



LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES

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

LEGISLATIVE ASSEMBLY OF THE NORTHWEST TERRITORIES

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TABLE OF CONTENTS

7 March 1981

	<u>PAGE</u>
Prayer	1175
Questions and Returns	1175
Notices of Motion	1175
Consideration in Committee of the Whole of:	
- Bill 1-81(1) Appropriation Ordinance, 1981-82	1176
- Department of Renewable Resources	1176
- Department of Public Works	1178
Report of the Committee of the Whole of:	
- Bill 1-81(1) Appropriation Ordinance, 1981-82	1204
Orders of the Day	1204

YELLOWKNIFE, NORTHWEST TERRITORIES

SATURDAY, MARCH 7, 1981

MEMBERS PRESENT

Mr. Appaqaq, Mr. Arlooktoo, Hon. George Braden, Mr. Curley, Ms Cournoyea, Mr. Evaluarjuk, Mr. Kilabuk, Hon. Arnold McCallum, Mr. McLaughlin, Mr. MacQuarrie, Hon. Richard Nerysoo, Mr. Noah, Hon. Dennis Patterson, Mr. Pudluk, Mr. Sibbeston, Hon. Don Stewart, Hon. James Wah-Shee

ITEM NO. 1: PRAYER

---Prayer

SPEAKER (Hon. Don Stewart): Orders of the day for Saturday, March the 7th.

Item 2, oral questions.

Item 3, questions and returns. Are there any written questions?

ITEM NO. 3: QUESTIONS AND RETURNS

Mr. Appaqaq.

Question 159-81(1): Discovery Of Oil, Hudson Bay Area

MR. APPAQAQ: (Translation) Thank you, Mr. Speaker. I have a written question. I think it is to Government Services. Mr. Speaker, my question probably cannot be answered, but I would like to get an answer about whether there has been an oil discovery in Hudson's Bay area because there were rumours during the ITC presentation in the Frobisher Bay session. I have heard rumours that the Quebec, Ontario and Manitoba governments would like to take possession of the Belcher Islands. I would like a written reply advising me if the rumours are true or not. Thank you, Mr. Speaker.

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

Item 4, petitions.

Item 5, tabling of documents.

Item 6, reports of standing and special committees.

Item 7, notices of motion.

ITEM NO. 7: NOTICES OF MOTION

Mr. Sibbeston.

Notice Of Motion 27-81(1): Adoption Of Terms Of Reference, Special Committee
On Constitutional Development

MR. SIBBESTON: Mr. Speaker, I wish to give notice that on the 9th of March, I will move the following motion: That the terms of reference of the special committee on constitutional development be adopted.

---Applause

MR. SPEAKER: Notices of motion.

Item 8, motions. There are no motions today.

Item 9, notices of motion for first reading of bills.

Item 10, introduction of bills for first reading.

Item 11, second reading of bills.

Item 12, consideration in committee of the whole of bills, recommendations to the Legislature and other matters.

ITEM NO. 12: CONSIDERATION IN COMMITTEE OF THE WHOLE OF BILLS, RECOMMENDATIONS
TO THE LEGISLATURE AND OTHER MATTERS

Bill 1-81(1), An Ordinance Respecting Expenditures for the Public Service for the Financial Year Ending the 31st Day of March, 1982. I have a problem. I do not have a chairman. Is the House agreed -- Mr. McLaughlin, would you act as temporary chairman this morning?

SOME HON. MEMBERS: Agreed.

MR. SPEAKER: Agreed.

---Agreed

With Mr. McLaughlin in the chair.

---Legislative Assembly resolved into committee of the whole for consideration of Bill 1-81(1), Appropriation Ordinance, 1981-82, with Mr. McLaughlin in the chair.

PROCEEDINGS IN COMMITTEE OF THE WHOLE TO CONSIDER BILL 1-81(1), APPROPRIATION
ORDINANCE, 1981-82

Department Of Renewable Resources

CHAIRMAN (Mr. McLaughlin): Right now we are with the Department of Renewable Resources. Mr. Nerysoo, would you like to take the witness stand with your Deputy Minister again this morning?

HON. RICHARD NERYSOO: Yes, Mr. Chairman. I would like to invite the Deputy Minister.

SOME HON. MEMBERS: Agreed.

---Agreed

Energy Conservation, Total O And M

CHAIRMAN (Mr. McLaughlin): Page 12.05, on energy conservation, total O and M, \$139,000. Ms Cournoyea.

MS COURNOYEA: In the section of energy conservation, Mr. Chairman, I wonder if the Minister could explain what the 3.1 man years handle? According to the budget, the salaries and wages are \$118,000 and other O and M is \$21,000. There does not appear to be any indication here that they are handling the grants, except for on page 12.09, there is a section for \$265,000. Now, what other job does this 3.1 man years take care of other than the \$265,000?

CHAIRMAN (Mr. McLaughlin): Mr. Nerysoo.

HON. RICHARD NERYSOO: Could I ask my Deputy Minister to respond?

CHAIRMAN (Mr. McLaughlin): Mr. Bowyer.

MR. BOWYER: The \$265,000 as it appears there is probably not capital in the true sense. However, it represents our share of this cost shared program with the federal government. That translates then, being a quarter, into a million dollars worth of program. The \$265,000 capital resides there as part of our share and in the sense that capital works or buildings will not accrue to this government as a result of that being there, that simply represents our share of this cost shared program with the federal government.

CHAIRMAN (Mr. McLaughlin): Ms Cournoyea.

MS COURNOYEA: When this department was set up, it was on the basis that a number of people would be handling a considerable amount of federal funds. Could you indicate where the federal funds are reflected in terms of the programs? Where is it reflected in this budget so that we can have an indication of how much federal funds these people will be handling?

CHAIRMAN (Mr. McLaughlin): Mr. Nerysoo.

HON. RICHARD NERYSOO: Mr. Chairman, the funds that are allocated to this government from the federal government in this program are not reflected in our budget here. However, if the information is required by the Member, then I can provide the information. I have it already in front of me.

CHAIRMAN (Mr. McLaughlin): Ms Cournoyea.

MS COURNOYEA: I would appreciate knowing what funds we are getting and from what departments and the amounts.

CHAIRMAN (Mr. McLaughlin): Mr. Nerysoo.

HON. RICHARD NERYSOO: As I said, I will provide the information to the Member. I will just have someone do the photocopying. It might be more efficient if I would provide the information to all Members, just have copies made.

Energy Conservation, Total O And M, Agreed

CHAIRMAN (Mr. McLaughlin): Page 12.05, energy conservation, total O and M, \$139,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

Science Advisory Board Of The Northwest Territories, Total O And M, Agreed

CHAIRMAN (Mr. McLaughlin): Okay. Page 12.06, Science Advisory Board of the Northwest Territories, total O and M, \$175,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. McLaughlin): Page 12.01. Mr. Nerysoo.

HON. RICHARD NERYSOO: Yes. With regard to the Science Advisory Board, I just want to make mention that Mr. Ben Hubert, as you know, has resigned from the position of being the secretary of the Science Advisory Board, and his replacement is Mr. Bob Bell, I believe, who will be now acting secretary to the Science Advisory Board.

Total O And M, Agreed

CHAIRMAN (Mr. McLaughlin): Thank you, Mr. Nerysoo. Total operations and maintenance, Department of Renewable Resources, \$6,382,000. Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. McLaughlin): Thank you, Mr. Nerysoo and Mr. Bowyer. Mr. Braden, you want to have Public Works next, I believe.

Department Of Public Works

HON. GEORGE BRADEN: Thank you, Mr. Chairman. Yes, if it is all right with the committee, the government would like to have the main estimates of the Department of Public Works examined. Mr. Pilot is available to the House and he will be making some introductory remarks on the Department of Public Works, and I understand that the Deputy Minister, Mr. Paul Moody, will be joining him shortly to assist. So, if we have the permission of the committee, we would like to proceed with Public Works and have Mr. Pilot begin the presentation.

CHAIRMAN (Mr. McLaughlin): Agreed?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. McLaughlin): Mr. Pilot, please.

HON. GEORGE BRADEN: Mr. Chairman, one of our officials has gone to get Mr. Pilot. He will be here shortly.

CHAIRMAN (Mr. McLaughlin): Thank you. We will take a five minute break then. Please do not leave the room, though.

---SHORT RECESS

CHAIRMAN (Mr. McLaughlin): After a brief five minutes, the committee will come back to order, with Mr. Pilot in the witness chair. On the Department of Public Works, opening comments, Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Thank you, Mr. Chairman. I am a little light at the table here at the beginning of this session. I have made a phone call for the Deputy Minister of Public Works to be here. Maybe he is stuck in a snowbank or on the slippery streets.

Departmental Responsibilities

The Department of Public Works is responsible for the design, construction and maintenance of all buildings and works. It also acts as this government's real estate managers. The department is responsible for design, construction and maintenance of highways in the Territories and the line responsibilities of the department are organized under four divisions of architecture, engineering, operations and highways. As well, the operations division of headquarters acts as a liaison for regional operations and the maintenance organizations.

Acting on the direction of this Legislative Assembly, the Department of Public Works has taken the responsibility to increase the involvement of Northwest Territories contractors, and especially native workers, in the construction industry. This increased involvement is being addressed by three different approaches. Presently, there is a draft policy including all three before the Executive Committee for review.

