters, last year, and which settlements applied for assistance? How much money was spent on assistance last year?

MR. SPEAKER: Thank you, Mr. Pudluk. Written questions. Mr. Appaqaq.

Question W26-87(1): High Cost Of Food, Sanikiluaq

MR. APPAQAQ: (Translation) Thank you, Mr. Speaker. I would like to place this question to the Minister of Government Services. My question is about high cost of food in Sanikiluaq. I have been informed that the price of food is one of the highest, even compared to the Baffin Region communities. Especially the price of food and furnishings and cleaning goods. It seems that every three or four and a half months, they increase prices. Even our wages are not keeping up to par with the high increase. We would like a price study done at the co-op and Hudson's Bay Stores to find out why there has been such a price increase, and have the government report to the community why there has been such an increase.

My question to the Minister is, could he get one of his employees to go to Sanikiluaq to do a study as to why there have been increases in prices in those stores. One of the reasons why I want this done is because we have not been informed of the reasons why there is now an increase. We would also like to get information as to whether the pricing increase is valid or not in Sanikiluaq. Thank you.

MR. SPEAKER: Thank you, Mr. Appaqaq. Written questions. Item 7, returns to written questions. Mr. Clerk.

ITEM 7: RETURNS TO WRITTEN QUESTIONS

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Speaker, the following returns have been filed: Return to written Question W20-87(1), asked by Mr. Appaqaq to the Minister of Personnel; Return to written Question W21-87(1), asked by Mr. T'Seleie to the Minister of Personnel.

Return To Question W20-87(1): GNWT Employee Accommodation Allowance

Hon. Red Pedersen's return to Question W20-87(1), asked by Mr. Appaqaq on March 2, 1987, regarding GNWT employee accommodation allowance:

Standard accommodation allowance. All GNWT employees who do not live in accommodation subsidized by the GNWT are entitled to a standard accommodation allowance of \$450 per month.

Household allowance. All GNWT employees living in private accommodation in communities where costs significantly exceed those in Yellowknife are entitled to an additional allowance, which is paid on a household basis at the following monthly rates, which have been in effect since October 1, 1986.

Baffin Region: Arctic Bay, \$185; Broughton Island, \$275; Cape Dorset, \$250; Clyde River, \$125; Iqaluit, \$190; Grise Fiord, \$185; Hall Beach, \$150; Igloolik, \$150; Lake Harbour, \$285; Nanisivik, \$60; Pangnirtung, \$215; Pond Inlet, \$150; Resolute Bay, \$180; Sanikiluaq, \$40.

Fort Smith Region: Fort Liard, \$150; Fort Providence, \$30; Fort Simpson, \$65; Jean Marie River, \$210; Lac la Martre, \$160; Nahanni Butte, \$240; Rae Lakes, \$190; Snowdrift, \$125; Wrigley, \$145.

Inuvik Region: Aklavik, \$125; Arctic Red River, \$250; Fort Franklin, \$130; Fort Good Hope, \$160; Fort McPherson, \$110; Fort Norman, \$155; Inuvik, \$85; Norman Wells, \$65; Paulatuk, \$245; Sachs Harbour, \$200; Tuktoyaktuk, \$120.

Keewatin Region: Baker Lake, \$225; Chesterfield Inlet, \$245; Coral Harbour, \$180; Eskimo Point, \$220; Rankin Inlet, \$200; Repulse Bay, \$145; Whale Cove, \$220.

Kitikmeot Region: Cambridge Bay, \$185; Coppermine, \$185; Gjoa Haven, \$185; Holman Island, \$210; Pelly Bay, \$380; Spence Bay, \$180.

Return To Question W21-87(1): GNWT Employee Benefits

Hon. Red Pedersen's return to Question W21-87(1), asked by Mr. T'Seleie on March 2, 1987, regarding GNWT employee benefits:

The actual expenditures in 1985-86 for employee benefits are as follows: 1) Removals, \$3,954,000; 2) Annual vacation assistance, \$3,877,000; 3) Medical travel assistance, \$1,377,000; 4) Orthodontic travel assistance, \$184,000.

MR. SPEAKER: Thank you, Mr. Clerk. Are there any further returns to written questions?

Item 8, replies to the Opening Address.

Item 9, petitions.

Item 10, reports of standing and special committees. Item 11, tabling of documents. Mr. Curley.

ITEM 11: TABLING OF DOCUMENTS

HON. TAGAK CURLEY: Thank you, Mr. Speaker. I wish to table the following document: Tabled Document 37-87(1), Executive Summary of the Northern Food Conference, February 18th and 19th, 1987, Yellowknife, Northwest Territories.

MR. SPEAKER: Thank you, Mr. Minister. Tabling of documents. Mr. T'Seleie.

MR. T'SELEIE: Mr. Speaker, I would like to table Tabled Document 38-87(1), a letter from the Fort Norman band council to the superintendent of Social Services in Inuvik. The letter concerns the need for a senior citizens home in Fort Norman.

MR. SPEAKER: Thank you, Mr. T'Seleie. Tabling of documents. Item 12, notices of motion. Mr. Butters.

ITEM 12: NOTICES OF MOTION

Notice Of Motion 11-87(1): Additional Sitting Hours

HON. TOM BUTTERS: Mr. Speaker, I wish to give notice that on March 9th, I will make the following motion: Now therefore, I move, seconded by the honourable Member for Nahendeh, that the Speaker be authorized to set such additional sitting hours as he may consider necessary in order to effectively carry out the business before the House.

MR. SPEAKER: Thank you, Mr. Minister. Notices of motion. Item 14, motions. Motion 8-87(1), Low-level Flights in the Northwest Territories. Mrs. Lawrence.

ITEM 14: MOTIONS

Motion 8-87(1): Low-Level Flights In The NWT

MRS. LAWRENCE: Thank you, Mr. Speaker.

WHEREAS the American Strategic Air Command and the Canadian Department of National Defence have proposed low-level military flights over the southern Northwest Territories;

AND WHEREAS a southern consulting firm has been hired by DND to assess the socio-economic and environmental impact of the proposed flights;

AND WHEREAS the views of communities and groups in the North were not properly assessed by the consulting firm;

AND WHEREAS this House has passed motions supporting disarmament, opposing cruise missile testing, and declaring the Northwest Territories a nuclear weapons free zone;

AND WHEREAS, in 1986, the Government Leader, the Hon. Nick Sibbeston, on behalf of the Government of the Northwest Territories, sent a telex to the Prime Minister of Canada expressing opposition to the resumption of cruise missile testing in the Northwest Territories;

AND WHEREAS the major native associations and other groups in the Northwest Territories have expressed their opposition to low-level flights in the Northwest Territories;

AND WHEREAS the chairman of the federal environmental assessment panel reviewing low-level flights over Labrador has requested that these flights be restricted until a final report has been completed;

NOW THEREFORE, I move, seconded by the honourable Member for Rae-Lac la Martre, that this House declare its opposition to low-level flights in the Northwest Territories;

AND FURTHER, that this House communicate its concern to the Department of National Defence and the Prime Minister of Canada, requesting that a full public inquiry into the issue of low-level flights in the Northwest Territories be commissioned immediately;

AND FURTHER, that the proposed flights be put on hold until the public inquiry is carried out.

MR. SPEAKER: Your motion is in order. To your motion.

MRS. LAWRENCE: Mr. Speaker, while I recognize and appreciate the need for Canada to participate in defence strategies in conjunction with the United States, I also strongly believe that the means to those ends have not taken into consideration the full impact of low-level flights and missile testing on the local population of the Northwest Territories. Consultation with the people of the NWT has not been taking place with the exception of Snowdrift, Fort Smith and Fort Resolution. All these communities indicated strong opposition to these tests. It seems that this vocal opposition has fallen on deaf ears. The Department of National Defence seems to have it all planned before

coming into the Northwest Territories. They do not seem to care about the people or what we think and how it is going to affect us. The December 10th, 1986 meeting with military took place in Yellowknife and it was a closed meeting and it was only with a selected group. I do not believe that was sufficient consultation with the people. At that time the chief of Snowdrift and myself requested a meeting with the community and that is when they came to Snowdrift, Fort Resolution and Fort Smith, with two consultants and one officer from DND. At that time a lot of questions had been asked and we felt that the question has not been answered at all.

#### Complaints In Labrador

In Labrador the native groups have been complaining about the effects on their wildlife, caribou, ducks and geese and their health. Ducks and geese have changed their nesting areas and caribou also changed their migration pattern. Impact studies are now being done after the fact on effects on animals, and public hearings are being held on low-level flights. I do not understand why we cannot request public hearings before training on these flights started. Why wait until after the fact? It is not guaranteed that these flights are safe and will not crash and start fires. It has been reported that at least six jets have crashed in Labrador.

I understand these aircraft that might be flying over us are capable of carrying nuclear weapons. With all these military activities pushing the battlegrounds over us in the Northwest Territories -- first it was the cruise missile and so far we have had one crash. And now the low-level flights over our area. And I also understand that they will be letting the submarines go under the ice. It really concerns me when there is no guarantee that these flights, these activities are safe. If something should go wrong, whether it is with the land or water, our environment will be ruined, not to mention the effect on the animals and fish, and the people that have depended on the environment for their livelihood will not be able to survive. They will not be able to relocate. The military personnel are known to transfer from country to country and we are not able to do that with our people.

A consultant firm, too, from Vancouver has been hired to do an initial environmental evaluation on these flights. The consultants are not able to look at the needs of these flights, or to monitor for compensation. They only had half day meetings with the communities, such as Detah, Snowdrift, Fort Res and Fort Smith. There is public concern that not sufficient public hearings have been taking place. And these proposed low-level flights should be referred for a public hearing. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mrs. Lawrence. Mr. Wah-Shee, as seconder.

MR. WAH-SHEE: Thank you, Mr. Speaker. I am pleased to second the motion. As Members are aware there have been a number of northern groups that have raised concerns in regard to the low-level flights that are being planned for the Northwest Territories. One of the concerns that I have is that, generally speaking, when we have major initiatives being taken by the federal government, which have impact on the Northwest Territories, we are always, continually, faced with the fact that we have to react to these initiatives, particularly by the federal government.

#### Opportunities For Northerners To Express Concern

One of the areas where we have a lot of concern is the lack of input from northern residents. I do not believe that the residents of the North, generally speaking, are opposed to the federal government's reconfirming Canadian sovereignty over the Canadian North. I think the people of the North would welcome participation in those areas which are of not only national but also northern interests. So, as I understand it, at the moment, the National Defence personnel in Ottawa, and Yellowknife, do not support public hearings. They view public hearings as undesirable. It seems to me that if the Canadian government can agree to have public hearings in those areas where low-level flights have already been initiated, particularly in Labrador and Northern Quebec, then there is absolutely no reason why the residents of the North should be treated as second-class citizens and not have the same opportunity as Labrador in expressing their concerns in regard to the low-level flights.

I do not think we are saying that we want to have the military activity in the North completely stopped but I think that in the matter in which National Defence and the Canadian government are dealing with their military activity in the North, it is important that the people of the North have an opportunity to raise their concerns. At the present time there is no opportunity other than those half day meetings which were held in about four communities. I think there has to be a

lot more initiative on the part of the Canadian government to involve the people of the North. I think that it is important that the residents of the North be given an opportunity, at least, to be properly informed because I do not think it is good enough for northern residents to read about these northern flights through the media. I think we would prefer to hear from the people who are directly involved in initiating these military activities in the Canadian North. Thank you.

MR. SPEAKER: Thank you, Mr. Wah-Shee. To the motion. Mr. T'Seleie.

MR. T'SELEIE: Mr. Speaker, I am pleased to support this motion. I do not have any prepared remarks. Sometimes on motions like this, Members are somehow required to have done some research on these issues on their own. With the present motion, I do not feel that I have to do any research because to my way of thinking, these flights have implications for the people that I represent. These flights are planned for lands that are within the homelands of the Dene and those of us who have nowhere else to go after we finish our jobs in the North or whatever, are going to be left with having to worry about the increasing militarization of the North.

#### Effects Of Low-Level Flights On Environment And Wildlife

About a year ago I was at a meeting in northern Quebec on the anti-trapping movement. At that time there was a delegation from Labrador and this was one of the concerns they raised at the meeting -- the low-level flights that were being conducted in their part of the country at that time. They wanted to raise it as an issue with the delegates who were at that meeting. They had complaints about the effects of these flights on the wildlife, caribou, ducks and geese. So this is not something I have not heard about before.

In the notes we have had passed for us around this table here, the last page refers to the people in that part of the country who are called the Innu. They report damage to hearing; children are afraid to go out on the land; caribou migration patterns have changed; caribou have been found with broken ear drums; waters have been polluted by exhaust, with people getting sick; ducks and geese have changed their nesting areas. These are the effects on the Labrador people. Then for the people I represent, if this is going to happen, Mr. Speaker, these are not small concerns about a few ducks here and a few caribou there. I think because the people depend on using those animals for their living, that these are major effects from the point of view of the majority of people that I represent. So I cannot stand by and not say something on this issue. I cannot understand others not doing the same.

