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The Honourable Jackie Jacobson, Speaker

Legislative Assembly of the Northwest Territories

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Tel: (867) 669-2200 Fax: (867) 920-4735 Toll-Free: 1-800-661-0784

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YELLOWKNIFE, NORTHWEST TERRITORIES**Tuesday, December 13, 2011****Members Present**

Hon. Glen Abernethy, Hon. Tom Beaulieu, Ms. Bisaro, Mr. Blake, Mr. Bouchard, Mr. Bromley, Mr. Dolynny, Mrs. Groenewegen, Mr. Hawkins, Hon. Jackie Jacobson, Hon. Jackson Lafferty, Hon. Bob McLeod, Hon. Robert McLeod, Hon. Michael Miltenberger, Mr. Moses, Mr. Nadli, Hon. David Ramsay, Mr. Yakeleya

The House met at 1:33 p.m.

Prayer

---Prayer

SPEAKER (Hon. Jackie Jacobson): (Hon. Jackie Jacobson): Good afternoon, everybody. Item 2, Ministers' statements. The honourable Minister of Transportation, Mr. Ramsay.

Ministers' Statements

MINISTER'S STATEMENT 17-17(1):
DEH CHO BRIDGE

HON. DAVID RAMSAY: Thank you, Mr. Speaker. I rise today to speak about an important project I have spoken about many times before in this House and I'm referring to the Deh Cho Bridge.

I want to assure all Members that my interests in this project remain the same as they've always been, to ensure that the Deh Cho Bridge Project is delivered safely in an efficient and effective manner. The Department of Transportation's overarching commitment is to build the bridge to the highest standards of safety and quality. We have a team of highly motivated professionals overseeing every aspect of construction. I have every confidence in their ability to manage the project and mitigate the risks.

Construction has reached a key milestone with the installation of the first two towers. These towers hold up the cables that will support the centre span of the bridge. The truss is 90 percent launched with only two sections to go. Earthworks and abutment construction on the north side are nearly completed. In the next couple of months we will witness the stringing of the cables on the first tower, the joining of the truss and the installation of the second tower and cables.

The installation of the deck panels will follow. These are major accomplishments that will set the stage for the final work next summer, which will include the grouting and the paving of the deck, installation of electrical and utilities work, and completion of the earthworks and abutments. I encourage everyone to visit the Deh Cho Bridge website to track the progress of the final phases of construction.

I am committed to keeping Members and the public fully apprised of all aspects of this project. The two issues that are of the greatest interest are the schedule and the budget. With regard to the schedule, we are anticipating that the bridge will be open to traffic in the fall of 2012. The contractor is responsible for the progress of work and they have the contractual obligation to complete the work as specified. Risks to the schedule include the late delivery of key components; new work such as the installation of the towers and cables, which could take longer than foreseen; and severe weather conditions, which could slow the overall pace of work.

The current construction budget stands at just over \$182 million, but it is now estimated that we will now require additional funding to complete construction. The added costs are required for contract change orders arising from improvements to the design. These will enhance the quality of work and long-term performance of this bridge. There are also additional project management and engineering costs arising from the extension of construction to the fall of 2012, and we will also need to maintain a suitable construction contingency fund to deal with unknowns on the remaining construction activities.

I'd like to assure the Members and the public that this additional funding is a valid requirement for completion of this project, that the project is moving forward in the most efficient manner possible and that every effort to mitigate further financial risk is being taken.

At this time I also want to reiterate the commitment of the previous government, which was to undertake a retrospective analysis of the project after it's completed. The analysis will include total project costs as well as lessons learned. This will assist the Government of the Northwest Territories with future large infrastructure projects.

The GNWT is currently developing regulations respecting the collection of tolls from commercial vehicles crossing the bridge. The regulations will establish, among other things, the toll rates. The department has designed a toll collection system that is seamless for the trucking industry. It is fully integrated with our existing commercial vehicle permitting process and linked to our financial administration system. There will be no toll booth.

There will be no need for trucks to stop prior to crossing the bridge. Tracking of vehicles will be done electronically.

In closing, I'm looking forward to opening the Deh Cho Bridge. It is one of the largest construction projects ever undertaken in the Northwest Territories. When complete, it will provide reliable, uninterrupted service for generations of NWT residents to come. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Ramsay. The honourable Minister responsible for the Northwest Territories Power Corporation, Mr. Miltenberger.

MINISTER'S STATEMENT 18-17(1):
REPORT ON THE NORTHWEST TERRITORIES
POWER CORPORATION

HON. MICHAEL MILTENBERGER: Mr. Speaker, the Northwest Territories Power Corporation has been undergoing rapid and significant transition over the past three months. This transition is required to maintain the confidence of its customers and sole shareholder, the GNWT.

While NTPC has delivered power to the customers of the NWT for many years, pressure with respect to increasing rates and sliding reliability demanded significant changes. While many changes have already been implemented, others will take further time to complete. There are some significant challenges ahead for NTPC; namely, a general rate application, the gas situation in Inuvik and Norman Wells, as well as ensuring the Bluefish project stays on budget. However, the new organization is now in a better position to manage these significant issues.

Some of the areas where improvements have already begun are:

- a complete restructuring where the corporation flattened the management structure to eliminate layers between front-line employees and the top of the organization;
- elimination of nine redundant or unnecessary positions which included the chief operating officer and several other senior positions within the organization;
- significant unit cost reduction initiatives have been implemented at NTPC in anticipation of required increases to rates. These increases are due primarily to five years of general inflationary and diesel cost pressures since the last general rate application;
- NTPC is now focused on operating and maintaining the power systems of the NWT. NT Hydro is now responsible for renewable energy projects, as well as the development of a long-term NWT power system plan. This will allow each part to focus on achieving excellence in their respective areas;

- NTPC's management "at risk" pay structure or bonus system is now aligned with that of the GNWT. This has been a long-standing issue that has finally been addressed by the corporation;
- NTPC has developed a strategic plan focused on striving for excellence in the three areas that customers measure their performance most: reliability of service, price of electricity and meeting commitments made. This will be achieved by working towards excellence in four key areas: employee, operational, customer service and financial excellence.
- NT Hydro has also developed a strategic plan focused on improving the system that delivers energy to Northerners, as well as facilitating industry coming to the NWT. This strategy specifically aims to deliver renewable community-based projects in partnership with government, develop a long-term power system plan, service start-up private industry with power to build in a strong northern economy, and lastly, examination of alternative fuels like biomass and geothermal to heat, as well as power our communities.