The first approach is the new northern preference policy for construction contracts, which should improve on the existing policy inasmuch as all contractors, subcontractors and suppliers will be involved. The second initiative by the Department of Public Works is a six tiered approach to letting of contracts. Where it is possible with regard to size, type and location of those projects, the letting procedures have been adjusted in order to give the local people or local contractors a better chance to partake of the work. The third initiative by DPW is our co-operative program with the Department of Economic Development to demonstrate the economic advantage of using local labour. It will also tell what local labour is available for contractors in each community.

Because of DPW's unique role in programming and design and construction for all works and buildings, a new role in community planning is being carried out in conjunction with the capital planning division and the regional operations secretariat.

Improved Energy Conservation

In the field of energy conservation, DPW engineers continue to work with the regions in attempting to spend energy conservation money in the retrofit program in the order of highest returns first. In new construction, examples of buildings in the 1980-81 construction season with improved energy conservation features were Broughton Island community complex, Cape Dorset settlement office, Aklavik government office building, Paulatuk community hall and office, Tuktoyaktuk community offices and the Hay River highway maintenance garage.

You will be pleased to know that the sewer and water program which went considerably astray a few years ago is being corrected, project by project...

---Applause

...with the responsibility for correcting these mistakes between government, the consultant and the contractor being very carefully considered. As well, DPW is rewriting their standards forms for contracts, both for contractors and consultants, and writing a new policy on bonding and contract security, as well as new guidelines with regard to the hiring of consultants.

Mr. Chairman, that concludes my opening remarks and as I said earlier, I apologize for my Deputy Minister not being here at the present moment, but I will attempt to carry on, if that is the pleasure of the Chair.

HON. DON STEWART: Agreed.

CHAIRMAN (Mr. McLaughlin): Thank you, Mr. Pilot. Any general comments or questions of a general nature? Mr. Patterson.

Water And Sewer Projects

HON. DENNIS PATTERSON: Thank you, Mr. Chairman. I am very interested, of course, in the problems that have developed in the area of water and sewer projects over the last couple of years. I would like to ask the Executive Member whether or not any major piped water and sewer systems are being planned to go ahead in the coming year and if so, if he could say where.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, we are continuing with projects that are currently under way. A good example is the situation in Frobisher Bay, where we have discovered that some of the advice given to this government by consultants was not accurate and, therefore, we have gone to that particular consulting firm to place an encumbrance on them to do corrective work in the area of water and sewer. For new projects, totally new projects, we are doing investigative work in a number of areas, but the actual location of those areas do not come to my mind right away.

CHAIRMAN (Mr. McLaughlin): Mr. Patterson.

---Applause

The indestructible Minister of Local Government appears to have survived last night.

---Laughter

Mr. Patterson.

Effect Of Power Failure On Piped Systems

HON. DENNIS PATTERSON: Thank you, Mr. Chairman. Yes, I am quite concerned that many of our piped water and sewer systems are in danger of being totally destroyed in the event of a power failure of any duration. My understanding is that the present system is designed to keep pipes from freezing, both the circulating pipe between a utilidor and a particular house and the heat tracer, which automatically goes on when that circulating pump fails. Both require electrical power and I am wondering if that problem is of concern to the Executive Member. Perhaps, specifically, I might ask, what happened in Rae this year and whether or not this might possibly happen in other places in coming years unless the design is changed?

For example, I believe that the main water pipe in Frobisher Bay is a steel pipe which is not even heat traced and that that pipe runs under the new Hudson's Bay store that is just nearing completion, that if there were ever serious blockages in the utilidor system in Frobisher Bay, the main water pipe would freeze and be completely inaccessible and completely useless. I am wondering if we are not too dependent on electrical power in our piped water systems, whether the department is concerned about this, particularly in light of what happened in Rae and what might well happen in other parts of the Northwest Territories, given that we cannot be guaranteed continuous power supply.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Technology Of Piped Systems To Be Examined

DEPUTY COMMISSIONER PILOT: Mr. Chairman, that is one of the directions that I have asked the engineering section of the Department of Public Works to address this coming year and that is to examine the technology that has gone into the water and sewer projects in the past and to examine what we do have in place at the present time and to address just those questions that have been raised by Mr. Patterson.

In Rae, for example and all of our communities, if the piped water and sewer system is relying on electrical energy to either heat trace or to recirculate water within the pipes, then we are, of course, at the mercy of the producer of that electrical energy. With a power failure such as they had in Rae, we attempted to place an emergency generator on the line to prevent any damage to either the homes themselves or to the utilidor and found that what we attempted to connect into the system was not compatible to what was there at the present time. So I have asked Mr. Moody to address that as one of the major concerns of DPW engineering this year and I think the entire water and sewer program has to be addressed. I think we are planning and proceeding faster than our technical capabilities are, to put the items in place in a sound engineering fashion. So we have, as I said earlier, now an opportunity to really address ourselves in that particular area and we will be doing so.

CHAIRMAN (Mr. McLaughlin): Mr. Sibbeston.

Department Has Responded Quickly

MR. SIBBESTON: Just by way of general comment, I guess I want to say to Mr. Pilot that I am very happy with his performance...

HON. GEORGE BRADEN: Hear, hear!

MR. SIBBESTON: ...this past year. It seems that he and his department have responded very quickly and well to many of the concerns that I raised last year. In particular, I can mention the ferry. I had asked for extension of the ferry hours in Simpson and the department was able to extend the hours. In respect of highways, I had suggested that the government consider taking over the highway and perhaps provide for more opportunity for the local native people and that has been done.

There are just a number of other small things that the government has responded quite well so I would like to say that I am very pleased with Mr. Pilot's and his department's performance. Maybe some of the elected officials could, perhaps, learn from Mr. Pilot and see how they too, can be perhaps more responsive.

One matter though I must raise, and it is something that I suppose has been set for quite a number of years and that is in our part of the North, in the Dene part of the North, in my area, the government does not provide as much as it does up in the Eastern Arctic. I have had teachers who have come from the Eastern Arctic to my part of the North and they are just appalled at the fact that there is just so little in our part of the North. As an example, the teacher that is teaching now in Nahanni Butte had taught up in the Eastern Arctic for 15 years and when he got to Nahanni Butte last fall, almost could not believe it, that there was just nothing to teach with.

HON. DENNIS PATTERSON: You have got trees.

MR. SIBBESTON: He says up in the Eastern Arctic...

HON. DENNIS PATTERSON: What about trees? What about trees?

MR. SIBBESTON: ...up in the Eastern Arctic, the teachers have good schools. They have good equipment, good supplies and there just seems to be no lack of money.

---Applause

Equipment Not Supplied Equally To Communities

Another point is that I have had people, for instance, the regional director who is now in charge of Fort Smith has come from up in the Cambridge Bay area and in respect of equipment in the communities, again, he has noticed that the Inuit communities have everything, have all sorts of equipment, standby equipment. There seems to be no end to equipment to provide municipal services. In our part of the North, there is nothing, so it has become very clear to me that for the next few years we must cut down on the supplies that are going up to the Eastern Arctic, up to the Arctic and provide for our part of the North so that we can equalize the situation. I think that the Inuit people ought to realize that the government has been treating them very well and now, for the next few years, we ought to concentrate on our part of the North.

MR. CURLEY: Part of the South.

MR. MacQUARRIE: That is like supporting...

MR. SIBBESTON: I wish Mr. Curley would be more patient and just take what I am saying as the truthful facts, that we have nothing.

MR. CURLEY: Do you have a motion?

MR. SIBBESTON: I am going to. I am just speaking in general terms now, but I just want people to know that I am going to try very hard on behalf of my constituents to get more for my constituents in terms of supplies for schools and supplies to do municipal type of services. I am sure that a lot of people in this Assembly will agree. I am sure the Inuit people would support us because -- so those are my general comments.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot, would you like Mr. Moody to join you?

DEPUTY COMMISSIONER PILOT: Yes, I would.

CHAIRMAN (Mr. McLaughlin): Is it agreed by the committee that the Deputy Minister joins Mr. Pilot at the witness table?

SOME HON. MEMBERS: Agreed.

---Agreed

CHAIRMAN (Mr. McLaughlin): Mr. Sibbeston.

MR. SIBBESTON: Well, I would then ask Mr. Pilot if the allegations that I have made are, in fact, true or if he feels too, that the Eastern Arctic and the Arctic communities really do get most of the equipment, you know, most of the department's money goes up to the Arctic and that there is very little provided to the Dene communities down in the valley.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Equipment Needs Identified By The Department Of Local Government

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the matter of equipment and supplies going into the various regions of the Territories is really not the responsibility of the Department of Public Works. For example, if it is municipal-type equipment, it is the responsibility of the Department of Local Government through consultation with the various communities, hamlets and towns to identify what equipment is needed for various works and that equipment is then placed in their budget. The Department of Public Works responsibility is to order that equipment and to see that it is in keeping with the specifications that have been laid down for the particular type of climate and area in which the equipment is going to be used.