The other thing I would like to say, Mr. Speaker, is that northern people must be consulted on this. To me the military really has no business being in the North without at least talking to us because, as I said before, we are the people who are going to be most directly affected by these types of military activities. So those are my comments, Mr. Speaker, and I would like to ask other Members to support this motion as well.

MR. SPEAKER: Thank you, Mr. T'Seleie. Mr. Paniloo.

MR. PANILOO: (Translation) Thank you, Mr. Speaker. I will be supporting the motion and I am very proud to see a motion put forward. This will not directly affect my area but I also am proud of the fact that the Dene and Inuit and Kabloonas who live in the NWT utilize the renewable resources and they practise their traditional way of life. The military that are carrying out test flights in our area will affect the wildlife and in turn this will affect our livelihood also. If we are not supporting each other the military will not be aware of these things and I would also encourage the other Members to support the motion. I think the wildlife will be affected, especially if there is a lot of noise. The Inuit could even be affected. As the person from Sanikiluaq has mentioned before, this causes a lot of dissatisfaction among some people. He also mentioned that you can also lose your hearing. I will be supporting the motion, Mr. Speaker. Thank you.

MR. SPEAKER: Thank you. To the motion. Mr. Butters.

#### Research Has Not Been Adequate

HON. TOM BUTTERS: Mr. Speaker, I have always taken the position that I would want and would wish to see a much larger profile for the Department of National Defence and our military in northern Canada. I think that if we tell the world that the North is ours and the lands and the waters are ours, then we should be seen to be able to defend it.

However, in so saying, I must give qualified support to the motion. I feel that the research has not been adequate on the proposal that is contained, at least in what I have before me in these green sheets that were provided, and the flight path of these bombers passes very close to northern communities at a time when there is wildlife beneath their wings. I think that the motion, as it calls for further study and a delay until the public inquiry is carried out, is very wise. I feel that the military could probably get as much experience on arctic ice, if they could fly over polar ice or maybe the Hudson Bay and do a little bit more study on those areas where there are wildlife populations that could be disturbed or hindered.

MR. SPEAKER: Thank you, Mr. Butters. Mr. Angottitauruq.

MR. ANGOTTITAUURUQ: Thank you, Mr. Speaker.

AN HON. MEMBER: Moses does not agree with Hudson Bay.

MR. ANGOTTITAUURUQ: Thank you, Mr. Speaker. I would like to support the motion that has been introduced. On the other hand, I have a little difficulty but first of all, before I show my support or say why I support the motion, I would just like to say a few little things that have bothered me. One thing that seems to bother me sometimes is that when these motions go through, sometimes we seem to say, "Let us be sitting ducks and let us wait for the enemy to come by" so that we do not have any warheads ready to defend ourselves. I may say that; but as a native, where I get my food from, the country -- and I know that these animals are not farmed and do not have fences around them, and if they are disturbed in any way by noise and by the sight of what they are not used to seeing -- even the environmental groups say that it will not bother them. I have no doubt they can change their courses. And the worst of all that I fear is the contamination of the North. It is not only the low-level flights they are using; they are using all kinds of things in the nature of military equipment.

#### No Compensation Negotiated For Accidents

The reason why I would support this motion is that I have never heard of any compensation that has been negotiated by the native people or the people of the Northwest Territories. Maybe after I see something in a solid way, that if the environment is accidentally changed by these things, then the military or the Canadian government is prepared to give compensation to the people, especially to those who live by it. For that reason, I will support the motion, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Angottitauruq. Mr. Ballantyne.

HON. MICHAEL BALLANTYNE: Thank you, Mr. Speaker. Mr. Speaker, I have been sitting here listening to comments of some of the Members. I have just been jotting down a few thoughts I have had to try to clarify this issue for myself. Over the past number of years there have been a number of issues. We in the House have talked about the north warning system, we have talked about the Canadian Air Force Base in Inuvik, we have talked about the cruise missile and now we are talking about low-level testing. I have been trying to sort out in my mind exactly what I am actually for and what I am actually against. Sometimes I think that we can have too sweeping a brush. I am speaking in support of this motion because I have some real concerns with the testing of these bombers and fighters and I supported the motion against the cruise missile.

#### Canadian Armed Forces Have Very Proud Tradition In North

I want to make it very clear that I am a very strong supporter of the Canadian Armed Forces. I think that the Canadian Armed Forces history in the North has been a positive one and I know there have been comments in this House of our disappointment when the Canadian Armed Forces Base closed down in Inuvik. Some of you may be aware of the history of the Canadian Armed Forces. I am perhaps a little bit prejudiced because my father served as an officer in the corps of engineers for 29 years so I have some background as an "army brat", as it were. They have a very proud tradition in peace keeping, they have a very proud tradition in the North in search and rescue and I do not think that we should forget that there have been times in our history that we needed them as good soldiers. In World War I, World War II, and the Korean War, Canadians were very proud and very supportive of having fine fighting troops to defend their interests. I do not want to predict the future but I think we have to keep in mind those times in history when we need Canadian Armed Forces. So, for me, anyhow, support for this motion in no way takes away from my basic support for the Canadian Armed Forces.

SOME HON. MEMBERS: Hear, hear!

---Applause

HON. MICHAEL BALLANTYNE: Another aspect that I think causes us all a little bit of difficulty is the north warning system. Now, I as a Canadian believe that we do have some obligations to NATO and we do have some obligations to NORAD. I see the new north warning system as a way we can carry out those responsibilities. I see the new system that will be coming into place as a quantum leap, in terms of sovereignty and Canadian content, from the old system which was, essentially, totally run by the Americans. The new north warning system is going to be using Canadian technicians. It is going to be using Canadian companies to build and operate the system. The new north warning system, to me, is an improvement over what we had before. I see that as something that we can say to our NATO allies and the Americans, "We are not ignoring our responsibilities as a middle power in this world. We are doing something. We are doing something that is not offensive; it is not in any way approving an offensive bomber or a missile but it is there for defence. It is there for a deterrent." So, I, for one, can support the north warning system.

#### Strong Message To National And International Leaders

When we get into the large picture of war and peace, I try to break it down into categories. Why would I, as a northerner and as a Canadian, oppose something like the cruise missile or low-level testing? I tried to break it into categories and I guess the first, probably most important category is the moral reason. I, for one, because of my experiences in Vietnam and Cambodia and Laos -- and I visited Hiroshima -- I think I have probably as good an understanding as most Members of the horror of war. A lot of people see this motion as a way to send a strong message to national and international leaders. We want them to sit down in good faith and attempt to negotiate the end of the arms race. I think that is a valid reason for supporting this motion. I see now with Gorbachev's newest proposal to the Americans and Reagan's response -- maybe there is a little light at the end of the tunnel. It is unfortunate that the political climate in which Reagan is responding is a little bit dubious, but maybe that will be the push that we need to get the Russians and the Americans to sit down and negotiate some kind of an arms settlement.

The second category that I looked at is the environmental category. Other Members have talked about it, and the social category of what will be the impact of low-level flying on wildlife and on people. I do not think that has been satisfactorily explained to northerners.

The third area that I considered myself was the technical area. How many flights? Is this the opening of the door, where the four flights today will be 400 tomorrow? Nobody has answered to my satisfaction. The economic benefits I talked about with the north warning system -- there are none; there are actually no spin-offs whatsoever associated with the low-level flights. There are some people who are willing to have trade-offs, but here there are no trade-offs possible. So I think under that particular category there is really nothing positive.

The sovereignty issue is one, as you know, that is still close to my heart and I have a major problem with the attitude of the United States of America, where they think that at will they can send submarines through northern waters, they can send ships through northern waters, they can claim drilling rights in Canadian waters, they think they can test their cruise missiles, their B-52s. And our government and we here in the North sometimes roll over and play dead every time they clap their hands. I say that we, as a government of the NWT, have to stand up and be counted and say, "No, the Americans are not going to control the northern agenda." Nobody has consulted with us about any of these things. Things are happening to us without any consultation. So I think this motion is a strong message to send, not only to our federal government but to the Americans.

#### Northerners Need Information

The last aspect, Mr. Wah-Shee touched on that one, is the aspect of information. The reality is that many northerners are not familiar with all the technical and the geopolitical realities of the arms race, of weaponry and of testing. I think that the Government of Canada owes it to northern people to come up here and explain to people why they are doing these things, why they think they should be doing these things and answer questions.

I was at the meeting in Detah and I was very unhappy. The consultants did not know anything; they show no real interest whatsoever. When I tried to get a response from them, I was told, concerning my request for further consultation, that I had to phone a Strategic Air Command base in the United



States. That is the only way I could get any kind of response from these consultants. So I think the concerns are very valid. So I, for one, for the reasons I just mentioned, for the different categories that I put forward, very strongly support this motion. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Minister. To the motion. Mr. Curley.

HON. TAGAK CURLEY: Thank you, Mr. Speaker. I will, first of all, maybe, state a few words in English. I did not know my honourable friend, Mr. Ballantyne, had joined NDP.

HON. MICHAEL BALLANTYNE: I joined Nunavut, Tagak.

---Laughter

HON. DENNIS PATTERSON: Thank you.

HON. TAGAK CURLEY: Mr. Speaker, I just did not believe that a PC party supporter would extol such virtues of this nature with respect to...

HON. DENNIS PATTERSON: Liberals started it.

#### Strong Defence Needed

HON. TAGAK CURLEY: ...to the defence. Mr. Speaker, I give qualified support to the motion as well, because I have been known to support the cruise testing in the Northwest Territories, in view of the fact that we were dealing with post-Russian blasting of the civilian flight over their territory at that time. I also believe that we need a strong defence, because we are so close to the vicinity of another super power which does not require any kind of public discussion or approval from the public; they test in our waters underneath the Arctic Ocean at their will. There is no way of monitoring them and it has been known that they are actively cruising around the Arctic Coast and Arctic Islands. For that reason, I believe in strong defence.

I do not think that defence should be compromised in any respect but as far as low-level flights are concerned, I agree certainly that since many of our northern people are living off the land, involved in the renewable resource economy, that part of the area is what I am concerned with. I do think that if we are going to have any kind of low-level testing of these aircraft, at least the Department of Defence should try to find an area that is not used by the native northerners as frequently as the southern Mackenzie is, in terms of hunting, trapping, and so on. I do not really believe that in an area where there is a tremendous use of the land that these kinds of things should be condoned. Low-level flying really should be practised when they are chasing each other -- when there is a dog fight going on between an enemy plane and so on -- that is okay with me but as far as disrupting the lives of people that have lived here, that is something else.

For that reason, I think we have a tremendous land up here and we have some areas in the North that are frozen all winter long and we have a national park in Ellesmere Island that nobody uses very much. I would think that would be a good place to use because nobody is ever going to be trapping or mining or whatever else or harvesting wildlife or whatnot, so I would suggest that my colleague give his honourable advice to the Prime Minister that he maybe should create a national park strictly to be used for the low-level flights and so on. I will support the motion but with some conditions. Thank you.

---Applause

MR. SPEAKER: Mr. McLaughlin.

#### Inadequate Consultation Given

HON. BRUCE McLAUGHLIN: Thank you, Mr. Speaker. I will be brief because unlike my colleagues from Yellowknife, I do not have the brigadier general and the president of the local peace movement both living in my community. I am also not going to walk on both sides of the fence but, I am going to support this motion and I do not want anyone to think that I have made some sort of a peaceful conversion from my previous support of cruise missile testing and Canada's participation in defence of the North American continent, both through NORAD and NATO. I am supporting this motion because of the fact that I do not think adequate consultation has been given. I do not think proper

research has been done and I do not think any low-level flying, testing, when it does occur, should take place in areas where native people of this territory live or hunt and trap for their own survival. Thank you, Mr. Speaker.

---Applause

MR. SPEAKER: Thank you, Mr. Minister. Mr. MacQuarrie.

MR. MacQUARRIE: Thank you, Mr. Speaker. I would like to give my unqualified support to the motion. I have, Mr. Speaker, a good and intelligent friend who agrees with me on many things but sometimes we disagree when it comes to international relations and he has told me, "Bob, I could perhaps accept more of what you say, if you would point out that the other side, the Soviet Union, does things as well that are alarming to humanity." I am pleased to begin that way right now. I do say that both the Soviet Union and the United States of America are in possession of power that has the potential of annihilating the human race and that both countries from time to time do what I would consider some rather rash things or provocative things, or sometimes merely things that tend to promote a militaristic atmosphere, although the things themselves are not necessarily rash or provocative but may very well be unnecessary. When those actions occur, I would condemn them wherever they are done.

I do not feel, however, constrained to try to balance the criticism every time a specific event occurs, and we are here today talking about low-level flights that are being scheduled across the land of the NWT -- low-level flights that involve huge American bombers that have the potentiality of carrying nuclear bombs and low-level flights by Canadian fighter planes to track them.

Now, if I believed that this exercise were absolutely necessary, in the sense that if this exercise were not conducted, in some way the defence of the western world would be in jeopardy and we might become sitting ducks, as Mr. Angottitauruq pointed out -- if that were the case, then I would be constrained to support the flights. But I say that that is not the case at all.