Some of the areas where more work remains include:

- creating apprenticeships for Northerners so that the people of the NWT have the opportunity to be trained to work in skilled jobs that contribute to life in the North;
- a condition assessment of all NTPC assets that will drive the development of effective and efficient maintenance programs as well as capital replacement programs;
- the use of key performance indicators and benchmarking with compatible utilities that will drive the implementation of best practices and ultimately lead to top quartile performance;
- development of a business-focused culture that strives for the lowest cost and treats expenditures as their own. This means working to reduce costs from within and externally from suppliers;
- the filing of the general rate application in the next few months when NTPC will explain its costs, the significant gap between present revenues and the required revenue to operate the company, and what it is going to do to manage costs so as to keep rates as low as possible;
- working with the GNWT to develop an affordable and transparent process that protects the interest of ratepayers during a general rate application, without costing in excess of \$2 million that all ratepayers have to pay for;

- in Inuvik the community gas supply has a limited life of two years remaining and NTPC is working with stakeholders to extend the supply of gas to the town by converting to diesel and to try to find a long-term solution to this challenge. In Norman Wells NTPC is working with the community to manage the end of gas being supplied to residents and businesses;
- implementing community-based renewable projects in partnership with government where the gap between costs of various technologies versus existing cost of power is minimized; and
- developing an NWT power system plan where we highlight all the known potential sources of energy and requirements to connect them. This will provide a basis for us to consider and discuss our energy future. The projects that ultimately proceed can only be the ones that bring real benefits to the residents of the NWT.

While there are some significant hurdles to overcome in the coming year and beyond, progress is being made and the Power Corporation has been directed to deal with these issues head on and work toward the best outcomes for the residents of the NWT. I will be providing regular reports to Members of this Assembly on the progress being made at NTPC and NT Hydro as we move forward.

MR. SPEAKER: Thank you, Mr. Miltenberger. The honourable Minister responsible for Health and Social Services, Mr. Beaulieu.

MINISTER'S STATEMENT 19-17(1):
STATE OF HEALTH AND
SOCIAL SERVICES SYSTEM

HON. TOM BEAULIEU: Mahsi cho, Mr. Speaker. Today I would like to speak about the state of the health and social service system in the Northwest Territories. We need to take decisive action to ensure that we can continue to deliver high-quality services to our residents into the future.

Sustainability of the health care system is a national issue and one that is of concern to Canadians across the country. Every health system in Canada is affected by rising costs, shortages of health professionals and the health needs of an aging population.

But in the North we face additional challenges, including the heavy use of medical travel in order for residents to access services. Our health and social services system also has to deal with the impacts and high rates of smoking and alcohol abuse, unhealthy diets and low levels of physical activity among many Northerners. Our communities are dealing with the after-effects of the trauma of residential schools. We have a health governance system that has evolved over time but is not structured to respond to today's program and service needs.

These are big challenges but they can be overcome. We can make real change in the health and social services system, change that will improve access to services for Northerners, support improved health outcomes and help contain costs. The basis for change is spelled out in Health and Social Services Strategic Plan, "Building Our Future," which will run to 2016.

What needs to happen? First of all we need to improve the management system. We need to take advantage of the economies of scale and share resources collaboratively among regions. We can accomplish this by streamlining the governance system and finding ways to integrate services such as finance, procurement and technical support.

Secondly, we need to take advantage of eHealth using modern communications technology to bring services to the people in their home communities. We have already had great success sending X-rays from the communities to Yellowknife, in providing speech and language therapy to the children in our community schools, and in providing psychiatric and family counselling by video conference. Expanding eHealth can help minimize the need for medical travel, both saving costs and providing faster care.

The strategic plan includes other key building blocks to a sustainable system. We are working to find better ways to manage chronic diseases like diabetes, by giving patients the proper support at the community level and the tools they need to manage their illness. We need to support people with mental illness and addictions by ensuring that programs and trained staff are available in their communities. We need to do a better job of working with families to address problems that might lead to children being taken into care.

One of the priorities of the 17th Legislative Assembly is to ensure a fair and sustainable health care system by investing in prevention, education and awareness, and early childhood development. Focusing on wellness and prevention at the community level will lead to improved health status over the long term. To put it simply, there are four key steps that every resident must take to live a healthy lifestyle: stop smoking, consume alcohol in moderation, eat healthy foods and stay physically active. We need to get this message out to help Northerners make these healthy choices.

The Government of the Northwest Territories multi-department Healthy Choices Framework helps to accomplish this through programs like Drop the Pop, Get Active and Tobacco Cessation. It may take years for these campaigns to lead to improved health outcomes, but we know they will work. Our successful Don't be a Butthead campaign has helped reduce teen smoking.

Perhaps the most important investment we can make is in our children. The Healthy Families

program now expands to six communities and provides supportive parenting services and promotes healthy parent-child relationships. Children who grow up in a loving, nurturing family can do well in school and in the workforce and lead productive lives.

In closing, I am committed to working with all Northerners to improve the operation of the health and social services system to improve health status of the Northwest Territories residents and to ensure that our system remains sustainable while meeting the needs of all Northerners. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Beaulieu. The honourable Minister of Justice, Mr. Abernethy.

MINISTER'S STATEMENT 20-17(1):
MEETING WITH FEDERAL
JUSTICE MINISTER ON BILL C-10

HON. GLEN ABERNETHY: Thank you, Mr. Speaker. I rise today to update the House on discussions I had with the federal Minister of Justice, the Honourable Rob Nicholson, yesterday. The purpose of this meeting was to bring the concerns of my colleagues regarding Bill C-10 to the Minister and to discuss how best to mitigate the impacts of the bill on the Northwest Territories.

The Parliament of Canada has the right and responsibility to pass national legislation in respect to criminal justice that can significantly affect all the provinces and territories. The motion passed just last Friday by this Assembly details some of the concerns that we have about this bill, and how it may affect our residents and our institutions that respond to crime. But we must be mindful of the fact that Bill C-10 is the latest in a string of federal bills aimed at addressing crime. Since 2006 there have been 18 crime and public safety bills that have gone through Parliament, many of which are now law. These initiatives have had a cumulative impact on our services here in the Northwest Territories.

For the record, Bill C-10 bundles nine bills that were introduced in the previous Parliament into one large piece of legislation. The bill covers everything from sexual offences and drug crimes, to compensating victims of terrorism and eliminating pardons for some offences. The bill also introduces new offences and mandatory minimum sentences, imposes higher penalties and restricts the use of conditional sentences.

We anticipate the changes in sentencing will affect our corrections system where we may see more or see increases in the number of adults in custody as well as more youth in pre-trial and sentence custody. There may also be pressures on our courts and on our Legal Aid Program as more people may contest charges due to the increased penalties.

Additionally, the new legislation may place more demands on our victim services. There may be increased pressures on our community justice programs and will continue to try to deal with matters outside of the court system wherever possible.

Minister Nicholson and I had a positive discussion, recognizing the unique concerns we have in the Northwest Territories. We agreed that we will continue to work together on a number of fronts including: diversion options, potential options for alternative courts, victim services, Aboriginal justice and youth justice.

I extended an invitation to Minister Nicholson to come visit one of our small communities here in the North to see daily life firsthand. He was open and receptive to the invitation.

We will be continuing our discussions with Canada to develop concrete approaches to mitigating the effects of Bill C-10, and work with our northern counterparts in Nunavut and the Yukon to promote our common interests and to share the best practices. We look forward to further discussions with all Ministers of Justice at the FPT Ministers of Justice meeting at the end of January. Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Abernethy. Item 3, Members' statements. The honourable Member for Range Lake, Mr. Dolynny.