The same with supplies. The only responsibility that the Department of Public Works would have in the area of supplies would be in building supplies, plywood or lumber and nails or shoe nails that may be required for the ongoing maintenance of the buildings and works that we have in the various communities. So, it is very difficult for me, Mr. Chairman, to make a statement as to whether the Eastern Arctic or the High Arctic are getting more equipment than the Western Arctic.

CHAIRMAN (Mr. McLaughlin): Mr. Curley.

Engineering Expertise Needed In Communities

MR. CURLEY: Mr. Chairman, I would just like to make some general comments with respect to the Department of Public Works. I have some concerns with that department because it seems to have no real professional relationship with the local government structure in the Eastern Arctic. What I am saying is that the DPW, as far as I am concerned, tends to develop things and carry out projects without a real formal connection with the local hamlet or settlement councils. I am beginning to wonder, really, whether or not the Department of Public Works should really have a formal liaison officer or whatnot directly with the local hamlets and the settlements, rather than dealing through the region or a representative of the Department of Local Government.

I think if that were the case -- I have had representations from Rankin Inlet complaining to me about the fact that they do not have enough professional expertise in terms of engineering aspects in their staff, because all the professional engineering personnel are all handled through the Department of Public Works. Yet, the DPW continues to expect the community government, local government, to react and respond effectively in a professional nature and yet they do not have any money to be able to hire consultants to either study and look at all engineering aspects of a project that are sometimes handled by the local government.

Liaison Between DPW And Local Governments

So, I think that there should be a formal connection between the local government and Public Works so that problems like Dennis Patterson mentioned, the sewer problem, sewage problems -- in Rankin Inlet there are many sewage problems. Rankin Inlet's particular problem, the recent one, is not just one incident. There have been many instances, but our people have not been able to complain to anyone, because the community housing association has no control over the water and sewage system. Local government has no control over the water and sewage system. So, in the communities, some part of the community that is connected to this utilidor, even though they have problems, normally the tenants of that public housing, the Inuit people particularly, normally do not even know where to complain to. They would maybe phone the housing association office, but then it is beyond their control so they do not do anything about it.

I have known cases in Rankin that this utilidor is frozen up and affects a number of houses in a certain area and the DPW just leaves it there until the spring, and it naturally thaws it out and it is open again. I have seen that happen. It is a messy situation, because that particular house which is not set up for -- what do you call that -- manual water supply, it has not got proper tanks and so on, or pressure tanks established in it. They normally have to put up with having to do with manual, you know, a honeybucket system, as well as having to deliver ice themselves. So, these kinds of problems continue to exist and I am wondering whether or not the DPW sees that as a problem, because of the lack of liaison with the local government.

I know you have a good liaison with the Minister of Local Government here. You do not have any problem here in consulting with each other, but I think when you get into the local communities -- and sure, you still have a good communication with the officials of the government, the regional director, the director of Local Government, the superintendent of Local Government in the region, but my question is, do you have a good professional liaison established with hamlets and so on, in the communities? These are the kinds of things, if they were improved, the liaison, they would begin to resolve the potential problems that we normally experience, the kinds of incidents that I just outlined.

Professional Contact With The Federal Government

The other concern that I have generally is that the Department of Public Works, you know, as anybody knows, is the biggest department and probably the most active department in terms of construction and development of that sort in the regions all over, particularly in the Eastern Arctic -- not in the southern Mackenzie like the Member was just talking about. As a result of that, I am a bit, again, concerned that we have not enough professional contact with the federal government.

The federal government tends to go ahead and build their own buildings, like MOT facilities and air terminal buildings. I am not sure whether DPW has any interest in trying to take over that kind of responsibility in building public facilities and renting them either to the government or encouraging the private contractors in the Northwest Territories to build facilities. In turn, the contractors can rent them to the federal department. I believe we can adjust the tendering policies of the government or we could probably just go through them as we are supposed to, but I think the kinds of problems Mr. Noah expressed yesterday -- the fact that there is a need for an air terminal building in Baker Lake and that has not been a commitment by the federal government, I think that kind of situation, because it involves building construction and design and so on -- DPW certainly should have its hands in that thing and even try to maybe take over the construction of the air terminals in the Territories, because you are in a better position to understand the community, and thereby try and get an agreement from the federal government to take over that responsibility. You would be able to build these kinds of things when they are needed and not have to put up with the federal government's excuse for not building them.

There are many contractors that would love to say, look, we will build the air terminal in Baker Lake and you just rent it to us. You know, they in turn would want to rent it to the federal government. Why is the Department of Public Works not pressing hard enough to take over that part of the federal responsibility? We have been able to do pretty well in some other matters I think. Why not that part of the construction, because the federal government does not necessarily have all the resources and expertise in the northern communities? So, I would like the Executive Member responsible to respond to those, whether or not he shares these concerns. Thank you, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Liaison Must Take Place At Regional Level

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the problem with the DPW liaison or working relationship with the various communities is one in which both the Deputy Minister and I have discussed to some length with the regional directors and we believe that the co-operation and the liaison being referred to can, in fact, take place, but it has to take place at that regional level, and the expertise of the regional office offered to the various communities and hamlets in order that they may gain knowledge or have access to the people that we have working for us, as the Member mentioned as being our experts.

I know that this has been a concern for a good number of years, not only in the area of the repair of equipment or the upkeep or maintenance of buildings, but it has also been a concern of the communities, the hamlets and the settlements, as they take over more responsibility in the area of, perhaps, ordering in supplies or ordering in spare parts for the equipment, if they are going to take over. We have the expertise in the government and we should offer that expertise to the hamlets and to the settlements so that they get a better understanding of where to order the equipment from or where to order the spare parts from. In fact, if it is a unique type of repair that is required, then I think the Department of Public Works, through the regional director at the regional level, could provide that expertise. So, it is an area which we are addressing ourselves to.

We may not be moving as quickly as the Member would like us to, but the department is a large department and it carries on many different and varied projects during any one year. At times I suppose the regional staff is overtaxed in some of the work that they are doing and may not be able to find the time or perhaps have not been asked in some cases to assist. I am sure that we will see a change in this area over the next year or two, and that is one of the areas which we are dedicated to.

Responsibility For Large Construction Projects

As far as working with the federal government in the construction of their various works in the North, we are lucky in fact if we can even find out what they are going to be doing some of the time, let alone try to take on some of their projects. Any of the large construction projects that the Department of Public Works takes on is only a response to a different department, whether it be Local Government or Economic Development or Education. So we are the facilitator. We are the department that actually does the work once the program has been identified. If it was the desire of this Assembly that we become involved with the construction of airport terminals, I believe the Department of Local Government, through their airport section, should be actively pursuing that through and with the federal government, and if it is turned over to our responsibility, then the Department of Public Works would do the work.

The Deputy Minister just mentioned to me that we are making progress in the turnover of responsibilities from the federal government to the territorial government and highways is a good example. In the past, our responsibility as a territorial government was the maintenance only of highways. On April the 1st of this year, we take on the responsibility of reconstruction and in one years time we will take on the responsibility of construction of new highways. So that is an evolutionary process and it has gone through a complete year of negotiations with the Department of Indian and Northern Affairs, to have that responsibility transferred. If I may, Mr. Chairman, I would just ask the Deputy if he would like to say a few words on that subject.

CHAIRMAN (Mr. McLaughlin): Mr. Moody.

Transfer Of Responsibility For Highways

MR. MOODY: I think, Mr. Chairman, that there has been rather a good precedent set and fairly smooth negotiations with regard to the transfer of highways so in answer to the honourable Member's question, I feel there is a precedent that very possibly could be carried on. Naturally, it needs agreement with the Department of Indian and Northern Affairs, the federal government. In answer to the honourable Member's first question then, I would only like to add that I believe we do recognize at DPW that this is a problem. Also, as far as I am concerned, and the Deputy Commissioner and myself have discussed this, it will be one of our priorities. It is already one of our priorities for this coming year, to reorganize the liaison through our headquarters to the region in order to optimize, as best we can, the forces in the regions which, you can appreciate, change and vary depending on the regions but very definitely we can and will be putting quite a lot of emphasis on that particular point.

CHAIRMAN (Mr. McLaughlin): Thank you, Mr. Moody. Mr. Curley.

MR. CURLEY: Thank you, Mr. Chairman. I certainly welcome the Executive Member's comments and the Deputy Minister's comments and I will continue to keep my eyes on the progress because I think that is one that the communities in the Eastern Arctic would very much welcome, to see that improvement between relations does take place. I have further concerns which I will continue to pursue with the fact that even though the public works projects will always be very important necessities in the regions, where there are no highways and no modern transportation in our area. So public works projects and that responsibility must continue. It should in no way decrease.

More Responsibility Should Be Given To Hamlets

The thing is that I would like to see a discussion somewhere along the road take place whether or not the Department of Public Works should be operating as an independent department at all these days in the Eastern Arctic. If this government, for instance, is serious about decentralizing or wishes to carry out devolution of responsibilities to the communities, then I believe that one of the things that they have to look at very quickly is to see that the Department of Public Works responsibilities be given or be integrated with hamlets and local governments. I think that is the only natural route that the government should be looking at. This government is serious in giving responsible government to locals in the Eastern Arctic, all over the North I suppose, the villages and whatnot.