#### Canadian Fighter Pilots Could Be Trained Another Way

With respect to the flights, it is clear to me that one aspect is, in a sense, acceptable to me, and that is the aspect that Canadian fighter pilots probably should be trained to fly at low levels in order to intercept missiles or low flying bombers that might be at some point launching an attack on our country. I do, however, think that that can be handled in other ways -- that kind of training, if it is necessary. But the aspect of the exercise not acceptable to me is that of helping American bomber pilots to become effective at the job of delivering nuclear weapons to be dropped on another country or countries. As I said, if I thought the exercise were absolutely necessary, I might be able to agree. I do not think it is necessary at all. First of all, as I said, from the fighter pilots' point of view, I am absolutely confident that our military top brass have sufficient imagination to arrange the kind of training that would enable our fighter pilots to become capable in that operation, if it is necessary.

I want to point out that I do support military operations in the North that are clearly defensive in nature. I could support, for example, the recent army exercise that was conducted in Iqaluit. I say that not only because, as Mr. Patterson pointed out, my son was a member of an armored regiment that participated in the exercise, but I say that because the exercise was clearly conducted for defensive purposes. And I believe that in the world we live in it is important for Canada to have armed forces, it is important for them to be trained effectively, and I agree with Mr. Ballantyne when he says that Canadian Forces in the past have had an impressive record in any engagement they participated in. I might disagree with the honourable Member about World War I. For example, it is true that Canadians fought heroically in that war, it is true that many of them died, sadly, but it has never been quite clear to me precisely what Canadian interests were in jeopardy when that war came about.

#### Exercise Not Necessary

But at any rate I say that the exercise is not necessary. It is not necessary also because I, as an individual, am absolutely convinced, and my conviction is not based on whimsy but on a study of history and current affairs and of political ideologies, I am absolutely convinced that the Soviet Union does not pose the slightest threat for a first strike nuclear attack on Canada or on the United States with the intent of annihilating either country or of occupying it and compelling it to become Communist. Not the slightest threat, in my estimation. Its presence in Eastern Europe

and Afghanistan is not to be excused. But nevertheless, I say that the presence there is explainable in terms other than a Soviet desire to conquer countries and compel them to be Communists. I will not get into that now, but I will be pleased to discuss and argue that with anyone at any time. It is clear that the Soviet Union does pose a threat in the way of subversion...

MR. SPEAKER: Excuse me, Mr. MacQuarrie, would you please direct your remarks to the motion and the motion is on low-level testing in the NWT.

MR. MacQUARRIE: Thank you, Mr. Speaker. Some people pose that the low-level flights are necessary because the Soviet Union poses a threat to Canada and the United States in the way of a first strike nuclear attack. And since some suppose that, I am attempting to say that there is another type of threat that may come from the Soviet Union and it would be in supporting home grown revolutions, for example; in acting as a provocateur or sometimes subversion, but not the type of threat that we have to fear there are going to be bombers coming over the pole or missiles coming over the pole.

And even the threat of subversion and provocation may be diminished with the new First Secretary in the Soviet Union, Gorbachev -- it is not clear yet, but it is possible there is even a change in emphasis there.

So, the exercise is not necessary. Is it necessary for Canadian sovereignty? Is it important to protect Canadian sovereignty? A number of Members have said, "Yes," and I agree without question. What will protect Canadian sovereignty? Well, I say that some Members are ignoring one point about the protection of sovereignty which to me is critical. One of the best ways to protect your sovereignty is not to overstate the claims that you make with respect to territories. Any claims that you make to sovereignty, in my opinion, ought to be sensitive and they ought to be precise and then when they are made, with those in mind, you defend them. I do not think it is right to make extravagant claims and then to rattle drums in defence of those claims and what I am saying, for example, is that I, for one, think there is some merit in the argument that the Northwest Passage is in fact an international passage, although it may very well be subject to Canadian environmental laws and I say in cases like that, if we want to protect our sovereignty, let us make a rational case; let us have it examined and adjudicated in peaceful ways. That is what I would like to see -- world courts, certainly, but not arbitrarily making claims and then rashly making threats to defend them at the cost of human lives. So, that is an important part of sovereignty.

At any rate, Mr. Speaker, I believe the whole exercise is not necessary. I believe that the way is open now for significant progress, internationally, in nuclear test banning and in the reduction of nuclear warheads and I think that, small though it be, even we here should do our part in trying to reduce tensions, trying to reduce militarism and helping to contribute to a positive atmosphere in which the survival of mankind is no longer in question but rather appears to be hopefully possible for a good, long time, after all. Thank you, Mr. Speaker.

---Applause

MR. SPEAKER: Thank you, Mr. MacQuarrie. To the motion. Mr. Patterson.

#### Minister Opposed To Nuclear Militarization Of North

HON. DENNIS PATTERSON: Thank you, Mr. Speaker. Mr. Speaker, I, too, am opposed to nuclear militarization of the Canadian North. That, to me, is what this exercise is all about. And that is also what cruise missile testing is all about. I do not think nuclear militarization describes the north warning system nor does it describe initiatives such as the recent training exercise in Iqaluit nor does it describe CF-18 forward operating locations.

Mr. Speaker, this exercise does not affect my constituency, happily, but I certainly want to support the motion. And I think we should all stick together on this. If this low-level flying exercise of nuclear capable aircraft is not acceptable in the Mackenzie Valley, then it is not acceptable over Hudson Bay and it is not acceptable over Baffin Island.

Furthermore, Mr. Speaker, this is basically an American initiative over our sovereign territory. I see it as an exercise of the US Strategic Air Command which is described as attempts to train its bomber pilots to fly below radar level to attack other countries. I see this as an attack on

Canadian sovereignty and I see this as another attempted blatant display of American sovereignty in our North. I say, "Let the Americans terrorize their own people and their own wildlife." Or better still, perhaps, let them use the vast unpopulated desert regions in the US.

---Applause

Mr. Speaker, I think we also have to send a clear signal to our government that we require more than the kind of token consultation that has gone on. I think it is an insult to northerners and it is typical of attitudes I have, on occasion, heard expressed with reference to cruise missile testing, that "Oh, well, it is basically an unpopulated area." I think that is wrong and I think this House has to therefore take a very strong stand and therefore I am proud to support this motion. Thank you, Mr. Speaker.

---Applause

MR. SPEAKER: Thank you, Mr. Minister. To the motion. Question being called. Mr. Gargan.

B-52 Bomber Launches Cruise Missile

MR. GARGAN: Thank you, Mr. Speaker. I would like to speak in favour of the motion. I guess for some people that do not understand what the B-52 bomber is, it is a bomber that flies at low level to avoid detection. It also carries a cruise missile that after a certain range, if it is to reach Russia, for example, the cruise missile to reach Russia which has a range of approximately 2000 miles, the B-52 bomber carries the particular cruise missile until it reaches that particular point and then it launches the cruise missile. They go undetected and the Russians, too, I presume, would have these cruise missiles so the north warning system does not serve if they use cruise missiles. The other thing I would like to mention, Mr. Speaker, is that with regard to the build-up of armament, between 1960 and 1975 this government, the Canadian government, spent over \$31 billion in the military expenditure. And a lot of it -- \$1.5 million worth of military commodities -- was exported. In fact, Mr. Speaker, Canada is the eighth largest exporter of military arms to the world.

The other thing I would like to mention is that in order for the military to justify the build-up of arms, there are some myths that are being used. And the first myth is that military industry serves to combat unemployment and create jobs. However, according to statistics, on a per capita basis, the arms industry creates the least employment per dollar invested. Another myth is that the military assures national security. But when arms and armies serve all to maintain an unjust social economic structure, whose security are we talking about? When they are used to crash groups and individuals who seek dignity and justice, whose security are we talking about? And when we continue to increase our nuclear arsenal -- they are powerful enough to blow up our planet 20 times over -- whose security are we talking about?

The other thing, Mr. Speaker, is that I have been involved with an organization here in town called Nuclear Free North for about the last two years. This group has been working toward the elimination of nuclear arms in the North, first of all, and then in Canada and the world over. I have been a pretty active member of that organization and I am proud to be. If there are demonstrations or anything like that, that are going to occur with regard to the arms race and that, I would gladly involve myself with these people. This is all I have to say, Mr. Speaker. I would like to conclude by saying that I do support this motion.

---Applause

MR. SPEAKER: Thank you, Mr. Gargan. To the motion. Mr. Appaqaq.

Motion Supported Partially

MR. APPAQAQ: (Translation) Thank you, Mr. Speaker. I have a short statement to make. I support this motion partially. The last statement requesting research into the effects on the people, that is the part that I support on this motion. But, I want research done on the effects on the people and on the environment before the effects are seen and felt in the communities. We are not just small people in Canada. We cannot just sit back and accept everything when all the war arsenals are being introduced into our region. I support all these -- in their intentions; but in regard to the animals and the environment, this is what we live on in our community. That is the reason why I would like to support this motion. Whatever other people think, we respect what other people

think in other regions of NWT, but I would like to say, finally, if there is going to be any missile testing in Hudson Bay and Baffin, I think we would like to not allow them in our region because they are harmful to our environment. Thank you.

MR. SPEAKER: Thank you, Mr. Appaqaq. Question being called. Mrs. Lawrence, do you wish to summarize?

Northerners Must Control The Land

MRS. LAWRENCE: Mahsi cho. (Translation) We are the ones that are going to suffer if anything goes wrong while they are doing all these testings in our country. Even if one plane crashes on our land -- we see people -- in third world countries a lot of people are dying and other people in war torn countries, we will be just like they are today, if we just let all these things go and let them just take control of everything and our land. In the future we will suffer for it. Our children will also be suffering from this. It is not because I am against the military but still we have to be in control of our land and they get paid a lot for the things they do over here but we have to protect ourselves from these things happening before they do. It is not only this land that they could use for their testing. They could do it in the States. I would like to thank all the people that are supporting my motion. Thank you very much.

Motion 8-87(1), Carried

MR. SPEAKER: Thank you, Mrs. Lawrence. Are you ready for the question? Recorded vote being requested. Recorded vote, Mr. Clerk. All those in favour, please stand.

CLERK OF THE HOUSE (Mr. Hamilton): Mr. Erkloo, Mr. Pudluk, Mr. Paniloo, Mr. Appaqaq, Mr. Arlooktoo, Mr. Gargan, Mr. T'Seleie, Mrs. Lawrence, Mr. Wah-Shee, Mr. McCallum, Mr. MacQuarrie, Mr. Ballantyne, Mr. Patterson, Mr. Curley, Mr. Sibbeston, Mr. Butters, Mr. McLaughlin, Mr. Angottitauruq.

MR. SPEAKER: Let the records indicate that the vote was unanimous.

---Carried

Due to the nature of the passed motion, a great deal of latitude was allowed by the Chair. Do not expect the same privileges to continue with regard to deviation from the motion itself because we really were off in very peculiar places relative to what the motion says. I lost control and I could not get it back, but do not expect to get away with it if I am on my toes the next time.

With regard to motions. Motion 9-87(1), Plebiscite on Proposed Boundary for Division of the Northwest Territories. Mr. Curley.

Motion 9-87(1), Withdrawn

HON. TAGAK CURLEY: Thank you, Mr. Speaker. I wish to withdraw the motion.

---Withdrawn

---Applause

MR. SPEAKER: Well, I cannot get into any trouble on that one.

---Laughter

Motion 10-87(1), the approval of Tabled Document 1-87(1). Mr. MacQuarrie.

Motion 10-87(1), Withdrawn

MR. MacQUARRIE: Mr. Speaker, I wish to withdraw my motion.

---Withdrawn

MR. SPEAKER: Thank you, Mr. MacQuarrie. Item 15, first reading of bills.

Item 16, second reading of bills. Item 17, consideration in committee of the whole of bills and other matters: Tabled Document 1-87(1), Boundary and Constitutional Agreement for the Implementation of Division of the Northwest Territories between the Western Constitutional Forum and the Nunavut Constitutional Forum; Bill 1-87(1), Bill 7-87(1), Bill 6-87(1) and Bill 2-87(1) with Mr. Wah-Shee in the chair.

ITEM 17: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS AND OTHER MATTERS

PROCEEDINGS IN COMMITTEE OF THE WHOLE TO CONSIDER TABLED DOCUMENT 1-87(1), BOUNDARY AND CONSTITUTIONAL AGREEMENT FOR THE IMPLEMENTATION OF DIVISION OF THE NORTHWEST TERRITORIES BETWEEN THE WESTERN CONSTITUTIONAL FORUM AND THE NUNAVUT CONSTITUTIONAL FORUM; BILL 1-87(1), APPROPRIATION ACT, 1987-88

Tabled Document 1-87(1)

CHAIRMAN (Mr. Wah-Shee): The committee will come to order. We are dealing with Tabled Document 1-87(1), Boundary and Constitutional Agreement. We are still under general comments. Are there any further comments on the tabled document, boundary and constitutional agreement? Do the Members agree that this matter is concluded?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): We will take a 15 minute coffee break.

---SHORT RECESS

Department Of Public Works And Highways

The committee will come to order. We are dealing with the Department of Public Works and Highways, capital. Does the Minister wish to bring in witnesses before the committee?