Members' Statements

MEMBER'S STATEMENT ON NEED FOR A TERRITORIAL MINERAL STRATEGY

MR. DOLYNNY: Thank you, Mr. Speaker. NWT exploration takes a hit. Investment in environment is not as strong as it should be. Mineral exploration is booming in Nunavut. These are the media headlines to which every resident of the NWT is reading. What is interesting is that it is also occurring at the heels of a successful geoscience forum. Pretty sad, but moreover, quite embarrassing.

Have investors lost confidence in the Northwest Territories? By sheer numbers, it is very clear they have. Even our Chamber of Mines is quick to point out that, in comparison to our two neighbours, something has gone wrong here in the Northwest Territories. Nunavut is up over 23 percent this past year with \$396 million being invested in 2011. Even the Yukon is up by 21 percent, with the NWT down 5 percent in 2011 at a meager \$81 million in investment. These are not numbers to be proud of and our residents in the business community deserve some serious answers from this government.

What is causing this poor performance? Some say it stems from our complicated regulations and unsettled land claims. Yet others feel our stakeholders do not know where we stand to our barriers of investment. However, there are those that chastise previous Assemblies for not applying such things as the McCrank Report into action.

No matter what the hurdles are to stimulate this economy, we cannot linger lightly along, hoping for our federal counterparts to magically save the day. Our diamond mining industry has hit its peak, and without future investment in this territory, we will be in serious trouble. Although I am proud of the 17th Assembly's commitment to working on our Mineral Strategy, it is worrisome that we are taking two paths of approach and hope that the Minister and his team work on ways to put some confidence back into this industry in short order.

Some of our younger members here today in the gallery and I am sure those watching want to read tomorrow's headlines. NWT back on top. Exploration is strong again in the NWT. The mineral future is bright. These are what people want to read.

MR. SPEAKER: Thank you, Mr. Dolynny. The honourable Member for Inuvik Boot Lake, Mr. Moses.

MEMBER'S STATEMENT ON INUVIK NATURAL GAS RESERVES

MR. MOSES: Thank you, Mr. Speaker. My Member's statement today is going to deal with the current gas situation in Inuvik. As we know, there is a short lifespan to the gas reserve that supplies natural gas to the residents and businesses in the town of Inuvik. For the past 12 years Inuvik Gas Limited has supplied natural gas to over 900 customers, and during this time there have been noticeable and significant financial and environmental benefits. However, that gas supply to the people of Inuvik is estimated to be at less than two years, even closer to a year and a half. This has now become an urgent matter for the people of Inuvik as well as this government, also focusing on a very sensitive timeline.

With that said, key stakeholders have been meeting and working hard to find solutions. Currently a propane air system has been installed as a backup plan to use only for emergency situations. However, this is not a long-term solution or a long-term answer. The answer will deal with the key stakeholders and working with the GNWT to find a new long-term gas supply for the people of Inuvik.

I will have questions later on today for the Premier of the Northwest Territories in regard to this matter. Thank you.

MR. SPEAKER: Thank you, Mr. Moses. The Member for Frame Lake, Ms. Bisaro.

MEMBER'S STATEMENT ON STABLE AND FLEXIBLE NON-GOVERNMENT ORGANIZATION FUNDING

MS. BISARO: Thank you, Mr. Speaker. It's surprising what one can find while looking for something else. Last week I found the following statement in a GNWT document titled "Framework for the GNWT Response to Homelessness," and I quote from there:

"NGO programs need GNWT financial support. The GNWT recognizes that:

1. non-government organizations are the front-line service providers for the homeless;
2. NGOs require predictable and multi-year financial support; and
3. terms and conditions of contribution funding need to support the flexibility of the non-government organizations."

That's very gratifying to me to see those words. It justifies the position that I've been espousing for the last four years, but how depressing and disappointing that none of these three things are paid anything but lip service by our government. Those words were published in January 2007 and now, five years later, GNWT actions have not reflected any truth to those words.

The situation for NWT NGOs continues to be made very difficult by this government. Let me give you a case in point. Early in June 2011 a call was put out for NGOs to apply for funding available under the NGO Stabilization Fund. Some \$350,000. Thirty-five organizations did their homework, filled out the forms, provided all of the necessary information and sent their applications in. The asks in those applications totalled about \$1.5 million, a good indication of the need out there for more funding amongst NGOs. Then the applicants waited, and waited, and waited. For five months they waited for a response to their application.

I was contacted by a frustrated constituent in late November. She'd heard that the funds would not be awarded at all this year. I was flabbergasted that in five months our government had not been able to evaluate 35 applications, make recommendations and get approval from the Minister. It makes me think of that joke about how many people it takes to change a light bulb.

I know the wheels of government move slowly, but five months? I'm sorry; that's ridiculous. I must give credit where credit is due and recognize that the funds have now been awarded and applicants advised, but now they have a different problem. There's only four months left in the fiscal year to spend the money that they will soon get and one of those months includes the Christmas break.

Mr. Speaker, I seek unanimous consent to conclude my statement.

---Unanimous consent granted

MS. BISARO: Only four months to spend their money. This hardly seems fair to me and I believe the delay is inexcusable. There's never a shortage of Ministers acknowledging the valuable work done by NGOs on behalf of the GNWT, but when will we start respecting our NGOs in actions and not just words?

I will have questions for the Premier at a later date. Thank you.

MR. SPEAKER: Thank you, Ms. Bisaro. The Member for Yellowknife Centre, Mr. Hawkins.

MEMBER'S STATEMENT ON YELLOWKNIFE DOWNTOWN DAY SHELTER

MR. HAWKINS: Thank you, Mr. Speaker. Today's Member's statement that I'll be conveying to the House is about the downtown day shelter here in Yellowknife.

In 2009 we had a pilot project here in Yellowknife and it was the establishment of the downtown day shelter. This couldn't have happened without the great support of at the time the Health Minister, who helped lead this project in partnership with the City of Yellowknife and, very importantly, the generous support of BHP Billiton, and with all three partners that brought this project to life.

What is the downtown day shelter? Well, it's a location – for some it's the only location – where they can go where it's warm during the day where these people – and I definitely mean people – can access washrooms, phones, get a warm cup of coffee and have a snack. In many cases this is the only place they can go where it's warm, get a coffee, even access a washroom, and have a snack. This is a very important service, a valuable service, if I may say, to many people who often get ignored and have nowhere else to go.

I think what's coming up here is a bit of a problem and this is part of the reason why I wanted to talk about it today. The downtown day shelter is a pilot project. It was a pilot project, as I pointed out, developed with the Department of Health in partnership with BHP and the City of Yellowknife. Unfortunately, as all pilot projects go, they always have an end date. That worries me as well as a number of people. The pilot project is scheduled to end in the new year, which brings me to my concern: What are the long-term plans for the downtown day shelter? It's a valuable service, as I said, to provide somewhere for people to go who really have nowhere to go.

While we have the doors wide open, hearts open to help others, let's make sure padlocks aren't put on those doors and they're put out to go who knows where.

MR. SPEAKER: Thank you, Mr. Hawkins. The honourable Member for Mackenzie Delta, Mr. Blake.