You know, if we compare Yellowknife -- the municipality of Yellowknife, what is it responsible for? Is it responsible also for the engineering aspects of all the requirements of the city? Or is that handled through the Department of Public Works? Tendering of large contracts and so on -- are these handled by the Department of Public Works? Is the sewer system run by the Department of Public Works? Is the maintenance of the federal or public housing handled just merely by the government and all the plumbing and so on? Are these handled by the Department of Public Works? Possibly the federal housing or government housing.

Enforcing Property Tax

If this government is responsible and seriously enforcing property tax, which I believe is designed because the communities are receiving a service, they should in fact be taxed. To have no responsibility with the municipality needs, such as engineering, construction and design and so on and servicing of those buildings, whether they be Northwest Territories housing or hamlet

housing, all the facilities in the community, they should naturally be the responsibility of the local government to administer and have control of as to even tendering of contracts and whatnot. So I would only think that the natural step for the Department of Public Works is to eventually start planning to transfer all its responsibilities to the government as effectively as they are doing with the property tax policy.

I do not believe we are doing any justice to the small communities in the Eastern Arctic by imposing tax policies against their wish and holding back the major responsibilities that the communities would love to take over, which the Department of Public Works is responsible for. I would be very ashamed if I were the Minister responsible or Executive Member responsible to fight and lobby very hard to impose property tax in those areas without giving any of them any further responsibility other than collecting the darn thing. I think it is a shameful thing so I am asking the Executive Member responsible whether or not he shares that, that the time will have to come, that the Department of Public Works projects and responsibility of all those -- it should be a natural step -- that it should be natural to be given to the municipalities in the Eastern Arctic or anywhere, the communities are willing to accept property tax, instituting the property tax in their community in exchange for public works responsibility. Would that be part of the long-term plans that the Department has? Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Responsibility For Policy Making And Architecture

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the responsibility for decentralization of the Department of Public Works certainly does lie in the direction that the Executive Member of the day has for the Department of Public Works and the ability of the various regions to take over that responsibility. At the present time in headquarters, Yellowknife here, the Department of Public Works -- its responsibilities now lie really in the area of policy making, whether it be in the area of energy conservation, or looking at the various options that are available across the country and perhaps around the world in the area of energy conservation and developing a policy which would be acceptable to the regions, and then passing that information or that policy down to the region and allowing them to initiate any portion of it that they feel they have the manpower and the facilities to carry out.

The other function of headquarters is the area of architecture. It does the planning, the drawing of the plans, and then the engineering division, perhaps if it is in the area of land assembly or the development of POL tankage, but we do not, at headquarters here, get really involved with the day-to-day operation that the honourable Member refers to at the regional level, at the settlement level. Again, this is, to a degree, decentralized to the region.

Responsibility For Water And Sewer

The regional director, his regional engineer and his staff have that ability to work with the communities and in the communities in the transfer of those responsibilities that those communities may wish to take over. In the area of water and sewer in particular, the piped service that has been designed and put in place, put in the ground in some areas, the municipalities and the hamlets are very reluctant to take this responsibility over, because they know that technically some of them are not sound and there are a lot of problems they will inherit with the transfer of that type of responsibility. As I said earlier, this is one area in which the department is addressing themselves this year, and that is the water and sewer program, and in particular, the piped water and sewer program, to try and design or to find a better method in which we can provide the service that the communities want at the level of service in which the communities can handle and will handle. I have asked, if I may Mr. Chairman, to have the Deputy Minister say a few words on this subject also.

CHAIRMAN (Mr. McLaughlin): Mr. Moody.

MR. MOODY: Mr. Chairman, with regard to the honourable Member's first question, I believe that because it is government policy and because it makes very good sense to decentralize, we have been carrying on quite an aggressive program of decentralization of our design and project management of our major capital works to the regions. The regions then will be taking more responsibility, as times goes on, for this work. This is an ongoing program of ours.

Second to that, the regions carry on their own responsibilities and work fairly autonomously using headquarters more as a consulting group for specialized problems. They then carry through their own projects to completion and work in conjunction with the communities and hamlets, again, both in the area of projects using local people -- it is certainly another high priority with the department to use more and more local people in the construction of the projects.

Now, as far as the maintenance goes, again, there is quite a tie-in between the regional DPW and the hamlets to allow them, where there are trained people, to carry on with some of the systems and more and more systems, for the complete maintenance within the hamlet. I think this is an ongoing problem, inasmuch that the people change and the personnel change and fairly highly trained technical people are required for some of the more sophisticated systems.

CHAIRMAN (Mr. McLaughlin): Thank you, Mr. Moody. We will take a brief break, for a 15 minute continental breakfast.

---SHORT RECESS

CHAIRMAN (Mr. McLaughlin): I realize we have a quorum. I will call the committee back to order. Mr. Curley.

More Responsibility Should Be Given To Municipalities

MR. CURLEY: Mr. Chairman, thank you. Can I proceed? Thank you. I have no difficulty with what the Executive Member has just stated. I think they are very good comments -- as well as Mr. Moody. Maybe my expectations of a responsible government are probably far different from the ones Mr. Moody looks at, you know, with all the decentralization being carried out. To me, decentralization really -- I do not want to have to go through that again -- means giving responsibility directly to the municipality and, in effect, changing the ordinance and municipalities, that they do indeed have the responsibility for such things as architectural services, engineering services and, responsible for capital planning and construction work, as long as they are going to be the community and municipality design for the municipality. That is what decentralization means to me.

I would ask the Executive Member then, are there any plans or progress being made to change the relevant ordinances and agreements or whatever exists to reflect that change so that the communities will, in effect, be responsible for engineering requirements as long as these buildings are going to be used for the community? Are they going to be given responsibility for architectural services and are they going to be given total responsibility for capital planning for their community and tendering of large construction projects?

The reason I am saying it is, why should there be two parallels of government in the community when this government is supposed to be serving all of the Territories? Why should we have to have some of the major large expenditures handled only through the Department of Public Works, for instance, when they could actually be run by the local municipality just as well? For architectural services, I bet you do not do all of that. You normally contract that out to some other private firms down south. For engineering work in some parts, in large engineering capital works projects, I know that the DPW normally contracts to southern contractors. Fort McMurray Excavating, for instance, is looking after all the water and sewage contracts for the last three years in Rankin Inlet. The community effectively could possibly contract that out as well.

What I am saying is, when are we going to eventually get into giving these responsibilities to communities so that we do not have duplicate services? If we are not going to give those services, the responsibility, to the communities, we at least should give that part of the DPW's responsibilities to the Department of Local Government. So, that is my final comment. Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot, any comments?

DPW Provides Expertise To Other Departments

DEPUTY COMMISSIONER PILOT: Mr. Chairman, that is not a very easy question to answer. The transfer of those responsibilities that the honourable Member has mentioned can be transferred to the municipality responsibilities. For example, towns and villages and the city of Yellowknife itself has that responsibility at the present time. I think it is a degree of what responsibilities the municipalities themselves want to take on.

We are just the service side. We provide the expertise to the various departments. If it is a building for local government, as I said earlier, if it is required in a particular community, it is the Department of Local Government that asks us in the Department of Public Works to prepare the design and do the architectural work. It would be, I believe, not too difficult for the Department of Local

Government to transfer that responsibility to a municipality. It is just a matter of degree of the evolution, I suppose, and the growth of municipalities, to take on those added responsibilities, but as the Deputy Minister mentioned, some of them are very technically complicated and very sophisticated, which requires perhaps the expertise of special technicians to maintain and operate.

I do not believe that it would be any more difficult to transfer the expertise that is in a community such as Rankin Inlet looking after the Rankin Inlet utilidor, to transfer those people to the municipality of Rankin Inlet. It does not seem to me any different. If that is what the community wanted, if they wanted to be completely responsible for the utilidor and we have two people perhaps working in the office in the technical side to look after the maintenance and ongoing repairs of the utilidor, then those people should perhaps be working for the municipality and only when they enter into a very difficult stage, would they come to the regional engineer or to the Department of Public Works asking for assistance.

I do not think we are too far away or too far off in the parallel thinking of the honourable Member and I think we can progress in that way. As I said earlier, the architectural work and the construction tendering are only the response to programs that have been given to the Department of Public Works by other departments. So if Local Government, for example, wishes to change their policy and trend, then we would fall in line with that and perhaps we would only have a small core of architects or engineers that would then work with the community or examine the various plans that are being developed to see that they conform with all of the necessary codes and what have you. Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Appaqaq.

Problems With Sanikiluaq Power Plant

MR. APPAQAQ: (Translation) Thank you, Mr. Chairman. Maybe you know this, but I have a few comments to make. There is an ongoing problem in Sanikiluaq with the power plant. I think it is going to be an ongoing problem. It just seems that only some of their problems have been heard. I think that DPW thinks that the only problems the power plant has in Sanikiluaq is that it is too noisy. I know that for the people that had -- the smell is awful. I heard that because -- the smell in the cold winter months was so bad that some of the people would not go to church. Sometimes they do not go to the store because of the smell coming out of the plant.