HON. GORDON WRAY: Yes, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Does the committee concur? Agreed?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister, would you identify your witnesses for the record please?

HON. GORDON WRAY: Thank you, Mr. Chairman. On my left, Mr. Larry Elkin, deputy minister, Department of Public Works and Highways. On my right, Mr. Dave Waddell, chief, finance and administration, Department of Public Works and Highways.

Highways/Design And Construction, Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. We are on page 8.18, detail of capital, highways/design and construction, buildings and works, headquarters. Total headquarters, \$11,948,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total buildings and works, \$11,948,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Design And Construction, Total Capital

CHAIRMAN (Mr. Wah-Shee): Total highways/design and construction, \$11,948,000. Agreed? Mr. T'Seleie.

Motion To Recommend Winter Road Construction, Norman Wells To Fort Good Hope, In 1987-88

MR. T'SELEIE: Mr. Chairman, I would like to move that this committee recommend to the Executive Council that they construct a winter road between Norman Wells and Fort Good Hope in the fiscal year 1987-88.

CHAIRMAN (Mr. Wah-Shee): May we have a copy of the motion please? Mr. T'Seleie, it is difficult to read your fine handwriting but I will read it over again for the committee. I move that this committee recommend to the Executive Council that they construct a winter road between Norman Wells and Fort Good Hope in the fiscal year, 1987-88. Mr. T'Seleie, your motion is in order. To the motion. Mr. T'Seleie.

MR. T'SELEIE: Mr. Chairman, this request came out as a result of a motion that was made at the Shihta Regional Council meeting in September, 1986. Delegates passed a motion at that regional council meeting that was held in Fort Franklin. The road can be useful for GNWT capital projects in the summer of 1988 in the community and for such things as the HAP program. Last year, I was asked to seek early approval of the home-ownership assistance program applications from Fort Norman because the people there felt that if they had early approval they could order the materials early, so that they could have an early start on construction. I do not know what came as a result of that request but I remember making that request of the Housing Corporation. So I think there is obviously some use that this road can be put to.

Major Objectives Of The Department Would Be Accomplished

Also, in the major objectives of this department in the O and M book, one of the objectives says that tourism and community interaction are encouraged, and I think that if the people that live in Norman Wells had an opportunity to visit the other communities and if there were to be more interaction, it would improve everything else. That objective is contained as one of the major objectives of this department, so my feeling is that the motion goes along with that part. Another objective of this department says that individuals in isolated communities benefit from increased communication and access and experience reduced costs for goods and services. I think a winter road into that community would also accomplish that objective.

At the meeting of the standing committee on finance, I asked the Minister of DPW how much a road like that would cost. He said that his department had done an estimate on the cost and it would be around \$300,000. My feeling is that in comparison to expenditures in other areas we are not talking about a very great sum with regard to this road, especially when we consider that planning for a hospital -- just the planning for a hospital -- is costing \$100,000. Mr. Chairman, I would like to have committee Members support me on this motion. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. To the motion. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I understand that there was a motion passed regarding the Mackenzie highway completion, that was supported by this House. I am just wondering whether this motion that Mr. T'Seleie is referring to has any bearing on that particular motion that was supported in the House, moved by Mr. Nerysoo and seconded by Mr. T'Seleie. I do not know whether there is an implication with regard to that motion but during the Deh Cho Regional Council meeting in Hay River this spring, the chairman of the Shihta Regional Council, Pete Fraser, was there to get support from the region on the extension of the highway. I am still in support of the extension of the highway but whether it could be done this year, I do not know what the implications are. Perhaps, Mr. Chairman, you might be able to make clear to me whether the motion that was passed, Motion 2-87(1), has any bearing on this particular motion. I also would like to ask the Minister what implications it might have with regard to the budget, if this motion were passed.

CHAIRMAN (Mr. Wah-Shee): Mr. Gargan, the Chair has ruled the motion in order. The Chair cannot give any opinions in regard to implications of any motion before this committee, unless a point of order is being raised in regard to the ruling that the Chair gives on the motion. However, Mr. Minister, do you wish to comment on the points raised by Mr. Gargan?

Earlier Motion On Highway Extension Would Be In Different Program

HON. GORDON WRAY: Thank you, Mr. Chairman. No, the motion that the Member has just made refers to a winter road. The motion that was passed in the House, that was brought in by Mr. Nerysoo, is a permanent extension of the highway, which is a completely different program.

The initial costs of this road would be about \$300,000. That is not money that I have in my budget at the present time and we would have to negotiate with the federal government to see if we can acquire some extra funding. That, however, is the initial cost. Obviously, in subsequent years, the cost would be less, because the first year we would have to clear right-of-way, and things like that. I would think that the construction of the winter road will depend more or less on the amount of traffic volume that we have. If we have a significant amount of freight that we have to move in to Fort Good Hope from Norman Wells, then obviously the construction of the winter road becomes even more feasible. In terms of this present budget, I do not presently have the funds, but certainly if the motion passes we will pursue, with the federal government, access to some more funding for this type of program. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. To the motion. Mrs. Lawrence.

MRS. LAWRENCE: Mr. Chairman, can you just read out that motion to me, please?

CHAIRMAN (Mr. Wah-Shee): The motion reads: I move this committee recommend to the Executive Council that they construct a winter road between Norman Wells and Fort Good Hope in fiscal year 1987-88. To the motion. Question. Do I hear question?

SOME HON. MEMBERS: Question.

Motion To Recommend Winter Road Construction, Norman Wells To Fort Good Hope, In 1987-88, Carried

CHAIRMAN (Mr. Wah-Shee): Question has been called. All those in favour? Opposed, if any? The motion is carried.

---Carried

Highways/Design And Construction, Total Capital, Agreed

Thank you. Total highways/design and construction, \$11,948,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Maintenance Operations, Equipment Acquisition, Headquarters, Total Capital

CHAIRMAN (Mr. Wah-Shee): We will now go to page 8.22, detail of capital, highways/maintenance operations, equipment acquisition, headquarters. Total headquarters, \$770,000. Mr. Gargan.

Marine Operations

MR. GARGAN: Mr. Chairman, just with regard to the marine operations. In the activity summary there is no expenditure for this year in that particular activity. I would like to know why there is no money allocated this year for this particular activity. I am mainly concerned about the Merv Hardie operation at Fort Providence.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. This category fell under the Executive Council's decision to cut government-on-government expenditures and this budget was cut to zero this year. The Executive Council, as I said yesterday, made a decision to substantially cut activities where we felt that money was being spent on government by government; things like tools, vehicles, replacement furniture, etc. This activity fell into those parameters. Last year we expended \$92,000. This year we do not intend to spend any money at all.



Highways/Maintenance Operations, Equipment Acquisition, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Highways/maintenance operations, total headquarters, \$770,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Equipment Acquisition, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total equipment acquisition, \$770,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Maintenance Operations, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total highways/maintenance operations, \$770,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Operations, Buildings And Works, Headquarters, Total Capital

CHAIRMAN (Mr. Wah-Shee): Now we are under operations, page 8.24. Operations, buildings and works, headquarters. Total headquarters, \$500,000. Ms Cournoyea.

Community Wharves

MS COURNOYEA: Mr. Chairman, I did not notice the listing of where the community docks were going to be for this year. I wonder if there is a listing of those projects. Where are they going to go?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Mr. Chairman, the budget is set at \$620,000; \$100,000 will be expended in Iqaluit; \$80,000 in Arctic Bay; \$200,000 in Pond Inlet; \$110,000 in Pelly Bay; \$40,000 in Detah; \$25,000 in Baker Lake; and \$65,000 will be spent on design and construction supervision. I can provide the Member with that list.

Operations, Buildings And Works, Headquarters, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Operations, buildings and works, total headquarters, \$500,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total buildings and works, \$500,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Operations, Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): Total operations, \$500,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Total Capital, Agreed

CHAIRMAN (Mr. Wah-Shee): You have information items on page 8.25. Any questions? The same thing with page 8.26. Back to page 8.07, total capital expenditures, \$16,534,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Does committee agree that this capital budget is concluded? Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Directorate, Total O And M

CHAIRMAN (Mr. Wah-Shee): Dealing with the main estimates. Department of Public Works, O and M, page 11.10, dealing with directorate. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. On the total O and M of the department, last year at this time, when we had the main estimates, the department was asking for a total in the vicinity of \$112 million. The revised estimates that we have seen show a reduction of approximately five million dollars, maybe a little over four million. Now this year the department is asking, in the main estimates, over nine million dollars more from what was approved a year ago. In relation to the revised estimates, it is \$14 million more in this particular department. Could I ask the Minister to indicate to the committee what was not done within this department that indicated that they had -- I do not know whether to use the word "lapse" or whatever -- but they did not spend as much as they asked for last year? Could the Minister highlight some of the areas in this O and M that justifies an increase of \$14 million in O and M?

We had very few questions on the capital budget. I think, as we indicated back three weeks or more, that in this department, as in other departments, the capital budget showed that there are a lot of things going on. But it is in the O and M where there is a dramatic change in this department. Last year, in other O and M, they had asked for nearly \$83 million. From the figures we have, they spent just over \$78.5 million. Now there is a request in this main estimate for over \$89.5 million. The salary and wages are up; close to three million dollars from what was in last year's budget, and from what we have as revised estimates. To me that is quite a large increase in the O and M budget for this department. So I would like some rationale from the Minister for such a large increase.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. I will address the money that we returned last year first. Due to a number of factors -- good management, good winter, leases not coming on stream when they were supposed to -- we returned \$2.1 million in surplus lease funding, which were base reductions, and \$2.7 million in surplus utility funding, for a total of about \$4.924 million. The utility funding, as I say, by and large, came about because we had a better than usual winter in terms of our utility payments. As well, our energy conservation projects that we initiated several years ago, we think are now beginning to kick in. There also was not the price increase in the utilities that we had anticipated. So, indeed we did return five million dollars.

Detail Of Increases

In this year's budget the increases are attributed to nine major items for the, I think the Member said, approximately \$14 million; three million dollars are a result of inflation, 3.5 per cent; one million dollars are conversion of capital PYs to O and M; \$290,000 is the affirmative action

program implementation; \$260,000 is implementation of energy management programs; \$333,000 is the impact on O and M of the accelerated capital; \$5.13 million is lease funding; \$1.965 million is increase in utility costs, related to facilities in the capital plan, as well as for facilities acquired for the Arctic College campus and DND housing units in Inuvik; \$445,000 is for a winter gravel haul from White Beach Point, one year funding; and \$1,690,000 is increase in maintenance costs, related to the building and works in the capital plan, and for the additional facilities acquired for Arctic College and the DND housing units in Inuvik. That is essentially about, I think it is about \$13.5 million on those eight items. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Directorate. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. The Minister indicated that about a million dollars come about because of the changeover of PYs, previously associated with capital, to O and M. I am not sure of the number but I expect it is somewhere in the vicinity of 20 to 25 PYs throughout the department. As we go along, I think, Mr. Chairman, we will find those numbers, and I think there are 20, as being basically within project management. This is a change that people associated with capital projects over the past number of years, that now these PYs now become indeterminate and there are associated costs of close to a million dollars, I think, involved with it. So, my question to the Minister, the concern that I have, is the method by which they would have funded these positions in total in all aspects, not just salary but other O and M, in the past. What is going to transpire now in the way of a savings in capital, if any, to the department? Because it is going to be very difficult to pick out where some of these moneys are. Or are there savings in other ways, to contractors, to third parties, if we pay project officers from our O and M budget rather than from capital? How were these positions funded in the past? What percentage of a capital project would be dedicated to the salary and O and M? What is the rationale for switching them now from capital to O and M? I agree with the Minister there are 20 positions that I count, in addition to the new PYs that the Minister is asking for as well, within his department, which I think are about 19 more PYs. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

#### No Saving In Capital

HON. GORDON WRAY: Thank you, Mr. Chairman. There is no saving. It is six of one, half a dozen of the other. The million dollars that you see in here for these positions was previously included in the capital estimates. We will no longer be charging the salaries of these people to the capital projects and in fact, this year we did not calculate them into the capital project. So capital went down by a million, O and M increases by a million dollars.

We are doing this for a number of reasons. One is that we now recognize that it is highly unlikely that our capital expenditures are going to fall much below \$70 or \$80 million a year for the next few years. Therefore, given that we are going to continue to need the same number of PYs as we presently have, we are facing a major problem; because these were not indeterminate positions, we had an extremely high turnover in this section, which has caused us immense problems in attempting to carry out the Legislature's and the Executive Council's desire for increased local involvement and supervision at the community level. Not being able to retain project staff on a continuing basis means that we are constantly faced with hiring new people, who do not know anything about the communities, and it is extremely difficult for us to get them involved in local hiring.

Also the way our contracts are going requires a lot more work by our project people in terms of consultation with communities trying to find local employees and consultation with contractors. Just to give you examples: in 1986 in this division there was a turnover rate of 100 per cent in the Kitikmeot Region; 100 per cent in the Keewatin Region; 50 per cent in the Baffin Region; 67 per cent in the Inuvik Region; 50 per cent in the Fort Smith Region; 44 per cent in the architectural division in headquarters and 21 per cent in the engineering division in headquarters.