MEMBER'S STATEMENT ON CONGRATULATIONS TO NEWLY ELECTED COMMUNITY LEADERSHIP

MR. BLAKE: Thank you, Mr. Speaker. I take this time today to congratulate the newly elected leaders from our municipal communities in the NWT. Elections for mayor and councillors were held on December 12, 2011, and I look forward to meeting the new community leaders in the coming year.

I trust that our territorial and community governments will work positively towards a healthier and stronger territory. I want to extend to all municipalities my best wishes throughout the term and I, again, look forward to meeting and working with all the leaders.

MR. SPEAKER: Thank you, Mr. Blake. The honourable Member for Deh Cho, Mr. Nadli.

MEMBER'S STATEMENT ON CONGRATULATIONS TO NEWLY ELECTED COMMUNITY LEADERSHIP

MR. NADLI: Thank you, Mr. Speaker Today I would like to congratulate the leaders that were elected as mayors and councillors of local communities. A community is defined as all the people living in a specific locality, a body of people having an interest in common. While I understand we have public and Aboriginal governments, we all work together on common interests, issues and concerns. Taking a leadership role is a big responsibility, especially in small communities where you have to work 24/7 and be everything to everybody. For these reasons I applaud the people who have taken this step forward to take on these roles.

A leader is often defined to have certain qualities about them, including vision, consensus-maker, communicator, organizer, planner, coordinator, monitor, but most of all being a figurehead for groups and organizations in communities. Lao Tzu, a Chinese Taoist philosopher, defined leadership in this quote: "A good leader inspires people to have confidence in the leader; a great leader inspires people to have confidence in themselves."

At this time we face major challenges and most prominent is the fiscal limitations of this government. This is a time that all leaders need to work together to unite and ensure our communities remain strong and vibrant and move us forward into the future.

MR. SPEAKER: Thank you, Mr. Nadli. The honourable Member for Sahtu, Mr. Yakeleya.

MEMBER'S STATEMENT ON
LACK OF POLICING SERVICES
IN SMALL COMMUNITIES

MR. YAKELEYA: Thank you, Mr. Speaker. Again I rise to talk about the lack of RCMP detachments in our communities in the Northwest Territories. Presently there are 10 communities without RCMP members. The RCMP serves these 10 communities from a larger detachment. For example, in Tsiigehtchic the RCMP from Fort McPherson serve that community; in Gameti the Behchoko Detachment serves that community; Colville Lake is served by the RCMP Fort Good Hope Detachment. It has been a long-standing issue with the communities that do not have RCMP members in that community. It at times can be very frustrating. It can be very painful for some of the members in the community when they need protection, and they need to ensure the safety of the buildings and their lives, that there is an RCMP in that community.

Because of the isolation of our communities some of my communities are not hooked up on all-weather road systems. Sometimes the weather is bad. Sometimes when the community is asking for help, the RCMP is not able to get in there as quickly as they want. Sometimes it takes days; sometimes longer. Sometimes the requests to have RCMP members in their communities are questioned, like they have to go through a screening process to see if there really is a need to have a Member there. The communities are getting frustrated because sometimes they're seen to not be taken very seriously, or if the issue is not taken to the extent that they need an RCMP.

I want to ask the Minister, in light of his meeting with the federal Minister, what this government is doing to ensure that people, like in Colville Lake, can rest assured that they can have an RCMP member there or some form of law enforcement to ensure that older people and younger people can live and have some safety there.

MR. SPEAKER: Thank you, Mr. Yakeleya. The honourable Member for Hay River South, Mrs. Groenewegen.

MEMBER'S STATEMENT ON
ECONOMIC POTENTIAL OF THE
NORTHWEST TERRITORIES

MRS. GROENEWEGEN: Thank you, Mr. Speaker. If I could put a title on my Member's statement today it would "Why?" Why is our North rich in highly valued natural resources but our disjointed regulatory regime discourages exploration and development? Why are industries that thrive south of the 60th parallel and create enormous economy and prosperity non-existent in the Northwest Territories? Why do we have abundant renewable resources in the area of forests, fisheries and wildlife, and we extract next to no industry from

these resources? Why can our neighbours to the west in the Yukon generate millions of dollars in economy through tourism, and we lag so far behind? Why do we allow projects like the Mackenzie Valley Pipeline to languish when our people need jobs and we try to muddy the waters by using the pipeline to leverage political agendas?

The list of why goes on and on. We have some very serious questions to ask ourselves here in the Northwest Territories. I guess Ottawa will keep sending us the money that we need to keep the status quo, but I don't think people should be satisfied with the status quo. I think our people want more, they expect more, and we better get some answers to these questions.

MR. SPEAKER: Thank you, Mrs. Groenewegen. Item 4, returns to oral questions. Item 5, recognition of visitors in the gallery.

Recognition of Visitors in the Gallery

Today, colleagues, I'd like to welcome a class that was pre-election, did the polls. The people that we have sitting in this place, the students I'm about to name, they're all one of us, but the one that was me is home sick today, so I hope she's feeling better. For Grace Mouncey, Lily Allison, Emma Butler, Braeden Cordero, Dylan Harker, Delaney Heffernan, Kieran Kobaiissi, Tamara Jovic, Jennifer Lalonde, Olivia Lanteigne, Jenna Orr, Robert Paddock, Kayla Sanderson, Sonali Sivakumar, Brahm Dies and Nokuthula Rukobo, and their teacher, Monique Marinier, welcome to the Legislative Assembly.

Whoever else, it's always good to have people in the Assembly visiting us today. The honourable Member for Frame Lake, Ms. Bisaro.

MS. BISARO: Thank you, Mr. Speaker. It gives me great pleasure to recognize an almost-constituent. It's not a reincarnation, an incarnation of myself with the granddaughter of a constituent, Ms. Dylan Harker. Welcome to the House, Dylan.

I'd also like to recognize Mr. Byrne Richards, co-chair of the Yellowknife Homelessness Coalition.

MR. SPEAKER: Thank you, Ms. Bisaro. The honourable Member for Yellowknife Centre, Mr. Hawkins.

MR. HAWKINS: Thank you, Mr. Speaker. I want to thank you for introducing every one of the students of Grade 5 J.H. Sissons School. I also want to recognize them as a group and say thank you for coming today. It's great to see everyone's smiling face. I certainly look forward to seeing them all very soon in their class. Thank you for coming today, students. Good to see you all.

MR. SPEAKER: Thank you, Mr. Hawkins. The honourable Member for Great Slave, Mr. Abernethy.

HON. GLEN ABERNETHY: Thank you, Mr. Speaker. I'd like to recognize my wife, Carolyn Smith, in the gallery today.

MR. SPEAKER: Welcome, Carolyn. The honourable Member for Range Lake, Mr. Dolynny.

MR. DOLYNNY: Thank you, Mr. Speaker. [English translation not provided.]

MR. SPEAKER: Mr. Dolynny, good. Thank you. The honourable Member for Tu Nedhe, Mr. Beaulieu.

HON. TOM BEAULIEU: Thank you, Mr. Speaker. I'd like to recognize the Grade 5 class of Sissons, and Monique as well. I often go and visit with the students over there.

MR. SPEAKER: Item 6, acknowledgements. The honourable Member for Sahtu, Mr. Yakeleya.