If that is the way it is going to be, there is going to be a lot of money used and also in the spring there is a continuing problem. There is some residue on the roads and I have heard recently, maybe in about five years that they want to use the land there for building. Is DPW going to do anything about the problem? I think I am going to have to be doing something about it if nothing is done, as a person, because the people of my constituency keep pushing me on this problem. I wonder if he could answer me.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Limited Expertise For Managing Power Plant

DEPUTY COMMISSIONER PILOT: Mr. Chairman, I know exactly what the honourable Member is referring to. This seems to be a recurring problem and a recurring question that is raised. The Department of Public Works has examined the situation and the amount of money required to carry out a relocation of that particular power plant is extremely high. We have added a muffler system to attempt to cut down the noise and I understand that a new generator will be added to the building this coming year.

I suppose one of the greatest difficulties we have to address in this particular problem is that Sanikiluaq is the last power plant that the territorial government is operating and we are slowly but surely running out of experts that know how to maintain and manage and to operate such a plant. There have been recently some suggestions put forward by the region that we should transfer that responsibility to another jurisdiction, whether it be the Northern Canada Power Commission, or some other form of power commission, to look after the maintenance and ongoing responsibility for that power plant.

I suppose that does not answer the honourable Member's question. As I said earlier, it is very expensive to move the plant and I do not, at this present time, have a solution to the problem. I do not know whether in the last few days the Deputy Minister has had an opportunity to look at some of the correspondence that has come in concerning that particular plant but if he has, perhaps he would like to make a comment.

MR. MOODY: I have no other further information other than what the Deputy Commissioner has said about this problem. We have not been aware until now that the fumes from the plant were a problem, or the residue on the road. We certainly would be very pleased to study those two and come up with a solution. Other than that, I have nothing more to add.

CHAIRMAN (Mr. McLaughlin): Mr. Appaqaq.

MR. APPAQAQ: (Translation) Thank you, Mr. Chairman. Is this going to just get maintenance done? It is going to be very costly because I have known in 1980-81 and in 1981-82 budget, it has cost over \$200,000. If it is not going to be moved to a different location for about five years, I think it is going to cost about one million dollars to get it maintained and the people in the Sanikiluaq community will not be very happy about it if it is going to stay in the same location. The Hudson's Bay Company, the co-op and the church -- it is going to be very costly to get it relocated, from the church and The Bay. Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Noah.

Baker Lake Sewage Dump A Health Hazard

MR. NOAH: (Translation) Thank you, Mr. Chairman. This is directed to DPW. I have a short question. The sewage dump was put into operation in Baker Lake but it does not seem to be maintained very well. I wonder if they are going to be putting in a different system or are they going to do some maintenance on it? Right now the people that pick up the sewage and deliver it to the dump, when they dump the sewage into the sewage dump it leaks down to the creek and it flows down. I think there are going to be some health hazards because the generators are not in good working condition.

The Department of Public Works is helping the municipality but sometimes they just seem to ruin instead of helping, maybe because they hire people who do not know how to do it very well even though it is very costly. Maybe they hire people that do not know what they are doing and sometimes they do not even get it to work. Are they going to do maintenance on the sewage dumping system or are you going to get a different one? One, maybe you could hire somebody who knows what they are doing. They do this every year, hire people who do not know how to do anything. It is a very unhappy situation and they use a lot of money. They get more money next year for the same purpose again.

We know right now that there is a lot of money that is going to be spent this year and next year there will be some more money. Baker Lake is getting bigger and the sewage facilities are not keeping up with the population. When there is a lot of snow, the sewage trucks cannot run very well because of the deep snow.

The way the sewage things are right now, they should be better, upgraded in the community because if they do not maintain them very well, there might be some sickness going around the community. I am asking about this because I want to know if they are going to use another system or are they going to be using that same system and do maintenance on it. That is my question. Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Current Situation Is Under Review

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the situation that has been addressed by the honourable Member is one which both the Deputy Minister and I are quite involved with and aware of. The system in Baker Lake, at the current time, is that system I referred to when we were talking about capital planning, and what I referred to earlier today as being some of the unsuccessful water and sewer projects that the department had undertaken.

We are in the corrective stages and last year a study was done by the department on the situation raised by the honourable Member. We have dedicated an examination of that total project and it will be readdressed this coming year. If I may, I would like the Deputy just to advise on the current status of the project in Baker Lake and perhaps just refer to some of the problems that we were having and the solutions that are anticipated.

Options Being Studied

MR. MOODY: Mr. Chairman, the original system that went in a few years ago, that quite clearly was not satisfactory, was totally being looked at, as the Deputy Commissioner referred to, last year by a firm of consulting engineers. The preliminary report addressing all the total options for sewage disposal, solid waste disposal and water supply has been in to DPW now about one week. The options are well laid out. They are being studied by our department at the present moment. The temporary system, which is a hundred per cent trucked system in the community with the failure of the force main up to Finger Lake, will be continued until we can come to an all-encompassing solution that will marry sewage disposal and water supply. There will be a planning period and then a construction period and I do not expect the final solution to be in place for a number of years. However, I assure you that it is top priority with us. The options are being studied at the present time and we will be very pleased to keep the honourable Member informed as we move from one stage to the next.

CHAIRMAN (Mr. McLaughlin): Mr. Noah.

MR. NOAH: (Translation) My last question, a supplementary question. When the generator or the pump is okay, if there is a little bit of ice or snow, they usually say that they do not want it used. I wonder how they can fix the pipes because the pipe is what we are having a problem with.

CHAIRMAN (Mr. McLaughlin): Mr. Moody.

MR. MOODY: The force main that completely failed will not be resurrected. It is beyond repair. We do not expect that to be repaired at all. We will be continuing the pumpout from the existing macerator station by truck to Airplane Lake until such time as the new system being planned right now is implemented.

CHAIRMAN (Mr. McLaughlin): Ms Cournoyea.

Debts Incurred For Pipeline Preparation

MS COURNOYEA: Mr. Chairman, I am not quite clear on this department and I am sure that some of the smaller communities have a difficult time in understanding the breakdown on jurisdiction between DPW and Local Government territorial planning. It seems to me that the policy is not clear on how you attack a situation when you know there is a series of projects coming up in one community.

For example, when a town like Inuvik became very excited about the pipeline, and this community is made up mostly of transients, but they were able to get across to the government system, in anticipation of the pipeline, that they need infusion of funds for roads, for preparation of lots. The whole government group teamed together with their counterparts in town and they were able to do a lot of preparation work which, in the end, really did not matter, because there was no pipeline. As a result, the territorial government or DPW picked up about a million dollars worth of debts that were incurred from that town, because they projected something that did not happen.

Now, at the same time you get another community that probably does not have the expertise nor the government people comfortable in that particular town trying to meet the commitments of development for their community. The procedure then becomes this; first you deal with local government, then you deal with DPW, then you deal with NCPC, then you deal with all these different departments and maybe all you want to do is build up your sewage lagoon, clean up your dump and prepare lots, but it is very difficult it seems to tie together the proper people to get a job done.

Continuous Meetings Have No Results

A great deal of money is spent on meetings and consultation and just when you feel you are getting to a point that something is going to be completed, then the actors change. It is very confusing to try to get the job done. I just wonder how you can maybe simplify your operation or co-ordinate it with Local Government? How can you do that so that the people at the community level are not confused and they create a position where they get fed up and they do not feel another meeting is going to help because someone else is going to have a different idea? So, that is a very difficult situation to manage. It may be that in a place like Inuvik where you have got all the government people who are socializing and talking about things every day, that is something that they live with, but at a community you come in, you leave. Local Government comes in, they leave, and it is a continuous meeting, consultation, that goes on and on and on and very little happens. I wonder if you are doing anything to clean that up.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, I believe that the question is twofold, if I may interpret that. One is those areas that have been identified as development areas. They could be identified by the Department of Economic Development, because of some development or resource development or whatever, taking place close to a community or a number of communities. In that case it is directed by the Executive Committee that a co-ordinating group should be struck to ensure there is orderly development in that community and in that area and that a close working relationship be developed with the community. Usually a co-ordinating committee is struck here at headquarters and one in the region, including the communities involved, the hamlet council or the settlement council or whatever happens to be in place at the time.

Planning Committee Co-ordinates Development

The other type of planning is where a department or several departments have, through the capital planning process, placed buildings, works or sewage programs or garages or whatever into one particular community. In the past, this was done in isolation, each department knowing through the requests of the region or the community what was required in the community and when the summer would roll around, the event would take place without any co-ordination or any knowledge by the other departments. As a result of that, we have now developed a community planning committee. This community planning committee is a result of the examination of the capital plan, in which we identify that there are a number of projects going on in a community which may stress that community for manpower or change the infrastructure of the community to a degree; or we may see that we are planning to build something, but the community is not prepared to accept what is being planned in the community. For example, if the road network is not completed or if there is an extension to the water and sewer program that has not been addressed, it is a responsibility of that planning committee to bring the major departments together and to co-ordinate what is going to happen in the community.

Involvement Of Communities In Planning And Building

An example of the first role that this planning committee has taken was in the school for Lac la Martre and the various things that were happening as a result of different departments involvement in that community and the lack of co-ordination between the plans. It was a visit by this committee to the community of Lac la Martre to sit down with the band council, the community council, the education authority and to lay out the total plan as it was identified in the capital plan for that community -- and explaining to them why certain things had to be slowed down. For example, the request was to have the school built this year if possible, and once it was explained that there was a road network required, an additional water and sewer truck required, a garage to house that water and sewer truck, then the community had a better understanding of what the plans were for their community and agreed in total with the staging or the drawing out of the actual building in the community.