#### Problems In Achieving Consistency

This high rate of turnover has caused us innumerable problems in trying to achieve some consistency in the delivery of our capital, which is something that we have been directed to do by the Executive Council and by the Legislature. Therefore, in order to stabilize this situation, what we are attempting to do is to create these indeterminate positions, which we know are going to be necessary year after year after year, conceivably for the next several years, unless of course the government decides to dramatically cut its capital spending. It does not appear unlikely at least for the next five to 10 years.

Not all of these positions are in headquarters. The breakdown is: one position in the Inuvik Region; 1.5 positions in the Fort Smith Region; one position in Baffin Region; 1.5 positions in the Keewatin Region; 1.5 positions in the Kitikmeot Region; and 13.5 positions at headquarters. I trust that answers the Member's questions, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Can the Minister indicate to me if the cost associated with these PYs involved with capital, in total costs and not just salaries, would those total costs come out of a, not necessarily a particular project -- invariably these people, I would expect, would be involved with more than one -- would the other associated costs come out of the capital project or are you just talking about salary money for these people? I do not think I have to go into the other O and M moneys.

Also, in the past, if there were inflationary costs associated with personnel as there have been, incremental raises with regard to salaries, would these also be accounted for within the capital projects?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Yes, Mr. Chairman, any salary costs associated with these positions were attributed directly to capital. What I neglected to say in my first answer is that one of the other reasons for converting them to O and M and into our base, is that it has become increasingly difficult, if not impossible, to fairly assign a dollar amount to each capital project that they work on. These 20 positions at present are working on approximately 144 different contracts. It was just too difficult to keep track of how much time they spent on each project on a daily basis. They may pick up the phone and be on the phone for 10 minutes on one project, and then they may spend 20 minutes writing a letter about another project and another 15 minutes on another project. It was becoming impossible to keep track of how many minutes in a day, hours in a day, they spent on each project. So we had no fair way of assigning costs to different projects.

It was decided, therefore, that recognizing that regardless of the number of projects that they are going to be handling, they are going to be there anyway, and given that most of them have been there for a fair number of years, the easiest way would be to put the money into our O and M base and recognize that it is needed. Now, obviously it is needed at the present level of capital spending. If, however, capital spending falls, and I believe the figures we have would be that if it fell below \$70 million or about \$73 million, then obviously some of these positions will be subject to layoff because we would not require the PYs. We are working on an estimate of approximately 1.2 PYs per million dollars of capital.

Directorate, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Directorate, total O and M, \$5,773,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Project Management, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Project management, total O and M, \$4,580,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Accommodation Services, Total O And M

CHAIRMAN (Mr. Wah-Shee): Accommodation services, total O and M, \$27,177,000. Agreed?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Wah-Shee): Buildings and works, total O and M, \$20,063,000. Agreed? Mr. McCallum.

MR. McCALLUM: Mr. Chairman, I recognize there are not very many people in the House and I admire the rapidity by which you want to move through here, or at least I recognize it. But that is about the extent of it. If it is the wish of us to run through \$138 million in fairly quick time, I am not prepared to do that; so I would appreciate if you would just slow her down, not to a crawl, but a little bit slower -- walk, not trot through it.

I have a question on the accommodation services. The accommodation, I expect this is where the government, and it is in one of the tasks, the least payments associated, not just with government buildings but I expect it is housing as well. And the other day, Monday, when we were dealing with Personnel, I asked a question of Mr. Pedersen about the requirement that may be put forth by various government departments for staff housing.

In the review of that department there was only one region where the government was not constructing or building staff houses, the Fort Smith Region. In a question that I asked, Mr. Pedersen indicated that in the Fort Smith Region, the Department of Personnel has not been alerted by client departments for a need to construct new staff housing. He indicated then, and I quote from the unedited Hansard, which may not be proper, but, "There is a substantial number of leased houses where the amount will show up in the Department of Public Works." Could I ask the Minister, have you had requests from client departments to lease new housing, at least take on new leases for housing in the Fort Smith Region for the coming year, and where, what communities?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. This budget item contains leasing funds to lease 34 units in Rae-Edzo; 27 units in Fort Smith; which is 61 units. In addition, we have had a request for two units for the Hay River Reserve. So 63 units in total in what is commonly known as the Fort Smith Region.

CHAIRMAN (Mr. Wah-Shee): Accommodation services. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. The units in Rae, are they associated with the Department of Education, which I think were leasing some units from the federal government and now it is my understanding that the federal government want these units back and we have had to put more in or get more? The ones in Fort Smith, are they trailer units? And as well in the Hay River Reserve, are we talking houses or are we talking trailer units?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. The ones in Fort Smith, the 27 units in Fort Smith are related to Thebacha Campus and resident students. Those are the 27 units there. The ones in Rae-Edzo, for the most part, are related to education, the language centre, and to the fact that we also were leasing a number of public housing units in Rae-Edzo. We are turning them back to the Housing Corporation and leasing units for our staff in Rae. On the Hay River Reserve it was -- we are not quite sure about Hay River Reserve but there were two units there.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. Mr. Minister, in this particular activity, the lease payments, have you received requests for leased office space in communities in the Fort Smith Region? And if you gave me that material before...

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Yes, Mr. Chairman. Office space is a small amount. It is about 2000 square feet in Fort Smith and about 2000 square feet in Hay River.

Accommodation Services, Total 0 And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Accommodation services, total 0 and M, \$27,177,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Buildings And Works, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Buildings and works, total O and M, \$20,063,000. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. In this particular activity, the department has an increase in PYs. Are there any changeovers in buildings and works from capital to O and M, or are you just asking for an additional four PYs here, as I understand for preventive maintenance and scheduling maintenance?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. These new PYs are a result of growth. The four PYs in question are a school maintainer in Holman Island for the new school, a settlement maintainer in Pelly Bay because our government plant has got fairly large there, and two maintainers for the Arctic College campus in Inuvik.

CHAIRMAN (Mr. Wah-Shee): Thank you. Buildings and works. Total O and M, \$20,063,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Vehicles And Equipment, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Vehicles and equipment, total O and M, \$4,008,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Utilities, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Utilities, total O and M, \$33,373,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Design And Construction

CHAIRMAN (Mr. Wah-Shee): Highways/design and construction, total O and M, \$2,155,000. Mr. Gargan.

MR. GARGAN: Mr. Chairman, I just want to ask the Minister whether or not an arrangement is now made, or what has been done with maintaining highways at Fort Simpson. I think in Fort Resolution they have an arrangement with the government to maintain a certain section of the highway without privatizing it, but rather giving the local company an opportunity to maintain a stretch of highway. I would like to ask the Minister whether his department is still looking in that direction, or are they slowly eliminating going directly to local companies and actually going out to tender the process for maintaining certain sections of the highways?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Highway Maintenance Contracts

HON. GORDON WRAY: Thank you, Mr. Chairman. We have negotiated a highway maintenance contract with the Nuni (Ye) construction company in Fort Resolution, who have now been doing it since July. In other cases we are terminating our negotiated contracts with private corporations. We have always said, and we have made it clear, that we will only negotiate for a specific period of time, until certain objectives have been met. Essentially the objective is when the corporation that we initially negotiate with is felt to be capable of competing in the open market. We have indicated this to Nogha in Fort Simpson; that at the end of this present contract, it will go to open tender. We have already gone to open tender in the Liard area. We have renegotiated with the Fort McPherson band but have also indicated to them that at the end of this present contract, after six

years, we expect them to be able to compete, and our intention is to go to open tender. So essentially our policy has been to negotiate contracts for periods of three and sometimes six years, if it takes that long to meet the objectives. But essentially, it is our feeling that if the companies cannot compete in the open market after the six years, then they are never going to be able to compete at all, and therefore our policy has been to go back to the open tender process. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Gargan.

MR. GARGAN: Mr. Chairman, I am assuming that the present government policy is that the company could negotiate until they become capable of actually competing through the tendering process. But what happens to communities where that opportunity is not given? I can only refer to a letter that was written to the Fort Providence band, saying that this government is phasing out that particular arrangement of negotiating a contract for certain highways. If that is the policy then I have no difficulty, but if that is not the case, are you actually giving communities an opportunity to negotiate a certain section of the highway until they are capable of tendering? Is that still the case? I understand that the letter -- I have not found my briefcase, but I know I have a letter that did indicate that this government was no longer going through that type of arrangement. Is that in fact true?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. Obviously, the intention in the long-term, the five to 15, 20 year period, is to have as many or as much of our highways maintained by private sector as possible. We always have to be conscious of maintaining a balance between private and public sector because the bottom line is that the integrity of the highway maintenance cannot be compromised. The privatization plans of the department continue with the elimination of our own forces on the Jean Marie beat and the allocation of that to adjacent private contractors. Other targets for privatization in the short term are Nanisivik/Arctic Bay road and, as well, the Wrigley section of the highway. We are not phasing out of negotiated contracts per se. We will continue to negotiate contracts where the government feels that it is in the best interest of the public and the communities concerned, to do so. However, that is not to say that we will negotiate all highway contracts. It could very well be in an area that is sufficiently well established, with its own private sector, that negotiation just does not make sense. However, where we have native corporations, who eventually want to get into that area and the government makes a decision to negotiate, we will continue to do so. But, we will not be full scale privatizing our highway maintenance in the next one to two to three years. We want to do this very carefully and very slowly. To date, our experience has been good. It has taken us six years, though, to get where we are at and it will probably take us another six years to go even further. We do, for the most part, contract out nearly all our winter road maintenance and we have six contracts right now on our permanent road basis. And we will continue to move in that direction, but extremely slowly and very carefully.

Highways/Design And Construction, Total 0 And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Thank you. Highways/design and construction, total 0 and M, \$2,155,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Marine Operations, Total 0 And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Highways/marine operations, total 0 and M, \$4,500,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Highways/Maintenance Operations, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Highways/maintenance operations, total O and M, \$16,930,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Operations, Total O And M, Agreed

CHAIRMAN (Mr. Wah-Shee): Operations, total O and M, \$3,177,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Page 11.20, detail of work performed on behalf of third parties. Any questions? Page 11.21. Revenues, recoveries, and transfer payments on page 11.22. Page 11.23. Page 11.24. Page 11.09, total O and M, \$121,736,000. Mr. T'Seleie.

Community Access Roads

MR. T'SELEIE: Mr. Chairman, I have a question on page 11.21. I would like to know in what communities the Department of Indian Affairs and Northern Development would be constructing community access roads.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. There is continuing construction of the Arctic Bay/Victor Bay access road; construction of the Nagel Channel access road; completion of the Salt River access road; pre-engineering on a permanent road to Nahanni Butte from the Liard highway; pre-engineering on an all-weather road to Jean Marie from the Mackenzie highway; and pre-engineering of a road between Pelly Bay and Committee Bay.

CHAIRMAN (Mr. Wah-Shee): Thank you. Any further questions on information items? Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I just wanted to get some more clarification as to highways/design and construction. A letter was written on October 30th, signed by Mr. Wray, that no further efforts are planned for negotiating contracts for highways and rather that they were going to the privatization and contract process. If that is the case, you also indicated that you wanted to evaluate how the Fort Resolution and I believe the Liard to Fort Simpson arrangements have been going before further consideration would be given with regard to negotiating any further contracts with community companies. I would like to ask the Minister, I believe the Fort Liard one is now privatized and you no longer negotiate with Beaver Enterprises to maintain the highways there. Just for indicators, I would like to ask the Minister whether going through a tendering process, rather than going through a negotiated process has it reduced or has it increased the cost effectiveness? In other words, is it costing this government more to maintain a highway through the tendering process than it did negotiating?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

Tendering Process More Cost Effective Than Negotiated Contract

HON. GORDON WRAY: Thank you, Mr. Chairman. When we negotiate a contract with a corporation, that is considered privatization. What it means is that the government itself will no longer maintain the highway. So negotiated contract and privatization are one and the same thing. We are privatizing to a private company, which the Fort Liard band or Nuni (Ye) or the Fort McPherson band or Nogha Enterprises are. We are not contemplating privatizing any of the beat from Fort Providence to Yellowknife in the near future.

With regard to the Fort Liard contract, by going through the tendering process as opposed to the negotiated contract process, we estimated or we realized savings of approximately \$400,000. The contract which we negotiated initially was around the two million dollar mark. The tender which we got back on the last tender was \$1.67 million. So there was about a \$300,000 to \$400,000 saving by going to open tender.



CHAIRMAN (Mr. Wah-Shee): Mr. Gargan.

MR. GARGAN: If the Minister is not considering the privatization of the highway between Fort Providence and Yellowknife, what is the intention of the Minister from Fort Providence to Fort Simpson junction?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: We will continue to man that part of the highway with our own forces. At some point in time, but I would suggest that it may be several years down the road, obviously we will privatize. But for the present, we intend to maintain that with our own forces.

CHAIRMAN (Mr. Wah-Shee): Mr. Gargan.

MR. GARGAN: I would like to ask the Minister what his position is now with regard to the winter crossing access road near Fort Providence. Does he have any intention of privatizing that section of it?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: No, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Any further questions on information items? Mr. McCallum.