Acknowledgements

2-17(1):

RCMP CONSTABLE KIRK HUGHES –
FIRE SERVICE MERIT AWARD RECIPIENT

MR. YAKELEYA: Thank you, Mr. Speaker. I would like to acknowledge one of my constituents from Deline who was recognized this past week as the recipient of the Northwest Territories Fire Service Merit. This officer is Constable Kirk Hughes. Constable Hughes, amongst his duties as an RCMP officer, also serves as a volunteer firefighter in Deline. Constable Hughes, along with the other recipients, is receiving the NWT Fire Service Merit and they must be recognized as people who give their time to a worthy cause to the people of their communities. Thank you to all of them for serving as firefighters.

MR. SPEAKER: Thank you, Mr. Yakeleya. Item 7, oral questions. The honourable Member for Sahtu, Mr. Yakeleya.

Oral Questions

QUESTION 50-17(1):
LACK OF POLICING SERVICES
IN SMALL COMMUNITIES

MR. YAKELEYA: Thank you, Mr. Speaker. My question is directed to the Minister of Justice on the lack of RCMP officers in the 10 communities. There is a list I have of all the small communities in the Northwest Territories. I want to ask the Minister, in his discussions with the federal Minister on other issues, did this issue come up and how can we rectify or look at some of our small communities, such as Colville Lake, to see if there's some type of law enforcement that can be put into Colville Lake

to ensure the safety of the people is foremost and that we take this issue very seriously.

MR. SPEAKER: Thank you, Mr. Yakeleya. The honourable Minister responsible for Justice, Mr. Abernethy.

HON. GLEN ABERNETHY: Thank you, Mr. Speaker. I was in Ottawa meeting the Minister of Justice, not the Minister responsible for the RCMP. I didn't have that discussion with the Minister of Justice. I was talking more about Bill C-10.

We recognize that community safety and enforcement is a priority, and the Member and I have had a number of conversations and I think we're of like minds. We want to find some way to help the small communities.

There are 10 communities that do not have policing. Of those, two have money for policing but we don't have any infrastructure in the communities so we're not able to permanently locate RCMP in those communities. That is some work that we have to continue on.

With respect to communities like Colville, the RCMP is looking at some alternatives to help, such as creating additional detachments. We don't know if that's a possibility but it's something that we're always looking at. Increasing relief unit capacity. Increasing the number and length of patrols to the community so that we have people in the communities more often. Adding RCMP community officers who would act as a liaison between the RCMP and the community. These are things that we're looking at, but most importantly – and following up on conversations I've had with my colleague – we need to get into some of these communities and talk to the people in the communities about what they think is going to work best for them and see if we can come up with some community solutions. I'm looking forward to doing that with the Member after Christmas sometime. Thank you.

MR. YAKELEYA: Thank you, Mr. Speaker. Can the Minister inform the House and inform the people in Colville Lake when there's an issue in our communities without an RCMP member? For example, if there's an issue in Colville Lake, is there a protocol that the members in Colville Lake can take to establish that, yes, this issue will be taken very seriously and they will see a member in that community as soon as possible? Because it makes it very difficult for the people to know if the issue is taken seriously or not by the local detachment.

HON. GLEN ABERNETHY: I assure the Member that all issues in all the communities are taken seriously. I don't know of any specific protocol, but I'll certainly talk to my department and if there is a specific protocol, I will be sharing that with the Member.

I would say that when issues occur in the communities, it's critical that the people in the communities contact the detachments. If they don't have one in their community, there's usually one associated with them. For instance, in Colville Lake it's Fort Good Hope. If issues do occur, we need to have people call that detachment so that we can begin the process of getting somebody into the communities in as short a period of time when there are emergencies or serious situations taking place. Thank you.

MR. YAKELEYA: Would the Minister come to Colville Lake and work with the people of Colville Lake on a specific type or if there's a protocol that we can use to help the people know that their issues, when the call gets into a detachment, that it's taken seriously and some issues that can be resolved as quickly as possible so the members know that their community, their people will be safe?

HON. GLEN ABERNETHY: As I indicated before, the Member and I have been having some conversations and I'll be going to Colville Lake, hopefully in February, with the Member to talk to the residents of Colville and the residents of the Sahtu about their issues with respect to the Department of Justice, policing being obviously one of them. At that time hopefully we'll have an opportunity to talk about how the community sees us helping them to solve some of these problems and we'll be there with open ears. Thank you.

MR. YAKELEYA: I look forward to the Minister and I going into Colville Lake to talk about specifically this issue here.

I want to ask the Minister, there are 10 communities without RCMP officers and that's a crying shame in the Northwest Territories in this day and age. What can this government do to ensure that somewhere down the line there will be a police station or an office, officers in Colville Lake? These numbers are...(inaudible)... It's crazy that we have 10 communities without RCMP officers. What can this government do to make sure that this issue here gets the attention and that it gets onto some list so that we know that these communities can have RCMP officers sometime in the future?

HON. GLEN ABERNETHY: As I indicated earlier, community safety and enforcement is a priority. It's something that we're certainly interested in. I, as the Minister of Justice, will absolutely be working with my colleagues to see if we can come up with some alternative solutions to these problems so that the people in the communities can feel a sense of security and whatnot. I look forward, once again, to meeting with the Member in the Sahtu.

MR. SPEAKER: Thank you, Mr. Abernethy. Your final, short supplementary, Mr. Yakeleya.

MR. YAKELEYA: Thank you, Mr. Speaker. The Minister has indicated that there is some initiative to look at what type of RCMP officers they could have without any communities that have RCMP members. I want to ask the Minister, in terms of the creativity that he brings or his colleagues bring, to ensure that the people in Colville Lake know when they go to sleep at night there is someone there that they can call and respond as quick as possible. I want to ask the Minister what other ideas he can bring to Colville Lake to ensure the safety there.

HON. GLEN ABERNETHY: I've outlined previously some of the issues or some of the ideas that the RCMP are bringing forward, but for me what I'd really like to do is actually get into the community and listen to the community as to what kind of ideas they would like to see or what ideas they'd like to bring forward, what solutions they would like to see, and I'm open to anything at this point. It depends on whether it will work or not, but really I want to talk to the community and get a sense of what they think some of their own solutions would be. Thank you.

MR. SPEAKER: Thank you, Mr. Abernethy. The honourable Member for Frame Lake, Ms. Bisaro.

QUESTION 51-17(1):

FUNDING FOR

NON-GOVERNMENT ORGANIZATIONS

MS. BISARO: Thank you, Mr. Speaker. I'd like to follow up on my statement and ask some questions of the Minister responsible for the Executive, also the Premier, with regard to the NGO Stabilization Fund. I mentioned in my statement that it is gratifying at this point that the funds have been awarded. The various organizations have received their funding, finally. Thank you very much. But I'd like to know if the Minister could advise me and the House why it took five months for the NGOs to receive a response and to receive notification of their awards. Thank you.

MR. SPEAKER: Thank you, Ms. Bisaro. The honourable Premier, Mr. McLeod.

HON. BOB MCLEOD: Thank you, Mr. Speaker. There was an election that was held right in the middle of those five months, so it pretty well put the government out of commission for at least two months. I believe we had a protocol in place that said we weren't going to take any actions or make any decisions unless we had it approved by all parties. That's my understanding of the situation.