It also presented an opportunity for the community to ask what participation they could have in the development and in the work that was going to come out of what construction would be there. As a result of that, we asked a representative from the Fort Smith AVTC, Adult Vocational Training Centre, to visit the community and to advise them what kind of training programs, whether they be carpentry or plumbing maintenance programs, could be taken by the residents of the community and whether they would like to go to Fort Smith to take these particular types of courses or whether courses could be run right in the community. As a result of that, they have now set up, over the next year, a number of projects or training courses in which the local people can be totally involved and then, therefore, be involved in and employed on the construction program when it takes place in the community.

That is the kind of planning and co-ordination that we hope we can bring together. It takes an effort on the Department of Public Works to identify to us when a major construction program is planned for a community, and they say that they have identified to me that a project is going to overload the community and we are not ready; it is so simple for us to go in with the army of contractors and workers from the South and throw up a school, but we just leave the edifice behind and no training program or employment with it.

What we are hoping to do, in a place like Lac la Martre again is that through the training program and through the work on the actual construction, the requirement to fly in the maintenance men to do minor repairs to the school or to anything in the community, in the future, will not be needed, and the people themselves would be able to carry out that work on a minor work contract or on a casual labour contract.

CHAIRMAN (Mr. McLaughlin): Ms Cournoyea.

Responsible People Not Available When Needed

MS COURNOYEA: Well, I appreciate that explanation, but I think I was not really addressing that type of planning stage. I was really concerned about the stage when the projects are approved and were going ahead. I find that many times the people who are involved at the government level and who have the responsibility to see that completed -- we do not seem to be able to co-ordinate that or someone is not on site when they should be.

For example, we do not have a long building season in the North. People go on holidays at the wrong time. We get into a project and we are depending on two key people we have been working with for the whole year -- maybe one in DPW and one in Local Government -- and then they go on holiday. Then something gets messed up in the process and we cannot find anyone, so we have to go maybe to a clerk here or another clerk there, and it is just not tied together. As a result, the kind of preparation that has to be done to go to the next stage of development -- it is just not completed, so we get delayed a whole year. So the co-ordination that I was talking about was the responsible people to be on site and on the job at the season that they are needed. Who needs them in January? In the summertime, in the springtime, when those jobs have to be done and things have to be ready to go, they are gone.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: May I ask a question? Are you referring to an on-site project engineer that during the construction season would be right in the community, working, monitoring and advising the community on the various stages of the projects that are going on in the community?

CHAIRMAN (Mr. McLaughlin): Ms Cournoyea.

MS COURNOYEA: Yes, because sometimes you have more than one project and you put a community at a disadvantage. They know what they want to do, but there is no one to tie all those parts together, and when you have more than two or three projects going on, someone should be there tying it together. When a road is not being built in a proper fashion, well there is someone there to know about it before it is too late, and these are the kinds of situations you put a community in. You cannot go back to the regional office because most of the time the guy is on holiday in the summertime.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Lack Of Communication A Problem

DEPUTY COMMISSIONER PILOT: Mr. Chairman, it is a difficult question to answer. I can always come up with a number of excuses of the expense of having an on-site engineer and the requirement to have an engineer or a project engineer look after a number of projects and therefore is required to travel around from community to community. Of course, that does not really answer the question.

I believe that the honourable Member is absolutely correct when she mentioned the lack of communication and the co-ordinating role. That I think is the major problem. It appears that the co-ordination is falling apart and that the projects are not proceeding or are not being completed as per schedule or whatever. The more I look at the problems we have and the few number of project engineers and the way we spread them out to fly -- if they are in Tuktoyaktuk, for example, one week, they may be in Broughton Island the next week, trying to sort out and monitor a project over in that area.

It is something that has bothered myself for some time. I have tried to address the problem to the department in having one or two project engineers responsible for one particular area but we find it very difficult to find one engineer that has all the expertise of water and sewer or road construction or land development wrapped up into one individual, so we end up having one man or several that are experts in the POL field, and therefore they are travelling from community to community where the projects are being carried out and monitoring what is happening there. If their expertise is in the land assembly area, then they are travelling to a number of communities monitoring the different projects that are happening in that field.

Engineers Should Be Knowledgeable Of All Projects

I am not sure of the answer yet. One of the solutions that we have been addressing is that the assistant regional engineer should be a project engineer and for all projects that are initiated and being carried out in any particular region, the assistant engineer will have the knowledge of those projects and will work very closely with the communities in answering the questions and in seeing that the work is progressing according to a given schedule. What we found very difficult is attracting and finding project engineers. Out of our advertisements this past year for the Inuvik region for example, we have had a very poor response. This, I believe, is because of the high demand for that type of engineer in the South at the present time. If I may, Mr. Chairman, I would like the Deputy Minister to expand on that, if he may, and perhaps address more closely the concerns of the honourable Member.

Problems Of Communication And Construction Are Different

MR. MOODY: If I may continue on then and be slightly more specific in answering the honourable Member's question, we have the problems as outlined by the Deputy Commissioner. I would like to stress that I think the question or the problem mentioned by the honourable Member is one more of communication between what is happening in the field with a particular project and the local community rather than a construction problem. They are really two separate problems. The construction project itself is mapped out on a schedule and it is exceedingly carefully monitored with regard to what type of individual is to be on site at what particular time through the various stages of that construction. It is an internal thing that we do in the engineering and architectural business. It is highly complicated. It is not hit or miss, I assure you. I am not supposing that we do not have our problems but we do address this quite carefully so that the scheduling of these projects is optimized, that is, of what is the best construction done at the best time of year and also the type of supervision and inspection done at any particular time, during that particular project or that phase of the project.

Now, from the outsiders point of view, this can appear to be a very haphazard business, but I assure you it is not. I think the problem is in communication, and I think the question that was asked relates very closely to one that was asked earlier in terms of communication and information on a particular project to the community councils and community leaders. As we said before, we are very cognizant of this. It is not an easy one because often our technicians in the field are hired for a very high technical skill in the inspection of one part of a project. They themselves are not capable of sitting down with a council and addressing the total project, so this must be done at a different level. So again, we have this as a high priority for this communications problem, and I will be very glad to report at a later stage just how we solve that particular problem.

CHAIRMAN (Mr. McLaughlin): Thank you. Ms Cournoyea.

Tuktoyaktuk Land Assembly

MS COURNOYEA: Well, Mr. Chairman, I suggest then, once you solve and take a look at the whole mess around the Tuktoyaktuk land assembly and you are able to assure me that that was not a major screw-up of the year, I might be able to say, well, take the example and try not to do it again, but the latest communication -- there is a community that is faced with massive development and a letter here states that it will be September 30th, 1981, before you can expect completion of a contract for 24 lots. Now, from the very beginning, the town in itself really did not want that land assembly such as it was done. The department, in their own interest and in their own dealings, made a deal, did this thing and took away the very backbone of what that dredging was to be done and used for, to have this one land assembly. So, people went along with it. They told you you were wrong. They had gone through two surveys for the lots that I am aware of, and they are in dire straits now to get something done so they can have some lots. It was your department and Local Government who made that decision, not the community. The community said not to do it.

Now, when we get: "We will be ready to give you an answer September, 1981." Well, that is not satisfactory, and I do not know where your site inspectors were. I do not know where this planning was. The communication consultation took place, but we are still in the same problem area, as though nothing has been done. The community still does not know what is going on and they have got to move. They have got to make decisions in the next three weeks about Housing Corporation lots. They have got a major plan from Imperial Oil and Dome which they want to meet in terms of housing for personnel. So, where are we, you know?

You cannot tell me that the local contract for \$42,000 -- I am willing to bet the number of people who went in there, the number of meetings that were held, I could probably work that tenfold, and that is how much consultation took place, but all that was spent was \$42,000. When do we get over this kind of mess? You know, it is to no one's advantage that we function like that. This is one area that continually faces that problem. So, you explain that to me, and maybe I can have some hope that we are going to be able to proceed.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

Municipal Planners And Developers

DEPUTY COMMISSIONER PILOT: Mr. Chairman, I think the first thing the honourable Member should remember is that the land assembly and total planning is the responsibility of the Department of Local Government. If the Department of Public Works is asked to initiate a contract and dump a load of sand in the middle of this room here, then they will do it. They are the facilitators and they provide the service, but it is not up to the department to say that we are not going to put it on lot 24, but we are going to develop some other area. That choice is not ours. It is not the mandate of the Department of Public Works. It is the Department of Local Government. They are the planners. They are the municipal developers. They are the ones to be working in close liaison with the community to see that their aspirations are met and then the program is handed to the department and we start moving the gravel or whatever and building the paths. So, I find it difficult to respond in saying that the lots were not put in where the community wanted them and that the communication broke down, because that is not within our mandate or jurisdiction to respond to.

CHAIRMAN (Mr. McLaughlin): Department of Public Works, general comments and questions. Mr. Kilabuk.