MR. MCCALLUM: Thank you, Mr. Chairman. I noted that in reply to a question by Mr. T'Seleie, and I think it dealt with the community access roads, the Minister said something about work performed on behalf of third parties and talked about the Arctic Bay/Victor Bay road. Is that within the \$300,000 that is in this area? You already have \$400,000 in capital for the Arctic Bay/Victor Bay road.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Just a minute. I may have looked at the wrong list. We have indeed \$400,000 in capital for Victor Bay/Arctic Bay. We are attempting to acquire an additional \$250,000 within this \$500,000 for the same road. The total cost of that road is about \$800,000. But we are trying to get the federal government to come across with some money. If we do not get it then obviously we have to spread out the construction of the Victor Bay/Arctic Bay road. So we are trying to come at it from two different sources.

CHAIRMAN (Mr. Wah-Shee): Mr. McCallum.

MR. MCCALLUM: Thank you, Mr. Chairman. Is this the \$500,000 on the resource access roads? I am looking at page 11.21. There is \$300,000 for community access roads. Where is the money that you are talking about for the Arctic Bay/Victor Bay road? There are two pages of detail of work performed on behalf of third parties, pages 11.20 and 11.21. It is not on page 11.20 because you have the money there designated to the Dempster highway, Mackenzie highway reconstruction and the other. Is it the \$300,000 or the \$500,000?

Corrections To Figures In Main Estimates Document

HON. GORDON WRAY: Mr. Chairman, a part of the problem is that once again the main estimates document is not correct. What has happened is the federal government has made some changes since this document was printed. I have the changes pencilled in from what we can find out from the feds. If you go to page 11.20, the \$2.3 million, which is allocated for new highway construction, has been removed. Public Works Canada is now going to perform this work. Under the Dempster highway, reconstruction of kilometres 467 to 671, that figure has been changed from \$800,000 to \$450,000. Interterritorial highway reconstruction has gone from four million dollars to \$3,650,000. Community access roads have gone from \$300,000 to \$500,000 and resource access roads has been removed in lieu of the minerals policy that was announced by the federal government. If you remember, they told us that they were going to find new money. Here is where you see that they, in fact, have removed half a million dollars to pay for the new mineral roads policy. So the revised totals now are \$4.15 million, from \$7.1 million.

Now, that was the latest scenario as we got it. It could very well change tomorrow, the week after that, the month after that, depending on what the federal government decides to do next. We provide this essentially as information, and I can tell you that these figures by no means are hard and fast and can change with a phone call from Ottawa. We have in fact, for some of these figures in here, had to wait until September or October, when it was too late to do any work before we even got approval from Indian Affairs, and then we do not get Treasury Board approval. So this is an information item only, which should not be taken as gospel.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

#### Arctic Bay/Victor Bay Road

MR. McCALLUM: Thank you, Mr. Chairman. Regarding the work that is being done on the Arctic Bay/Victor Bay road, you have asked this committee to okay \$400,000 of territorial money and you are trying to get \$250,000, I think you said, from the feds under the community access roads. Why would you not go for the whole banana? Why settle for \$250,000 out of \$650,000? The other question that goes along with that, is the \$250,000 -- is that work that is going on? Or will it be going on? Or is it dependent upon whether, in fact, you get this \$250,000? How do you split \$650,000 on the road, where you are going to spend \$400,000 of the GNWT money and \$250,000 of the fed money, if you get it? Where do you stop? How do you determine that?

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Thank you. First question is, why do we not go for the whole works? We have been trying. We first of all got them to put \$300,000 in, now they have upped it to \$500,000, but this was the policy where they had absolutely no money at all. There is no way that we could get all the money out of this pot.

Secondly, the \$400,000 of territorial money, which we put in, will do that road. So after we have spent the \$400,000, we will have a road. It will not be up to our standards but it will be a functional road. The \$250,000 would be the sum required to finish it off to the standards that we would like. We will probably have to look at spreading the \$400,000 out over the next two summers. We may be able to complete it by the end of next summer, we may not.

CHAIRMAN (Mr. Wah-Shee): Thank you. Ms Cournoyea.

#### NWT Input To Federal Mineral Policy

MS COURNOYEA: Mr. Chairman, in relationship to the northern minerals policy, the Minister stated he had very little input or very little to do with what the federal policy is. Yet in a December 5th statement by Hon. Bill McKnight, which was made in Whitehorse, some quotes from "The Northern Mineral Sector: A Framework for Discussion". "We received extensive and constructive reaction and comments from industry, territorial governments...", I assume that is the NWT government, "...and others, helped to lay the groundwork for this mineral policy." Another statement, "In the weeks ahead we will be reviewing the mineral policy in detail." This was said in December and it is "to flesh out details and develop specific implementation plans", which refers to the involvement with the territorial government. Another statement is: "The job of the two levels of government will be to see that this transfer is undertaken in a smooth and non-disruptive manner." I wonder, in view of what the Minister has stated and the fact that it appears that the minerals policy is really not infusing any more excitement into the mining industry, then is this statement really not true, in relationship to the discussions that have taken place in laying the groundwork or the framework? And in fact since December 5th are decisions really being made that really compromise this government rather than enhance its ability to serve the northern mining industry? Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. GORDON WRAY: Thank you, Mr. Chairman. With regard to the section of the northern minerals policy which relates to roads for development for new mining areas, the Department of Public Works and Highways was not consulted at all.

With regard to the amount of money that has been set aside, I made the comment to the federal Minister and I made the comment to his officials, that I hope they can find the mine within one mile of an existing highway because that is what their million dollars will get them, one mile of road. So those are my comments, but as to our input, it was zero.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. I do not want to belabour the point about the Arctic Bay/Victor Bay road but is it correct to say that that road is about six to 10 kilometres long -- roughly about five miles -- and you are going to spend \$750,000 on it? I did not rattle your chain yet.

CHAIRMAN (Mr. Wah-Shee): Mr. Minister.

HON. GORDON WRAY: Mr. Chairman, it is about four to five kilometres long. It is a low-standard access road. A normal access road of that distance would cost approximately \$1.2 to \$1.5 million. So we intend to build a low-standard access road.

CHAIRMAN (Mr. Wah-Shee): Mr. McCallum.

Information On Changes To Main Estimates

MR. McCALLUM: Thank you, Mr. Chairman. Perhaps I could make a suggestion to the Minister. I recognize that you cannot make changes to a book that has been printed some time back. But perhaps it would be nice, and this may be better for people who are going to sit in the future -- and I hope you are listening to me -- if when we come to a page that we have to vote money on, Mr. Chairman, the Minister could let us know whether there are any errors or omissions on that particular page. There is not much sense in us sitting here and arguing about numbers, if the answer comes back, "Well, I am sorry, but the numbers are wrong in here." You cannot change it because the thing has been printed, as I know, back in December, maybe even beyond that. Surely, either the Minister involved with the department which is before us, or the Minister responsible for the budget itself -- and I recognize that Mr. Butters is not here -- but surely, if there are changes to the information that we have, there is nothing wrong with having some people responsible for it, giving us a sheet of errata. I have to use the plural because there is not just one error. Surely we could get a list of those before we deal with the department.

I recognize and I know full well that you cannot change the numbers in the book because this book has been printed for at least four to five months. And I appreciate that. But just in the two areas that I asked questions on, the figures are wrong. So we argue about something that I have no comeback on, because what it says in the book is not what is being said. I recognize, as well, the feds can change their minds from time to time. But I do not think, Mr. Chairman, it would be very difficult for a) the Finance Minister, when he gives us this book to start with, to tell us where there are errors or omissions, or b) the Minister who comes before us as a witness with his personnel, to say "Look, when you get to page 10.21 or page 10.20, those figures are wrong," or in any other page, "Those figures are wrong; I would like to correct those." I do not think there should be any difficulty and I do not think it is going to offend anybody here. It will not me. In fact I would welcome getting the right figures in.

So, I just simply make a comment. Whether that requires a further comment from the Minister or from the Government Leader in lieu of Mr. Butters, I do not know. I know that there are going to be changes that are being made. We have already been told by another Minister that when his department comes up he intends to make a change with the figures that we have. I would like to know what that figure is going to be before we even deal with it. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Mr. Minister.

HON. GORDON WRAY: Thank you. I certainly can agree with the Member on the first one. I do apologize. I should have provided you with the figure beforehand and I did not. However, on this one, on page 11.20, we were notified on Monday of this week of these changes. And it has been indicated to us that in fact they are going to change again. So all we are trying to do is provide you with the most up-to-date information that we can get out of Indian Affairs. It was not until my assistant deputy minister went to Edmonton on Wednesday of last week, he came back on Friday and on Monday morning he informed us that in fact, they had changed these figures again. So, as soon as we get them, I agree, we should transmit them to you. I will have the department compile a couple of pages showing the changes as we have them to date for the committee Members. Thank you.

CHAIRMAN (Mr. Wah-Shee): Thank you. Total O and M. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I wanted to make a motion and I am just wondering whether it would be appropriate at this time to do so, while we are under highways.

CHAIRMAN (Mr. Wah-Shee): Well, I just want to make something clear, as chairman of the committee of the whole here. We went through all the information items page by page and I would really appreciate if the Members would stick to the pages and raise concerns. Otherwise we keep flipping back and forth. Now, we are on page 11.09, which is your total O and M. So, of course, Mr. Gargan, you can introduce a motion at any time which is in order. Can I hear your motion?

Motion To Consider Negotiation Of Contract With Fort Providence Dene Band, Carried

MR. GARGAN: Okay. Mr. Chairman, I move that we recommend to the Executive Council that they consider negotiating a contract to service the roads running from Kakisa junction to mile 134 on Highway 3, with the Fort Providence Dene Band.

CHAIRMAN (Mr. Wah-Shee): Can we have a copy please? Mr. Gargan, your motion is in order. To the motion. Do you wish to speak to the motion? Mr. Gargan.

MR. GARGAN: Mr. Chairman, just to express my concern over the correspondence that has been going on between the Minister's department and Fort Providence. I would not have any difficulty but I believe there are some possibilities that could be looked at. The Minister himself, in fact, has not visited my constituency and I would like him to come to my constituency and just look at some possibilities in that area. Certainly, the traffic volume between Fort Simpson and Fort Providence is pretty well the same and I do not think that there is any jeopardy to the safety of the general public in any way, shape or form. Presumably if there was a contract negotiated, it would be the same people that are maintaining the highway; they would be employees of the band. But it is something that I wanted the Executive to consider since it did make exceptions for the Fort Resolution and the Fort Simpson bands. I just want the Executive to perhaps maybe consider Fort Providence as another group of people that could get special consideration, if it is possible. At least as far as my job as an MLA, I have done my part in seeing whether it is possible. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Thank you. To the motion.

SOME HON. MEMBERS: Question.

CHAIRMAN (Mr. Wah-Shee): Question has been called. All those in favour? Thank you. Opposed, if any? The motion is carried.

---Carried

Total O And M, Agreed

We are on page 11.09, total O and M, \$121,736,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): Does the committee agree that the Department of Public Works and Highways has been concluded?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Wah-Shee): The committee would like to thank the witnesses. Thank you. Mr. Butters.

HON. TOM BUTTERS: When the committee of the whole was considering agenda item number six, Health, the WCB, which is under that item as an information item, was not considered. Possibly the committee could give that an examination now and show for the record that the committee did examine that. And then we could move to the next one, which is Government Services.

Department Of The Executive

Workers' Compensation Board

CHAIRMAN (Mr. Wah-Shee): Thank you. Okay, we are dealing with Workers' Compensation Board, information item, under the main estimates, Executive, page 2.21. Mr. McLaughlin.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. If Members look on page 2.22, the important figures that you will notice under the 1987 budget include the top figure there, \$13,200,000. That represents the assessments, which is the amount of money that the government assesses employers and collects premiums from them in order to build up the fund which serves injured workers. You will see that that is down from \$16,300,000. That is basically for two reasons. The board has, over a period of years, built up the closing contingency fund, which is the very bottom figure of \$18,787,000 in that 1987 column, to the point where they do not feel that increases have to occur at the rate they did in previous years. So the premiums for all employers were reduced, as we indicated during the session last October.

The total fund, including the operating reserve, which is the bottom four figures in that column, indicates that the total amount of cash basically held by the board will exceed \$100 million. It will be approximately \$102 million if you total those three figures together. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Wah-Shee): Thank you. Any comments, questions? Mr. Gargan.

Coverage For Individuals Working On A House

MR. GARGAN: Thank you, Mr. Chairman. I just want to express a concern that might occur this summer and that is that I understand that the Minister of Housing did indicate that there might be some difficulty in obtaining labour moneys for housing. But if the individuals are to pay other people in the communities to work, presumably they would have to go under the Workers' Compensation Board. There might be some difficulty in that area for people who are paying out of their own pocket, to pay compensation premiums for individuals who might be working on these houses. This is a concern that I want to express. As the Minister of Housing said, we may not be able to get labour moneys and then that would be a difficulty. I do not know what tradespeople would think about just working for pocket money and without any compensation. I just have a concern about that. I thought I would express it, because this is one area where people, even like myself -- I have had people working on my house for quite a number of months, but I do not know how to go about applying for workers' compensation to have these people work for me. I do not know too much about it. A lot of the other people in the communities would be totally ignorant of the program that exists. I am just wondering whether the Minister realized the problem and whether anything is going to be done about it.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Minister.