I should point out that as soon as the new government was put in place and Premier and Cabinet, I think the money rolled out within two or three weeks after we were put into office. Thank you.

MS. BISARO: I'm not sure if I should thank the Minister for that response or not. I have a really

hard time believing that the government does not work while an election is in progress. Ministers are in place until the new Ministers are elected, so I really have a hard time believing that between June of 2011 and even the beginning of the election period, September of 2011, that some work could not have taken place for these applications.

The Minister also mentioned that these had to be approved by all parties. I would like to ask the Minister, before people were advised of the grants and the awards from the NGO Stabilization Fund – and I presume by all parties he means Regular Members and Cabinet Ministers – when were Regular Members given an opportunity to be advised and/or to have input into these grant applications and awards? Thank you.

HON. BOB MCLEOD: I was referring to a protocol that was put in place where we had to respond to committees by the end of July of 2011 I believe it was. Thank you.

MR. SPEAKER: Thank you, Mr. Premier. Before we go on, colleagues, when we're questioning, on the preamble, the first question will be fine with it being a little longer, but on your second questions, if you could shorten up the preamble just a bit, because it's the second person and I've got 49 minutes left for oral questions. Shorten it up, please and thank you. Member for Frame Lake, Ms. Bisaro.

MS. BISARO: Thank you, Mr. Speaker. I will do what I can to shorten my comments. I understand the protocol that he's referencing. This was hardly an emerging issue or an emerging program. This is something we've been doing for a while. I would like to ask the Minister, in retrospect, in knowing that it was five months to go from call for applications to awarding, what will the Minister do to make sure that the process is reviewed so we don't have this happen again. Thank you.

HON. BOB MCLEOD: I think this year was an anomaly. I'm confident and we'll make sure that in forthcoming years the money will go out a lot faster and a review will be undertaken that involves all of the departments that have social responsibilities and will process it very quickly. Thank you.

MR. SPEAKER: Thank you, Mr. McLeod. Final supplementary, Ms. Bisaro.

MS. BISARO: Thanks to the Minister. My last question has to do with this anomaly, which is going to happen every four years. I'd like to know from the Minister, is there any opportunity to start the process earlier. This call went out in June. Why can't we have a call going out in early May or mid-May? The funds were approved the 1st of April. Can the Minister look at putting the call for applications out at least a month or two months earlier? Can we not get the awards done within a month or a two-month time period? Thank you.

HON. BOB MCLEOD: We will make sure that we put out the call for applications as soon as we know what the budgets are this year. For example, we won't have our business plans and funding approved for 2012-13 until the end of June or middle of June, so we would put the call out as quickly as possible.

MR. SPEAKER: Thank you, Mr. McLeod. The honourable Member for Inuvik Boot Lake, Mr. Moses.

QUESTION 52-17(1):
INUVIK NATURAL GAS RESERVES

MR. MOSES: Thank you, Mr. Speaker. My question is also for the Premier of the Northwest Territories in regard to my Member's statement that I did earlier today on the gas shortage that is happening in Inuvik and the urgency on that matter.

My first question is: Can the Minister provide me with an update on what the government has done to date since knowing of this urgent matter, whether it was from the 16th Assembly or even ongoing talks? What has the government committed to and done since knowing of this urgent matter? Thank you.

MR. SPEAKER: Thank you, Mr. Moses. The honourable Premier, Minister McLeod.

HON. BOB MCLEOD: Thank you, Mr. Speaker. We have been meeting and getting briefings as soon as we heard of this issue. We met last week with the mayor of Inuvik. He updated us on the issue. We had a Ministerial Energy Coordinating Committee meeting where we were briefed by the regional director and the Power Corporation so that we are aware of the magnitude of the problem.

We understand that we have to move fast. We have to make some decisions early in 2012, but we are still in an information gathering stage. We have to do due diligence to make sure and confirm what the problem really is. We also have some legal areas where we have contracts for the provision of natural gas for generation of power. We recognize that if we agree with the plan that is put forward, the life of the gas will extend by double, to about three and a half years. Also we are aware of some discussions with regard to Parsons Lake. Thank you, Mr. Speaker.

MR. MOSES: I would like to ask the Premier, after all of his briefings and all of his information sessions, will the Premier commit to supporting the residents and the businesses of Inuvik by participating in a joint effort to create an action plan to find a solution for a long-term gas supply. After the briefings and the information sessions, will he commit to that development of an action plan?

HON. BOB MCLEOD: Yes. As a government we are already engaged. We have put together a team of deputies to examine options, to look at what the

possibilities are. We will be putting forward a decision paper for Cabinet probably very early in the new year.

MR. MOSES: Mr. Speaker, just one final question for the Premier. Once the discussion paper is finalized, will that information be available for all Members of the Legislative Assembly?

HON. BOB MCLEOD: I expect that as for our normal course of doing business we would brief committees. As well, I should point out that as we speak the Northwest Territories Power Corporation is taking steps so that we can deal with any emergency situations if they occur between now and...the decisions that we make that are required on a longer term.

MR. SPEAKER: Thank you, Minister McLeod. The honourable Member for Hay River North, Mr. Bouchard.

QUESTION 53-17(1):
DEH CHO BRIDGE TOLL SYSTEM

MR. BOUCHARD: Thank you, Mr. Speaker. My question today is for the Minister of Transportation. He made a presentation on the Deh Cho Bridge. I am concerned with the extra costs of the toll to the public of the Northwest Territories. What is the purpose of the toll? Is it meant to be a maintenance fee? Is it meant to be a repayment fee? Thank you.

MR. SPEAKER: Thank you, Mr. Bouchard. The Minister of Transportation, Minister Ramsay.

HON. DAVID RAMSAY: Thank you, Mr. Speaker. The tolls were meant to pay for the bridge over the life of the bridge, being 35 years. It will be charged against trucks carrying freight north. There would be no toll on trucks going south but only coming north. That was the idea behind that toll. Thank you.

MR. BOUCHARD: Mr. Speaker, my other concern or same type of concern is those costs being multiplied as the products such as milk is brought up by truck then added to the fuel costs by flying that product farther north. Has the department looked at the spin-off and the multiplier factor of that toll to the cost of the public of the Northwest Territories?

HON. DAVID RAMSAY: The information that I have seen would indicate that on a B-Train it would be about \$250. When you break that down to a four litre jug of milk, it would be a fraction of a cent. Cumulatively, it wouldn't amount to much, but certainly when stores don't have to bring in their refrigeration trucks and store lots of goods for the few weeks during the spring breakup, the cost to consumers really shouldn't be much of a factor. Thank you.

MR. BOUCHARD: My next question is concerning the completion of the bridge. Are there

repercussions to the contractor if it is not completed by the fall of 2012?

HON. DAVID RAMSAY: We are fully intent on the project being complete in the fall of 2012. I wouldn't speculate on it happening any other way. I think that is the intent. We are going to try to ensure that the project is complete and traffic is moving across that bridge in the fall of 2012. That is our game plan and we are going to try to stick to that. Thank you.