Lack Of Co-operation With Education Committees

MR. KILABUK: (Translation) Mr. Chairman, I have a brief comment. In the past, we used to have debates about the DPW, but now in the Eastern Arctic, we do not seem to have too much problem with DPW any more and it seems to be improving quite a bit. The BRC, Baffin Regional Council, is supporting the conference in the Eastern Arctic. We were not given any information as to whether the school was going to be painted and we were not asked first when they were going to be returning to school and when the school year was going to end. They did not ask us about that. The beginning of the school year was delayed because of the teachers. The opening of the school was delayed for two or three days and we were not very happy about that. We do not want anything like this happening again in the future.

The education committees in the communities should be informed first when they are thinking about doing major renovations and painting inside the school. Those are the comments that I wanted to make. I do not want anything like this happening in any community like that in the future, because the opening of the school was delayed because of -- and the teachers' agendas are not -- maybe if we are told, the community is told, when this sort of school is going to be painted and they know in advance, the education committee, in advance what they are going to be doing in the school, so they would not delay the opening of the school. We were not very happy about that and I do not want anything like that happening again in the future. Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, I had heard of that and apologize for the lack of co-ordination and co-operation with the education committee with regard to that project. We will certainly endeavour not to have a repeat of that.

Detail Of Capital

CHAIRMAN (Mr. McLaughlin): Would the committee like to go to capital now, pages 11.13 to 11.20, \$13,900,000?

SOME HON. MEMBERS: Agreed.

MR. MacQUARRIE: No, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Patterson. Oh, sorry, Mr. MacQuarrie.

MR. MacQUARRIE: Thank you, Mr. Chairman. Yes, there are a couple of items I would like to inquire about. The first would be with respect to the contract that this government now has with the operators of the ferry at Fort Providence. Could you just explain a little bit about the nature of that? Is it not a type of contract where the government is still burdened with liabilities and the contractees are able to, well I suppose, make a profit on the operation or something like that? Would you explain the nature of that contract please?

CHAIRMAN (Mr. McLaughlin): Mr. MacQuarrie, are you asking under general?

MR. MacQUARRIE: Capital. I notice -- I am mistaken here.

CHAIRMAN (Mr. McLaughlin): It should be O and M and highways, I believe.

MR. MacQUARRIE: Under capital, there is half a million dollars to replace the propulsion units on the MV Merv Hardie.

CHAIRMAN (Mr. McLaughlin): Okay. Go ahead, Mr. MacQuarrie.

MR. MacQUARRIE: All right, Mr. Chairman.

MR. CURLEY: Agreed.

CHAIRMAN (Mr. McLaughlin): Mr. MacQuarrie, go ahead.

MR. MacQUARRIE: I have asked my question. Would they answer please?

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, if I may, I will have Mr. Moody respond.

Repair Of Merv Hardie Ferry

MR. MOODY: Mr. Chairman, I believe the question referred to the money in the budget to readjust the propulsion system in the Merv Hardie. There is a problem with the Merv Hardie in the propulsion system that is fairly complicated. In the propulsion from the engine to the drive shaft, there is an offset and this causes a lot of problems because the particular piece of machinery in the offset, if something goes wrong with it, takes a great deal of time to repair, and the parts are from England. The adjustment in the drive shaft then is to have a straight drive rather than the offset. The money appropriated for this is through the federal funds and not from this particular government appropriation.

CHAIRMAN (Mr. McLaughlin): Mr. MacQuarrie.

MR. MacQUARRIE: Just what obligations do we continue to have with respect to that operation and what authority do we have over the operation?

MR. MOODY: Mr. Chairman, the repair of the Merv Hardie for that particular appropriation will be handled by our own division of highways. However, the operating of the ferries is by contract.

DEPUTY COMMISSIONER PILOT: Yes, Mr. Chairman, I believe the first part of the honourable Member's question was our relationship with the contractor. Our present contract is for operations of the ferry system only and not for any major maintenance or repairs. To arrive at a fair cost of just the operating expenses for the ferry system, we base on the number of man hours required to operate the ferry and equate that to the dollars, of course, that are required per man hour and come up with a figure and go to contract tendering, anticipating that the contract will come within that figure. If it exceeds or if the contract was in excess of what we anticipated, I am sure that it would be the desire of the Department of Highways to request the Executive to allow the operations to come back within the departmental responsibility rather than by contract. My understanding is that the last contracts that were let were very advantageous to this government.

CHAIRMAN (Mr. McLaughlin): Mr. MacQuarrie.

SOME HON. MEMBERS: Agreed.

Inspection Authority Of The Ferry System

MR. MacQUARRIE: Thank you, Mr. Chairman. If we then are liable for maintenance and major repair and so on, what inspection authority do we have over the operation, in other words, to ensure that the operation is adequate, that it is not negligent and so on?

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, we have full inspection authority on the operation of the ferry system. I believe it is done on a weekly basis and not on a schedule basis, that the operator would not know when the inspector would be arriving from either Yellowknife or from Hay River depending on where he happens to be at the time. He will carry out an inspection to see that the maintenance of the system is maintained at the level that we have placed in the contract. There are logs that must be filled out by the engineer and the captain to ensure that these maintenance frequencies are completed.

CHAIRMAN (Mr. McLaughlin): Mr. MacQuarrie, on capital.

Renovating Government Sale Houses

MR. MacQUARRIE: With respect to another item, page 11.16, \$18,000 to renovate sale houses in Yellowknife, could you tell me the basis on which such renovations are made? Is this a general kind of policy where, when it is known that certain units will be up for sale, that obvious maintenance is carried out, or is it carried out after a house is designated for sale to a particular party, or just what is the basis of that, please?

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the various staff houses within Yellowknife that are identified for sale are then inspected by the purchaser and by a representative of the Department of Public Works who acts as our real estate agent, I suppose you could say. Any deficiency in the house is identified and the repairs or upgrading of that deficiency is then carried out. For example, if a window is broken or cracked, the purchaser could ask the Department of Public Works to repair that particular window, or if it is identified that there is insufficient insulation in the ceiling or in the walls of the house, then it could be negotiated that those repairs take place.

We had an example of one staff house that was being repaired here in Yellowknife and when they removed the outer skin from the wall, they discovered that there was absolutely no insulation at all in certain areas. We feel that if we are selling the house at a fair market value we should at least ensure that the purchaser gets a product that is meeting a standard. So that is the funding identified in there, to carry out those various works on the sale houses.

CHAIRMAN (Mr. McLaughlin): Mr. MacQuarrie.

MR. MacQUARRIE: Do I understand that the price would have already been agreed upon by the purchaser and the department when they go to do the inspection, or is that subject to negotiation after the inspection?

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, my understanding is that the house is appraised and a price affixed to it and any negotiation on the price of the house is done after the inspection. If an individual feels that they would like to carry out the repairs themselves, then there is some compensation that can be taken into account. However, if they wish the house to be brought up to a standard at the government's expense, then we feel an obligation that we should do that.

CHAIRMAN (Mr. McLaughlin): Perhaps before we go any further, Mr. Pilot, you can clarify on page 11.13, if that is a printing error at the bottom of the page, or is the MV Merv Hardie in Fort Resolution waiting for spring break-up to move the first load of lumber from the Slave River sawmill?

---Laughter

DEPUTY COMMISSIONER PILOT: I believe it is a printing error, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): I have got Mr. Patterson next. Detail of capital, pages 11.13 to 11.20, please.

Butler Units In Frobisher Bay

HON. DENNIS PATTERSON: Thank you, Mr. Chairman. I have a question relating to page 11.20, on capital. It is an item under renovations entitled, extraordinary maintenance, Butler units, Frobisher Bay. Now, when we were in Frobisher Bay this fall, I asked a question about the possible future of the Butler units in Frobisher Bay, partly because I felt that some thought should be given to whether or not the Butlers or at least certain Butler units could be rehabilitated and made into usable housing, in view of the incredible shortage of housing in Frobisher Bay and the considerable cost of building new units. The answer that was given to me in Frobisher Bay was that the Butlers would be written off and destroyed as soon as they can be replaced; that any renovation for any form of housing was impossible; that there were obvious deficiencies in insulation, wiring, roofing and the timber foundations have rotted to the point where rebuilding was impossible. I still wonder whether that, especially the poor foundations, applies to every Butler unit in Frobisher. I recognize some are beyond the point of repair, but what I would like to specifically ask is, what is this amount for extraordinary maintenance? Is that just to keep the things, the Butlers, together until they can be replaced?

One of my constituents called me -- woke me up, actually, last week -- because he was very upset. He could not sleep either, because there was a warm spell in Frobisher Bay and the roof of his Butler unit had filled up with snow this winter and when it melted, his house turned into a waterfall and he had to move out of his bed, etc. At any rate, what I would like to know really is, is the plan to demolish the Butler buildings still continuing or does this maintenance figure mean that the government is reconsidering their usefulness? Could you explain how many units are expected to be replaced in the coming year? Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

No Plan To Retain Butler Units

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the moneys that are identified in the budget for extraordinary maintenance of the Butler buildings are those moneys required just for the ongoing maintenance of the buildings. There is no plan to retain any of the buildings. The honourable Member's assumption that the buildings are beyond economic repair and life is absolutely correct. It will be a sort of nostalgic period when they are torn down, because I think there are a lot of us around here that have experienced the dripping roofs in the spring. It certainly is a conversation piece in Frobisher Bay during the period, but the plan now has been put back because of the federal government's building plan in Frobisher Bay.