Employer Must Register With Workers' Compensation Board

HON. BRUCE McLAUGHLIN: The law requires every employer who has employees working for him to register with the Workers' Compensation Board and pay a premium on the salary that he pays to his employees. But if a person is having work done for him on his home or something like that, usually that is on a contract basis. The person you have doing your work for you, whether he is an employee of a limited company or whether he is in partnership or whether he is in his own business, he is considered a contractor and not an employee. But it is up to the contractor, the person doing the work, to advise the Workers' Compensation Board that he is in business and he is also able, in a situation where a person is self-employed, to fill out a form saying that he does not want to be covered by the workers' compensation.

So basically if it is an employer/employee relationship there has to be workers' compensation paid, but if it is sort of a contract relationship, the person paying the money is not obligated. The obligation is on the contractor to register himself as a business. In the case of a self-employed person operating in a partnership situation or in a single proprietorship situation, he can waive having to pay premiums by declaring that he does not want any coverage. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Any more general comments? Ms Cournoyea.

MS COURNOYEA: In relation to the labour funds that are provided for the home-ownership assistance program, all the labour funds that are provided come under the category of the Department of Indian and Northern Affairs human resources fund and also the funds that are provided from the Housing Corporation all require the agencies that are handling the funds to pay workers' compensation and the normal employee benefits. So I find it a bit surprising that a statement is made that those things are not covered, because whichever agency is delivering the program is required to pay those minimum benefits and workers' compensation requirements. I am surprised that anyone would get away with not doing that.

CHAIRMAN (Mr. Erkloo): Mr. Gargan.

Local People Hired When HAP Moneys Run Out Need Coverage

MR. GARGAN: Perhaps I should clarify myself. Yes, Nellie is quite correct when she says that under the Indian Affairs human resources moneys and under the NWT Housing Corporation labour money, individuals were covered under that particular program. However, the moneys that were used for the construction of these HAP units ran out, not even one third of the way toward completion of those houses. That is the reason I am saying that most of the people in Fort Providence, in fact myself and two other people, are still constructing. Some of them still have not finished the outside and a lot of the inside is not done yet.

I am just expressing concern that you are going to run into that same situation every year, as long as you still have a little bit of labour money to do a portion of the construction of the HAP units. But you run into the situation where you do run out and you have to hire people from the community to complete or help to construct your particular house. Most of those people are doing it without really being aware of the consequences they may run into if they do get into an accident. Certainly the individual who is hiring these people cannot afford to pay medical or emergency or repair bills, let alone keeping up to the payments of keeping people on salary. So that is the only concern I have. I thought maybe the Minister should be aware of it because it is a real issue in the communities where people are not aware of the whole purpose of workers' compensation and why they pay into it. And why people that are working should pay into it. That is the difficulty that I have experienced myself, and certainly the two other people who were constructing, but I am sure the same situation applies in most of the communities right now.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. I would like to point out for the committee's information that even though, let us say, the person hiring someone to do the work on his house is not aware that he should have the coverage and it is an employee/employer relationship, and even though he has not paid a premium or is not even aware that he should have, if the employee is injured the Workers' Compensation Board will cover him. However, if there is an employee/employer relationship, the person doing the employing should be involved with workers' compensation.

Employee/Employer Relationship Versus Contract

So basically, it boils down to -- I guess you could describe two situations. In one case if you have the person working for you, then you are basically supervising him on an hour to hour basis and you are paying him by the hour and you are specifically supervising what he does. That would come pretty close to being what would be called an employee/employer relationship. But if you are paying someone \$300 or \$400 in order to put up so much siding for you and you are not basically supervising him on a nail by nail or board by board basis, that would be more along the lines of a contract. In that case, it would be up to the person who is doing the contract to see that he, himself, and anyone who might be helping him, is covered. So in that case, the householder would not be at risk. I think that sort of describes the situation.

So if it is an employee/employer relationship, the employer should be covering the person. But if it is basically a contract, if you are saying, "I am going to pay you or you and your partner \$500 to do this amount of work for me," and that person, whether he is a journeyman or not, undertakes this work, it is up to that person who undertakes the work to see that the Workers' Compensation Board rules are followed. But in any case the worker is covered if he is injured even though the person who is the employer has not paid premiums or has not even notified the board that the work is going on. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Thank you. Any further general comments? Mr. McCallum.

Second Report Of Workers' Compensation Board Review Committee

MR. McCALLUM: Thank you, Mr. Chairman. When we were in the standing committee on finance meetings, the Minister was talking about a second report of that review committee. I think he indicated at the time that that particular report may be available sometime in the new year. I wonder if the Minister could indicate to me what recommendations have been made in that report that will require further changes to the legislation that he will have to come forward with, if there are any. Is there a change in any kind -- I forget what you call it now. The YMIR, whatever. Can the Minister indicate to me, are there going to be changes to that? Within that second report, which I would trust is now to your review committee, are there changes that we are going to be asked to approve, and what is being contemplated for this whole business of workers' compensation in the second report that is now before your review committee?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. The recommendations that are in phase two of that report are so comprehensive and so go down to the very roots of the philosophy of workers' compensation and how it should be approached, that while some of the recommendations would require a minor amendment, if some of the recommendations are followed by the government, it would require basically a complete rewriting of the entire act.

Mr. Chairman, for committee Members' information, the report has been printed up and is available. However, I was unable to get it translated because of how busy the interpreters are right now. We just received the English version from the printer and I have advised my staff to have the intent of the recommendations, a summary of them, prepared for translation into Inuktitut. So I will make that report available within a day or so to everybody. For the Inuktitut-speaking Members, we will hold meetings to brief them on it and hopefully by the June session, when I expect Members might want to deal with it as an issue maybe in committee of the whole, we would have the recommendations themselves translated by then. But I can make the report in its entirety available within a day or so. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. McCallum.

Percentage Deductible And Maximum Coverage Questioned

MR. McCALLUM: Thank you, Mr. Chairman. I appreciate that the Minister is going to be able to make it available. May I just ask two or three pertinent questions and he can indicate whether these form part of that report and possibly indicate to me what the review committee thought of them? For example, the one that stands out is that there is now a 10 per cent deductible and it has been indicated that we should view the workers' compensation as an insurance scheme rather than a social assistance deal. And that the principle that workers should be paid less than their normal take-home pay can be justified on a short-term disability, but not on a permanent disability. I wanted to know whether there is a recommendation within that report that says, "Get rid of the deductible."

Secondly, I want to know whether there has been anything said within the report, dealing with the maximum. Because I think it has been said and I would like to get some reaction of what the review committee thought of that, the principle being that if there has to be a maximum in it, in benefits, that maximum should be high enough so that only the exceptionally highly paid individuals are not fully looked after. I think those are the two or three things that I was concerned about. The Minister will recall that we talked about this in terms of the standing committee on finance, but I would like to get some idea if those particular principles have been addressed by the review committee.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

Only Exceptionally High Salaries Exempted

HON. BRUCE McLAUGHLIN: Mr. Chairman, yes, both of those principles have been addressed and, in fact, they have considered 100 per cent and recommended a higher percentage of take-home pay and they have also indicated that the ceiling should be higher and that only exceptional salaries might be exempted from it. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Mr. McCallum.

MR. McCALLUM: Thank you, Mr. Chairman. I wonder, could the Minister indicate to me, or is it defined, or are you going to define what an exceptionally highly paid person is? Is there a remuneration, a salary range?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. BRUCE McLAUGHLIN: Mr. Chairman, the amount has not really been settled on but basically, in the existing situation, we try to make sure that approximately 80 per cent of the people who are employed, on wages, are covered so that right now, I think, approximately the top 20 per cent of the maximum wage earners are not covered. They are cut off at the maximum in the legislation, so that if we went this other route there would probably be only, maybe even less than, one per cent who would not have their total salaries covered. But basically, we have addressed it and just said the government should consider its whole philosophy behind that area of having a ceiling on the amount you collect premiums on and a ceiling that you pay out. In other words, they are saying that a much higher range should be considered, not only for pay-out but also for the collection of premiums from employers. Thank you.

CHAIRMAN (Mr. Erkloo): Thank you, Mr. Minister. Any more general comments?

HON. BRUCE McLAUGHLIN: ...probably just barely squeeze it in...

CHAIRMAN (Mr. Erkloo): Mr. McCallum.

#### Coverage For Work Carried On Outside Territories

MR. McCALLUM: I just have one further comment. It is more of a comment than anything else. I appreciate, Mr. Minister, that you people are looking after a concern that was brought to my attention in the past, but it raises a question that I have. Where individuals or a group or an organization may be doing work on behalf of government, other government departments or working on contract with other government departments but the work is being carried on outside of the Territories, if there are accidents involved, then there is some difficulty as to where they should be paying their premiums or where they should be getting compensation from.

Again, I want to indicate, Mr. Chairman, that I appreciate the work that the Minister's staff at Workers' Compensation were able to do to clear up a difficulty that occurred but I wonder if you, Mr. Minister, or your people within WCB or in total government have looked at that possibility. And it may not happen just south of the lake or on the border in Fort Smith, it could happen in the Liard area or the Simpson area where you are close to another jurisdiction that could be British Columbia or the Yukon. And in other areas such as at the Churchill area, if they are doing contracting work for this government there, do they pay into the Manitoba compensation scheme or do they pay into the territorial? I would like to get some idea whether you have addressed that particular question and if you have not, I would suggest that you should, because they are actually doing work for the government even though it is being carried on outside of the Territories. It may be the same in the Montreal area, as well.

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. BRUCE McLAUGHLIN: Mr. Chairman, I am not aware of the particular case that the Member is referring to but I know that the standard situation on this is that, for example, employees working in the Beaufort area for the oil companies who reside in Alberta, because their work place was in the Northwest Territories, they had to pay workers' compensation into our fund just as our Government of the NWT employees who, for example, work at our liaison offices in Edmonton, because Edmonton is their work place, have to be covered in the Alberta workers' compensation jurisdiction. Because that is basically where you are doing the work. So, a contractor, if he is up here from Quebec, for example, doing a construction project in Yellowknife or anywhere else, has to cover his employees even though his employees reside in Quebec and just fly in and fly out under our system.

#### Board May Arbitrate In Case Of Overlapping Border

But I do understand what the Member is saying, that sometimes people are working in a national park or something overlapping a border or on some sort of a project that involves a person working in both jurisdictions. That situation would have to be dealt with. But there is room within the existing legislation for the board to arbitrate on something like that, so that a person who



basically, for example, lived in Fort Smith but worked in the park and always worked out of a facility or operation on the Alberta side, because he resided in Fort Smith and was considered a resident of the Northwest Territories and went home from that work place every night would probably be covered by our board. So there is that flexibility for the board to sit as a board if the officials of the department cannot make decisions. Where there is a grey area, the board can make a final decision on it and the board usually has been sympathetic in situations like that. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Thank you. Any more general comments? Mr. MacQuarrie.

Process For Responding To Recommendations

MR. MacQUARRIE: Thank you, Mr. Chairman. Could the Minister tell us about the process that he has in mind for responding to the recommendations? He did indicate that he will make the recommendations available to us and presumably at some future time we will comment on them, but in the meantime, will the board be assessing them and making its own recommendations as to what can be accommodated and what cannot be, or suggesting to the Minister that he follow one course rather than another, and if so, when is that going to be done? Where do we fit into that process?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. BRUCE McLAUGHLIN: Thank you, Mr. Chairman. So far I have transmitted the report only to the chairman of the board and the board members. I was hoping to have it printed up and tabled in here, but unfortunately the amount of translating I wanted done cannot be done, but I will table it as soon as it is available in the next day or so, with an abbreviated Inuktitut version of the general intent of the recommendations, for the time being. It would then be our intent to distribute that to all employers in the NWT, all of the organizations which the review committee interviewed, the individuals interviewed and all employer organizations for their comments. We would intend to have some sort of mechanism to get public input before we contemplate any changes to the legislation.

I would imagine that we could probably do that in such a fashion that Members could be apprized of the opinions of the different organizations. Maybe we could organize it in such a fashion in Yellowknife that we could even hold workshops on it, which MLAs could attend, as well as the labour and employer organizations, like the chamber of commerce. And then I would envisage it going into committee of the whole, if not during the life of this Assembly, then at the first session of the next Assembly. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. MacQuarrie.

MR. MacQUARRIE: On the last comment, do you envisage it going into committee of the whole so that the Assembly generally can make its recommendations to the Minister which would presumably then be reflected in legislative changes?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. BRUCE McLAUGHLIN: Yes, Mr. Chairman. I would contemplate that happening. I would suggest that the most constructive way for that to happen would be after we did some sort of workshop type of forum involving everybody, so then MLAs would have some hard facts, from interest groups in the Territories, to deal with in committee. Last time a big review was done of the Workers' Compensation Board, it went into the Assembly but not much follow-up action was done on it. So I think this time the best thing to do would be to involve the interested groups in the Territories in some sort of workshop in which MLAs could participate. Then we would put it into committee of the whole at some future session, if not this spring, then the first session of the new Assembly after the election. I think that would be a lot more constructive. It is not a piece of legislation that the government is going to move on very quickly because it is very comprehensive, and goes to the very core of the philosophy of workers' compensation. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Erkloo): Thank you. Any more general comments? If not, does the committee agree that Workers' Compensation Board is concluded?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Butters, could you advise me as to what you would like to do at this time?