MR. SPEAKER: Thank you, Mr. Ramsay. The honourable Member for Weledeh, Mr. Bromley.

QUESTION 54-17(1):
ENVIRONMENTAL IMPACTS OF HYDRAULIC
FRACTURING (FRACKING)

MR. BROMLEY: Thank you, Mr. Speaker. I would like to follow up on my colleague's comments and questions on fracking yesterday with some questions for the Minister of Industry, Tourism and Investment. I would like to recognize the controversial aspects and potentially severe impacts of fracking. We need to take proactive steps to become informed ourselves and educate our citizens towards making the right decisions. First, of course, we need the facts. Will the Minister commit to getting departmental research underway on the issues involving fracking and supplying information to committees for their review? Mahsi.

MR. SPEAKER: Thank you, Mr. Bromley. The Minister of Industry, Tourism and Investment, Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Mr. Speaker. That work is currently underway. I would suspect early in the new year that will in fact take place. Thank you.

MR. BROMLEY: This Legislature needs to be informed, but our citizens also need to be prepared to participate effectively in any reviews and assessments. We need that information early on so citizens can digest and debate to be ready for public reviews. Will the Minister commit to getting information materials out to our public, perhaps in partnership with non-government organizations, presenting the variety of views that exist out there so that good debate and wise decisions can be made? Thank you.

HON. DAVID RAMSAY: The Department of ITI will be working in concert with my colleague Minister Miltenberger at ENR to develop that plan as we move forward, get the information to committee and hand it out to the public as well. The Member can look forward to us working collaboratively with Members and committee on moving this effort forward so that people are better educated about what fracking is. Thank you.

MR. BROMLEY: Thank you. I appreciate the Minister's commitment there. I want to note that Paramount is already using fracking in the

Northwest Territories, apparently without any requirement for environmental review of this controversial technology. Further, the Mackenzie Valley Land and Water Board is not commenting on the use of fracking and says it falls under the jurisdiction of the National Energy Board. The National Energy Board says they can't comment because of confidentiality agreements.

What's going on here, Mr. Minister? Can the Minister inform the Assembly whether fracking is currently underway in the Northwest Territories, and if not, will he commit to getting back to us with this accurate information? Thank you.

HON. DAVID RAMSAY: Certainly we will take the Member's concerns seriously. Right now the regulatory process is not in the hands of the Government of the Northwest Territories; it rests with another body. After we conclude negotiations on devolution, responsibility for managing our lands, waters and resources will rest with the Government of the Northwest Territories, at which time we can take every step to ensure that we know what is happening there. I will certainly get back to the Member as to the current disposition of the episode that he is concerned with in Cameron Hills. Thank you.

MR. SPEAKER: Thank you, Mr. Ramsay. Final supplementary, Mr. Bromley.

MR. BROMLEY: I do point out that this government spends tens of millions of dollars on areas that we have no mandate in. In terms of exploiting resources, I'm hoping we would do the same for protecting our citizens.

So my final question to the Minister is: How is it that fracking can happen in the NWT without going through the environmental assessment process? I think that's a valid question for a government to be asking on behalf of its citizens. Thank you.

HON. DAVID RAMSAY: Again, I will work with my colleague Minister Miltenberger and the Department of Environment and Natural Resources to get a response to Mr. Bromley's question. Thank you.

MR. SPEAKER: Thank you, Mr. Ramsay. The Member for Deh Cho, Mr. Nadli.

QUESTION 55-17(1):
RELATIONSHIPS WITH
ABORIGINAL GOVERNMENTS

MR. NADLI: Thank you, Mr. Speaker. Just a follow-up question to my statement this morning in terms of congratulating the leaders of the various communities that were elected to local governments. I just wanted to follow up in terms of where this government might be going in trying to build a relationship with First Nations. My question is directed to the Premier, whether the Premier would more likely consider perhaps continuing on at

least the principle of our working relationship with First Nations by perhaps considering this Northern Leadership Forum that was undertaken in the last Assembly. Mahsi.

MR. SPEAKER: Thank you, Mr. Nadli. The honourable Premier, Minister McLeod.

HON. BOB MCLEOD: Thank you, Mr. Speaker. We are committed to reaching out to Aboriginal governments to develop a working relationship or a better working relationship, and right now we are following up to the Detah meeting and have had a number of meetings and phone calls with all of the Aboriginal government leaders. We're also following up, trying to do bilateral meetings with each of the Aboriginal governments in order to have a follow-up meeting.

As a government we're developing what we're calling an Aboriginal Government Engagement Strategy and as part of that we'll decide whether we'll continue the Northern Leaders Forum process that was introduced in the 16th Assembly and we expect to be making a decision on those things early in the new year. Thank you.

MR. NADLI: I'd like to thank the Premier for giving us an update in terms of where things are at in government relations with First Nations. Another major question related to this initiative is to understand that First Nations issues have figured prominently in the courts in Canada and one of them is in northern Ontario. Recently the Prime Minister had committed to First Nations that there will be a meeting with the Prime Minister and First Nations leaders sometime in January. I want to know if the Premier would be involved with that and perhaps what role the GNWT will play.

HON. BOB MCLEOD: Right now, as I understand, it's primarily between the Prime Minister and the Assembly of First Nations and their leadership. I'm not sure exactly how the meeting will be structured. I have written to the Prime Minister in follow-up to our phone call requesting a meeting with him. I'm also planning and we're trying to set up a phone call with Minister Duncan. I have been texting with the grand chief of the Dene Nation who has been involved in the discussions along with the grand chief of the Assembly of First Nations to see how we can work together. So we expect to be meeting with him sometime before Christmas. So I expect that we'll have a fairly good idea of what role we can play within the next week or so. Thank you.

MR. SPEAKER: The Member for Hay River South, Mrs. Groenewegen.

QUESTION 56-17(1):
RETAIL PRICING OF GASOLINE PRODUCTS

MRS. GROENEWEGEN: Thank you, Mr. Speaker. Yesterday in my Member's statement I talked about the cost of home heating oil, diesel and gasoline at

the pumps in the Northwest Territories. I'm going to direct my questions to the Minister of Justice, who I believe is responsible for consumer protection. I'll just repeat a little bit from yesterday.

The Competition Bureau has commissioned studies of the relationship of crude oil prices to retail and wholesale gasoline prices. These studies have found that gasoline prices generally do track crude prices, but there can be a delay of up to two months before decreases or increases of crude oil prices are passed along to the consumers. At the same time some of these studies found that variations in crude oil prices are only one of the factors in influencing retail prices.

My question first of all is: Does this government have any role in protecting consumers for this unregulated but very essential commodity? Thank you.

MR. SPEAKER: Thank you, Mrs. Groenewegen. The honourable Premier, Minister McLeod.

HON. BOB MCLEOD: Thank you, Mr. Speaker. I'll direct this question to the Minister responsible for Municipal and Community Affairs who has responsibility for consumer protection.

MR. SPEAKER: Thank you, Mr. McLeod. The honourable Minister McLeod.

