



BOX 1529

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TABLED DOCUMENT NO. 23 - 90 (1) TABLED ON FEB 20 1990

DATE: FEB. 19, 1990

TIME: 4:15 PM

TO: HENRY ZOE  
MLA- RAE-LAC LA MARTRE

RE: Enclosed are comments that the  
MSTAM has received from Chesterfield  
Inlet and Cambridge Bay

NUMBER OF COPIES TO FOLLOW 4

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Yellowknife, N.W.T.



CHESTERFIELD INLET, N.W.T. XOC OBO  
PHONE 898-9951

JIM PITT  
EXECUTIVE DIRECTOR  
N.W.T. ASSOCIATION OF MUNICIPALITIES  
SUITE 304  
MEDICAL ARTS BUILDING  
4920-47th STREET  
YRLOKNIFE, N.W.T.

RE: COMMENTS ON THE PROPOSED CHART OF ACCOUNTS CHANGES  
FOR THE WATER/SEWAGE PROGRAM

1) Acct #9211 - Proposed one driver per vehicle.

I can foresee some serious problems with this in the area of safety by having only one person per vehicle. There have been a number of occasions where a person has been injured while working alone on a vehicle. Safety has been thrown out the window in favor of cost of cutting measures.

An example: What if the person on the water truck was to slip and break a leg at the water lake in Chesterfield Inlet? In all likelihood he would not be missed for an hour or two, in the mean time he would be sitting outside in 40 degree below weather, think about it. This will also cause problems with the union by us have to lay off employees.

2) Acct #9215 - 40% of Foremans' Wages.

Anybody who knows anything about a Hamlet operation must understand that a foremans' job revolves around the delivery of municipal services. If a foreman orders a part for the crawler tractor or goes out to check on a road it sooner or later can be linked to the water and sewage program. Therefore I think it is not unreasonable to charge 75% of the foremans' salary to water/sewage program.

3) Acct #9221 - 40% of one support vehicle.

At present the hamlet has one support vehicle which is used by the mechanics, foremen, building maintainer, administration council purposes, the by-law enforcement officer, and at times the recreation staff. I cannot see the Hamlet vehicle being used for the water and sewage program 40% of the time. Water and sewage should have its own support vehicle to be used exclusively by the Hamlet Foreman.

12-14-90 WED 10:15 HAMLET OF CHESTERFIELD

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4) Acct #9234 - Based on the Percentage of space used.

The water/sewage truck alone. The tractor crawler, grader and the front end loader are all used in part for water and sewage. A clearer explanation has to be given on what is included in the percentage.

5) Acct #9237 - Insurance, based on Percentage.

Much the same idea as above. (This could pertain to buildings as well).

6) Acct #9261 O & M A Standard factor of \$4.10 per meter.

This needs explaining on if it includes roads only or access roads to buildings if it doesn't include access roads then how does Hamlet get paid for clearing access roads?

7) Acct #9272 Administration direct (labour).

Maximum one person year, wages and benefits. What does this person handle, and what about the expense cost to hamlets for processing payroll and all the paper work for water/sewage programs. Even with a person in administration for water/sewage programs still the finance officer or in our case the Assistant Manager will still be spending about the same time on the water/sewage program. The 15% for indirect administration does not cover such costs fairly.

I trust my comments will be of some use to you in your attempts to inform Yellowknife on the financial burden they will be placing on the hamlets if these proposed changes are implemented.

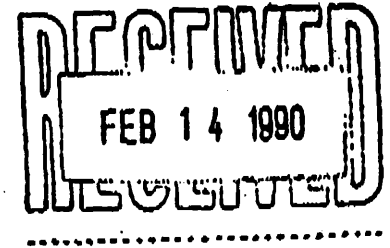
Regards,

*R. Mullins*

Roy Mullins  
Senior Administration Officer  
Hamlet of Chesterfield Inlet



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Kitikmeot Mayors  
Pelly Bay  
Spence Bay  
Gjoa Haven  
Coppermine  
Holman  
Kitikmeot Region, N.W.T.

Feb. 12, 1990.

Dear Mayor;

I am concerned about recent changes to M.A.C.A.s policy on the Water/Sewer program. Attached is a copy of revisions for the cost accounting guidelines for the subsidy program. I would like to point out these are due to be implemented on April 1, 1990. These changes will have a severe impact on each of our Hamlets, and the combined impact on operations and lost jobs will have a significant impact throughout the Region. It is my feelings we must share a common determination on the following items;

- what will be the impact on each Community.
- are you prepared to accept these changes without making the Legislative assembly aware of the impending difficulties.
- has anyone in the Region been consulted on the changes.
- is your Hamlet prepared to recommend solutions/alternatives to this revision.

Once your Hamlet has answered these questions I recommend you write to your MLA, and I would appreciate a copy of that letter.

I believe that we must treat this issue with "top priority" and respond from your Community perspective. I will be taking this issue to my next Council meeting on Feb. 14 to determine the exact impact and what we will be doing as a followup to these revisions. Over the past several years M.A.C.A. has implemented many policies and have been able to state a success because no-one has raised concerns about their directions. The Council must make a loud and clear statement about the new revisions.

It is my hope we can stop these revisions in the best interests of our Hamlets. As the Kitikmeot Regional Council is in transition and cannot offer financial assistance I would like to propose a Regional meeting, at each Hamlets expense on March 6 in Cambridge Bay. I feel we will have a greater chance of stopping these revisions on a collective basis. I am requesting an immediate response to this request as the deadline for the implementation is April 1, 1990. For further information you may contact Randy Bergen at the Hamlet office in Cambridge Bay, 983 -2337.

Sincerely,

W.S.W.  
Wilf Wilcox  
Mayor

c.c. Hon. Red Pederson, M.L.A.  
Hon. John Ningark, M.L.A.  
N.W.T.ASSOC. of Municipalities  
Kitikemot Regional Council.