HON. TOM BUTTERS: Mr. Chairman, if we could move to Government Services.

CHAIRMAN (Mr. Erkloo): Mr. Curley.

Department Of Government Services

Minister's Opening Remarks

HON. TAGAK CURLEY: Thank you, Mr. Chairman. I have a short opening statement. The department is requesting an increase of 7.9 per cent or \$1,068,000 over last year for a total operations and maintenance requirement of \$14,479,000. Over \$524,000 or 49 per cent of our growth is attributed to our non-discretionary accounts of telecommunications and freight. An additional five person years have been requested: three for headquarters; one each for Inuvik and Cambridge Bay. The capital budget of the department is \$9,093,000, the majority of it being for major petroleum tank farm construction. The department operates revolving funds for petroleum products, liquor commission and warehousing. It also provides computer services to other departments on a charge-back basis.

For fiscal year 1987-88, departments have requested \$4,568,000 for computer services which result in a staffing forecast of 42 person years; an increase of seven over last year.

Mr. Chairman, I would like to mention that during this past fiscal year the department contracted out the retail operations of its Inuvik and Hay River liquor stores. This means that only Iqaluit and Norman Wells are staffed by government people. The department currently is working with Esso Resources to eliminate the two-tiered pricing system for fuel refined at Norman Wells. At present some consumers at Norman Wells, Aklavik and Inuvik are paying as much as eight cents more a litre for fuel than others. The department, this month, begins the process of negotiating the devolution of the Eastern Arctic sealift from Transport Canada to the GNWT. In this coming year the department will also be examining all its pricing formulas as they pertain to motor vehicle licensing, petroleum products and alcoholic products.

At this session, the department will be presenting a major piece of legislation; a new Vehicles Act. Once this legislation is passed, the department will initiate a public awareness program so that people of the Northwest Territories will understand all the changes that will affect them when driving their vehicles. Developments nationally in the transportation field, related to deregulation, could have a significant impact on this government over the next few years.

Mr. Chairman, we are ready for questions and I would like, with your permission, to introduce my officials shortly.

CHAIRMAN (Mr. Erkloo): Mr. Paniloo.

MR. PANILOO: (microphone not turned on)

CHAIRMAN (Mr. Erkloo): There is a motion to report progress. All those in favour, raise your hands. Opposed, if any?

---Defeated

Okay, we will continue. Does the committee agree that Mr. Minister should bring in witnesses at this time? Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. Erkloo): Could you bring in your witnesses? General comments. Any general comments? Mr. Gargan.

Age For Learner's Licence

MR. GARGAN: Mr. Chairman, I just wanted to mention a concern I have with regard to motor vehicles. That is with regard to a licence to operate a motor vehicle. Presently I believe the age limit for obtaining a licence is 16 years. I would like to ask the Minister if a person was to get, not a driver's licence, but a learner's licence, can they get one below that age?

I know in my own constituency, for example, a number of times young people have been caught driving without a licence. Although they may have had the owner of the vehicle in the vehicle, it was still an illegal act. I would just like to ask the Minister whether a person having a learner's licence would be exempt from law. I want to find out about that because I am not aware of what the Vehicles Act includes with regard to licences of young people.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TAGAK CURLEY: Thank you, Mr. Chairman. I replied to the Member's question today earlier, but I think for the sake of following the procedures in legislation, I am going to read the reply to your question I was going to read to you today.

With respect to drivers' licences, the requirements for obtaining a driver's licence to operate a motor vehicle in the Northwest Territories are contained in the Vehicles Act and in regulations established pursuant to that act. The minimum age for obtaining a learner's permit, which authorizes the learner to operate a motor vehicle only when accompanied by a licensed driver, is age 15. The legal age for obtaining a driver's licence is 16 years of age in the Northwest Territories. So if the Member has any problems with that, maybe he can spell them out a little more clearly.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Gargan.

MR. GARGAN: I would like to ask the Minister if he is aware of any jurisdiction in Canada where a young person would be able to obtain a learner's licence under the age of 15.

CHAIRMAN (Mr. Pudluk): Thank you. Mr. Minister.

HON. TAGAK CURLEY: Mr. Chairman, obviously I am not aware, but apparently our Vehicles Act is pretty much in line with the standards that are applied across the country. The federal and provincial governments normally at least try to have reciprocal standards, so that they are not conflicting with the safety codes and other regulations.

CHAIRMAN (Mr. Erkloo): Thank you. I forgot to ask you, Mr. Minister. For the record would you introduce your witnesses at this time?

HON. TAGAK CURLEY: Thank you, Mr. Chairman. To my right is the deputy minister, Mr. John Quirke, and on my left is the chief of finance, Mr. Henry Dragon.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. What is the present regulation or policy with regard to a person with a valid driver's licence, who owns a vehicle, having a younger person without a licence to drive. What is the regulation on that at present? Or what is the law or whatever?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. TAGAK CURLEY: I am going to have my deputy minister explain a little further with respect to that.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Quirke.

Driving Under Age 15 Is Illegal

MR. QUIRKE: Mr. Chairman, if I understand the question correctly, if a licensed driver, who has been properly licensed, has a child driving in the car with him, who is under the age of 15 and is driving, the licensed driver is subject to charges by the RCMP. The point is that for any learner,

as long as he is at the age of 15 and has a permit, it is valid for that person to be driving. Any person under the age of 15, even though accompanied by a licensed driver, is breaking the law and the driver of the vehicle is subject to charges by the RCMP.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. I understood the Minister to say that the Vehicles Act is standard with other jurisdictions. He also said that he does not want to conflict with other safety standards that are within this government. I do not know what the situation is in the other provinces but certainly if you look at the Northwest Territories, it is vast and the roads between one community and another are pretty far. I do not think there is one community within the Mackenzie highway that is closer than 100 miles from another.

#### Change In Learner's Permit To Facilitate Sharing Of Driving

I am just wondering whether the particular regulation about the learner's permit could be changed so that you could accommodate individuals who travel from one community to another. I know for myself, I drive to Yellowknife for sessions, for special committee meetings and for other meetings that occur, whether they are in Hay River or here or Fort Simpson, where the district office is. I run into a situation where I cannot get a person, even though he has got a valid driver's licence, willing to leave the community to accommodate myself and share the driving. I am just wondering whether that learner's permit might be able to eliminate some of that problem, because I know in Fort Providence, for example, we have a lot of people that own vehicles but most of their children are under the age of 15, by allowing them to help out in any way, with driving. I have a concern about that and I am just wondering whether it is possible to lower the learner's permit age for the North. I say that knowing that there is a standard across Canada but that we also must consider the vastness of the North and the distance between places. I think it is different up here than it is down south. I just wanted to get the Minister's comments on whether it is possible or not to maybe change that age limit.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. Minister.

HON. TAGAK CURLEY: Thank you, Mr. Chairman. I certainly appreciate the Member's concern, because some communities obviously are not connected with the highways and byways of the nation. Traditionally the native people tend to probably reach maturity at a certain age. But I think this is something that requires a tremendous review. I think it requires very careful consideration because if GNWT were to move toward giving a learner's permit at a lower age, surely I think there would be some implications with larger places that are connected to the highway and so on. All I want to say is that it is an area that I think requires much more discussion because safety and insurance requirements of owners are things that will be affected and therefore presently, for a student to obtain a learner's permit the age is 15. I do not know how much you would want to lower that. You have not too much choice in lowering it, to either 14 or 13. If we move toward that, I think it would complicate, quickly, a whole lot of things. I think it is something that we should be discussing and review very carefully. I do not think we should promise to even consider lowering the age at this time. But in terms of the smaller vehicles like the three-wheeled Hondas, the all-terrain vehicles and skidoos, I know these are under municipal jurisdiction normally, so places like Rankin Inlet, for example, have a by-law that only when they reach the age of 14 are they allowed to drive these vehicles. But motor vehicles are regulated quite carefully because there is obviously more risk involved in that. Thank you.

CHAIRMAN (Mr. Erkloo): Mr. Gargan.

MR. GARGAN: Thank you, Mr. Chairman. Maybe perhaps I will refer a question to Mr. Quirke with regard to that. If a person has a valid driver's licence and he is having a child without one drive for him, then the person is breaking the law and will be charged by the RCMP. Tell me, has that law always been in effect? I know even before I had a motor vehicle I noticed a lot of cases where young people were driving for their parents and charges were never laid. I am just wondering if this is a new law or whether it was always there or whether it has just recently been passed by this House. I was never aware of it before -- excuse my ignorance.

CHAIRMAN (Mr. Erkloo): Mr. Quirke.

Enforcement Of Law Is Prerogative Of RCMP

MR. QUIRKE: Mr. Chairman, that provision has always been there. I do not know for how long -- 10, 12 years. I do not even know when was the last time the Territories changed the age limit for drivers. With respect to the matter of enforcement, that is the prerogative of the RCMP to levy those charges if they so desire, but this has been on the books for many, many years.

CHAIRMAN (Mr. Erkloo): Thank you. Mr. MacQuarrie.

MR. MacQUARRIE: I notice, Mr. Minister, from the lists of pending legislation that are given to us by the Minister responsible for the subcommittee on legislation, that there is intended major revision of the Vehicles Act. I am sure many people would be interested, Mr. Minister. Are you contemplating a provision in that act that would deal with seat belt legislation?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. TAGAK CURLEY: Mr. Chairman, yes. That is contained in the new revisions to the act, but I think there is a provision that allows for public discussion to take place. They would be enacted at a later time, come into force at a later time, so there is at least a review by the public and comments entertained through the period given in that time.

CHAIRMAN (Mr. Erkloo): Any more general comments? Mr. Pudluk.

MR. PUDLUK: (Translation) I would like to place this question. There are some older people who cannot drive vehicles, even all-terrain vehicles. Some can drive all-terrain vehicles but they cannot drive regular cars. Would they have to take tests with the RCMP to be able to drive? Would they have to get a licence to drive?

CHAIRMAN (Mr. Erkloo): Mr. Minister.

HON. TAGAK CURLEY: (Translation) Thank you. We were discussing just now the Vehicles Act and licensing in the act for young people. All-terrain vehicles, including snowmobiles, are under different legislation. We will be investigating these with the hamlet in their by-laws. They are not allowed to be driven on regular roads or highways, but the hamlets could make by-laws regarding the all-terrain vehicles and they will be responsible for them. Thank you.

CHAIRMAN (Mr. Erkloo): The Chair will recognize the clock at this time and I will rise to report progress. I would like to thank the Minister and his witnesses.

MR. SPEAKER: Mr. Erkloo.

ITEM 18: REPORT OF COMMITTEE OF THE WHOLE

REPORT OF COMMITTEE OF THE WHOLE OF TABLED DOCUMENT 1-87(1), BOUNDARY AND CONSTITUTIONAL AGREEMENT FOR THE IMPLEMENTATION OF DIVISION OF THE NORTHWEST TERRITORIES BETWEEN THE WESTERN CONSTITUTIONAL FORUM AND THE NUNAVUT CONSTITUTIONAL FORUM; BILL 1-87(1), APPROPRIATION ACT, 1987-88

MR. ERKLOO: Thank you, Mr. Speaker. Mr. Speaker, your committee has been considering Tabled Document 1-87(1) and wishes to report that this matter is concluded, and Mr. Speaker, your committee has been considering Bill 1-87(1), Appropriation Act, 1987-88, and wishes to report progress, with two motions being adopted and the Department of Public Works and Highways being concluded.

Motion To Accept Report Of Committee Of The Whole, Carried

Mr. Speaker, I move that the report of the committee of the whole be concurred with. Thank you.

MR. SPEAKER: Thank you, Mr. Erkloo. Members have heard the report of the chairman of the committee of the whole. Are you agreed?

SOME HON. MEMBERS: Agreed.

---Carried

MR. SPEAKER: Thank you. Announcements and orders of the day, Mr. Clerk.

ITEM 19: ORDERS OF THE DAY

CLERK OF THE HOUSE (Mr. Hamilton): Orders of the day for Friday, March 6th, at 10:00 a.m.

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Oral Questions
6. Written Questions
7. Returns to Written Questions
8. Replies to Opening Address
9. Petitions
10. Reports of Standing and Special Committees
11. Tabling of Documents
12. Notices of Motion
13. Notices of Motion for First Reading of Bills
14. Motions
15. First Reading of Bills
16. Second Reading of Bills
17. Consideration in Committee of the Whole of Bills and Other Matters: Bills 1-87(1), 7-87(1), 6-87(1), 2-87(1)
18. Report of Committee of the Whole
19. Orders of the Day

MR. SPEAKER: Thank you, Mr. Clerk. This House stands adjourned until Friday, March 6th, at 10:00 a.m.

---ADJOURNMENT

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