We thought that, in consultation with the community, that by doing all of this construction in one or two years would be too high an impact on the community and, therefore, the federal government will be carrying out their requirements this year and next and then the territorial government will fall in behind that. As our houses come onstream it is hoped that we can get rid of the Butler buildings, either by dismantling them or perhaps even moving them somewhere else, where they could be used for warehousing or whatever is needed, but I do not believe they should ever be used for accommodation again.

CHAIRMAN (Mr. McLaughlin): Mr. Patterson.

Butler Units Should Be Maintained

HON. DENNIS PATTERSON: Thank you, Mr. Chairman. Can I get some kind of assurances that if people are going to have to continue living in these units that they will be maintained to a standard that will make them liveable? It seems that in recent years, every year they are about to be torn down and employees are told we are not going to put any money into repairing and maintaining them. Now, specifically, I may use the problem of snow in the roofs. I would respectfully suggest that it is more than a conversation piece. It is an item that comes up at joint consultation meetings with the union and it is really, perhaps, a major factor in the employee/employer relations and employee morale, etc. So, I am wondering, will the maintenance funds budgeted there be adequate and specifically, will the department be able to -- as was done in former years -- remove that snow from the attics so that it does not drown the inhabitants next spring? Thank you.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, we can give assurance that the buildings will be maintained. It is a regional responsibility and I will convey that to the region. My experience with those Butler buildings goes back 10, 15 years, and it is impossible from some reason or other to stop the snow from getting up into the attics. I believe it is an annual trek of the maintenance men into each of them with their plastic bags and up into the ceiling to try to get as much snow out of them before the ceiling collapses or the water drowns the occupant, but I will pass the concern on to the regional director and ask that he do everything possible to relieve some of the anxiety of the tenants and also guarantee that this \$100,000 is dedicated to maintenance on those Butler buildings only and not to be used in other areas. To say whether it is adequate or not, I am sorry, I would not know without speaking to the regional director to ascertain that.

CHAIRMAN (Mr. McLaughlin): Mr. Patterson.

Moneys Spent On Metric Conversion

HON. DENNIS PATTERSON: Are there moneys in these capital projects for metric conversion and if so, could you give me an idea of how much is being spent? I do not mind saying that I think this should not be a priority in the Northwest Territories. I do not think the public understands the new system. I have read some articles on the subject which suggests that in Canada, particularly on an individual local level, there is a metric revolt taking place, that the system is being resisted by businessmen and ordinary people. I sympathize with that feeling. I think it was imposed on us by an arrogant federal government, and personally I would not be unhappy if all moneys spent on metric conversion were devoted to other more important priorities. So, I would just like to ask generally, hidden away in these estimates, are there significant amounts of money for metric conversion?

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Mr. Chairman, the Department of Public Works has been heavily involved in a metric program, primarily from the conversion of our meters in, for example, POL tanks and also on the highway system, that all of the highway signs and instructions or whatever are now, and will be over the next year, converted to the metric terminology. As far as the education program is concerned, we had at one time, during the peak of the metric conversion, a metric officer located in the Department of Justice and Public Services, I believe, but that position no longer exists. The program was funded by the federal government and came to an end. We have carried on, of course, the conversion of the metric system, as it has been addressed to us by the federal government.

CHAIRMAN (Mr. McLaughlin): A supplementary on the Napoleonic code. Mr. Patterson.

HON. DENNIS PATTERSON: Yes, thank you, Mr. Chairman. I am glad you are sympathetic with my viewpoint. A very quick question. Do we have a legal obligation to convert?

MR. MacQUARRIE: A moral obligation.

CHAIRMAN (Mr. McLaughlin): Mr. Pilot.

DEPUTY COMMISSIONER PILOT: Yes, we do, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Mr. Stewart, detail of capital.

Motion To Move Highways Department To Hay River, Enterprise Or Fort Simpson

HON. DON STEWART: Thank you, Mr. Chairman. Under detail of capital, under highways, I would like to propose the following motion: I move that in keeping with the stated position of this Legislature to the decentralization of government wherever possible considering economics and efficiency, that the Executive consider the moving of the complete highways department, to commence this year, to Hay River, Enterprise or Fort Simpson.

---Laughter

HON. ARNOLD McCALLUM: God will get you for that.

CHAIRMAN (Mr. McLaughlin): Do you have a copy of that motion, Mr. Stewart, please?

HON. DENNIS PATTERSON: Let us vote before Lynda Sorensen comes back.

MS COURNOYEA: Question.

CHAIRMAN (Mr. McLaughlin): The motion is: I move that, in keeping with the stated position of this Legislature, to decentralize government wherever possible considering economics and efficiency, that the Executive consider the moving of the complete highways department, to commence this year, to Hay River, Enterprise or Fort Simpson. To the motion. Mr. Stewart.

HON. DON STEWART: The highway system essentially is in the southern portion, particularly being developed in the Mackenzie Valley at the present time, and the ferry system which is a part of the highways responsibility is located in the same area. It seems reasonable that this department should be located in the area of where most or all of their work is being done. At the present time the superintendent of the ferry system is located in Yellowknife, spends most of his time in either Hay River or travelling to Fort Simpson and the other three points on the ferry system. The expertise, the availability of equipment for repairs, are all located in Hay River. It does not seem reasonable that this person should be headquartered in Yellowknife. Actually there is very little, if anything, for him to do here.

With regard to the roads, the highways, the large maintenance garages are all located in the Mackenzie region or the Mackenzie River system region, the largest being at Hay River. So the work force generally of this department is not located in Yellowknife, other than the headquarters staff. The condition that these roads are left in -- occasionally I would certainly like to see the headquarters staff have to travel over some and they might be able to improve them. I know that my friend, Mr. McCallum, decided he had to take the chief down there once. It was the first trip he had been down although he had been in charge of highways for some 10 years and had not seen the highway yet. Anyway, it is in keeping with the decentralization and putting government into the field as close to the position that the work is being done as possible.

CHAIRMAN (Mr. McLaughlin): To the motion. Mr. Sibbeston.

Fort Simpson As Possible Site For Highways Department

MR. SIBBESTON: I am drawn into the discussion.

---Laughter

I do notice that Simpson is last on the list as possible site for the headquarters. I suppose that is okay because I would not advocate Simpson being headquarters for the department of highways because it is, at the moment, at the end of the road. I can see in a couple of years if the highway should go north of Simpson down to Wrigley and further down, there may be some reason or rationale of having Simpson as one of the maintenance headquarters in that area. So I support the motion recognizing that Mr. Stewart wants the headquarters to be in Hay River, and I support that.

SOME HON. MEMBERS: Question.

MR. CURLEY: Agreed.

CHAIRMAN (Mr. McLaughlin): Seeing as the hour is 1:00 o'clock, I have to report progress now despite the fact there is a motion on the floor.

SOME HON. MEMBERS: Question.

CHAIRMAN (Mr. McLaughlin): Do the Members wish to have a question on this? Mr. MacQuarrie.

MR. MacQUARRIE: I would like to speak to the motion, Mr. Chairman.

CHAIRMAN (Mr. McLaughlin): Being as the time is 1:00 o'clock, I will report progress.

AN HON. MEMBER: Agreed.

---Agreed

MR. SPEAKER: Mr. McLaughlin.

REPORT OF THE COMMITTEE OF THE WHOLE OF BILL 1-81(1), APPROPRIATION ORDINANCE, 1981-82

MR. McLAUGHLIN: Mr. Speaker, your committee has been considering Bill 1-81(1) in committee of the whole and wishes to report progress.

MR. SPEAKER: Thank you, Mr. McLaughlin. Thanks for standing in this morning. Are there any announcements from the floor? Mr. Clerk, announcements and orders of the day, please.

CLERK OF THE HOUSE (Mr. Remnant): There will be a meeting of the CPA Executive Committee in room 301 at 1:15. Meetings: Monday, 9:00 a.m., Katimavik A, caucus; 11:45 a.m., room 301, special committee on education; 12:00 noon, Katimavik A, Members' Services Board; 7:30 p.m., Katimavik A, standing committee on legislation.

ITEM NO. 13: ORDERS OF THE DAY

Orders of the day, 1:00 p.m., Monday, March 9, 1981.

1. Prayer
2. Oral Questions

3. Questions and Returns
4. Petitions
5. Tabling of Documents
6. Reports of Standing and Special Committees
7. Notices of Motion
8. Motions
9. Notices of Motion for First Reading of Bills
10. Introduction of Bills for First Reading
11. Second Reading of Bills
12. Consideration in Committee of the Whole of Bills, Recommendations to the Legislature and Other Matters: Report of the Special Committee on Education Respecting Student Aid; Bill 1-81(1); Ninth Report of the Standing Committee on Finance
13. Orders of the Day

MR. SPEAKER: The hour being 1:00 p.m., this House stands adjourned until March the 9th, 1981, at 1:00 p.m., at the Explorer Hotel.

---ADJOURNMENT

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