HON. ROBERT MCLEOD: Thank you, Mr. Speaker. The department does have a consumer affairs branch. It's a very small office right now; it's complaint driven. As far as the Member's question on the cost of crude, we don't regulate the cost of fuel. If we were to do something like that, we'd obviously have to go through the legislation. It is a concern obviously amongst folks out there that constantly have to deal with it all the time. One thing we do do as a government through I think it's Public Works, is if they get a shipment of fuel at a cheaper price, then they adjust the fuel price of the communities that they serve and they would reap the rewards of it. Obviously if the price goes higher, then it has to be adjusted again.

MRS. GROENEWEGEN: I know that the communities that are serviced by the petroleum products division do have fuel provided and the government does have these safeguards built in. I believe there's some averaging and things to make it less onerous on the communities when the purchase of fuel has taken place at a higher price. But we regulate the cost of power in the Northwest Territories. I don't think that home heating oil or gasoline and diesel to drive our vehicles is any less of an essential commodity, yet it seems like right now anybody can charge any price they want.

It may be somewhat controlled by competition, but I think that once you get into the North, the outlets for that competition do get decreased and get smaller. So if we don't have any control over these retail prices, would the government at least undertake to

do some study or research into this to see if the retail prices have in fact been tracking and staying with the price of crude? Thank you.

HON. ROBERT MCLEOD: The Member raises a very good point and I think it's something we should do as a government, is try and track to see if the prices have been adjusting with the price of crude oil. I can assure the Member that I will have discussions with the department and with my Cabinet colleagues to see how we would go about this. It's something that I think we should do to try and protect our consumers out there the best we can.

MRS. GROENEWEGEN: We are concerned about our consumers. We are concerned about the cost of living. Understandably, some things are not within our control. The price of crude oil on the world markets is not within our control. There are many other things that are not within our control. If we could at least satisfy our constituents here in the North that they are not being gouged at the pumps and at the home heating oil trucks, if we could assure them of that because this is something that is raised to me quite regularly and I think that the question could be laid to rest by the kind of research that could fairly easily be undertaken. Even if we can't go back and find the historical data, if we could begin to track it going forward, I would appreciate that very much.

HON. ROBERT MCLEOD: I agree with the Member that I think there is some research we need to undertake. I assure the Member that I will have discussions with the department and we'll go about undertaking some of that research and try to track the price of fuel and gas.

MR. SPEAKER: Thank you, Mr. McLeod. The honourable Member for Mackenzie Delta, Mr. Blake.

QUESTION 57-17(1):
CONSTRUCTION OF WILLOW LAKE
ACCESS ROAD

MR. BLAKE: Thank you, Mr. Speaker. The Premier has promised to take action to address low employment rates in our small communities with large projects. In Aklavik the employment rate is 36 percent. That is way below the territorial average of 67 percent. There are simply more people who need work than there are jobs. We do have one project that is on our government's red flag priority list A and that is the all-weather access road to the Willow River gravel source. When will construction begin on this project during the 17th Assembly?

MR. SPEAKER: Thank you, Mr. Blake. The honourable Premier, Mr. McLeod.

HON. BOB MCLEOD: Thank you, Mr. Speaker. I should clarify exactly what I said. As a government we are working to have a development project in

every community. In that way we can increase employment and create more jobs in all the communities. So for Aklavik we hadn't specifically found a project, although we had expected that the Mackenzie Valley Pipeline would fit that bill quite nicely. We have been working with the community on the access to gravel and noting that it is a community responsibility.

Over the years our Department of Transportation has worked in partnership with the Hamlet of Aklavik and the Black Mountain Road Committee to advance this 18.5 kilometre road, which I think is going to cost about \$19 million. We've been successful in providing \$250,000 over two years to the committee to develop a project description report. I think that once we get our fiscal situation and our borrowing limit finalized, I think we'll be in a much better position to advance this important project.

MR. BLAKE: At this time I don't have any further questions.

MR. SPEAKER: Thank you, Mr. Blake. The honourable Member for Yellowknife Centre, Mr. Hawkins.

QUESTION 58-17(1):

YELLOWKNIFE DOWNTOWN DAY SHELTER

MR. HAWKINS: Thank you, Mr. Speaker. In my Member's statement today I talked about the downtown day shelter. I don't need to go into length to highlight how important it is, but I can't go by without stressing how important it is to many people who have nowhere else to go. My question for the Minister of Health and Social Services is such: With the closure of funding – I'll say it that way – with no scheduled funding in the new year to continue this pilot project going forward, what is the Minister of Health and Social Services' plan for people who are homeless and have nowhere to go, for the reasons that I've already discussed earlier today?

MR. SPEAKER: Thank you, Mr. Hawkins. The honourable Minister responsible for Health and Social Services, Mr. Beaulieu.

HON. TOM BEAULIEU: Thank you, Mr. Speaker. The Department of Health and Social Services has done an evaluation on the day shelter and at this time is reviewing the possibility of extending the funding through 2012-2013. The City of Yellowknife has also committed to extending their funding. Unfortunately the third funder on the project, BHP, will not be extending funding for this particular project but spending it elsewhere.

MR. HAWKINS: Am I correct to hear the Minister say in the House today that the downtown day shelter will be protected at least for one more year, the 2012-2013 fiscal year? Is this being said clearly today that he intends to keep those doors open?

HON. TOM BEAULIEU: Yes, that is the intention. The City of Yellowknife has put their money forward to extend the shelter. Health and Social Services has done a review of the service that has been provided, and once that review is done, the intention is to follow the City of Yellowknife and extend the money through 2012-2013.

MR. HAWKINS: I want to thank the Minister of Health and Social Services for letting us know this here today, because I'll tell you there were a number of people who weren't really sure what the plan was going forward. Today is the first time I've heard it's actually being formally reviewed, so that's why I was a little bit unsure whether it's still being reviewed and would there be consequences of longer term funding options. It sounds like the Minister's plan is to at least carry it through one year, which is great news.

In that review that the Minister referred to, is he also reviewing the type of programming offered at that particular facility? When I refer to programming, I'm looking at specific options for people, plans in the sense of helping people with work plans, whether it's access to treatment, access to housing, access to employment options. Is that being encompassed in this particular review?

HON. TOM BEAULIEU: The intent of the shelter was to provide a warm place for people to go have coffee, socialize and so on. There is also the availability in there of some counselling pertaining to possible housing, employment and so on. The John Howard Society is actually the organization that works with the people in the day shelter in order to provide that service.

MR. SPEAKER: Thank you, Mr. Beaulieu. A final, short supplementary, Mr. Hawkins.

MR. HAWKINS: Thank you, Mr. Speaker. I just want to be clear on the record here with the Minister of Health and Social Services, because in a relentless sense we cannot give up on these folks. We may be the only ones who are out there caring for them. We cannot give up. I just want to make sure that this review is focusing on options that will continue the counselling as well as offering treatment paths for people. I just want to make sure that we have a captive audience here, and that will be the mission and continued goal of the Department of Health and Social Services as they support the day shelter.

HON. TOM BEAULIEU: I'm hoping that the evaluation that the department would do, working with the John Howard Society, looks at continuing the things that the shelter was put there for, with access to washrooms, telephone, Internet and so on, and also some counselling to the individuals who are accessing the shelter, to try and improve their lives.

MR. SPEAKER: Thank you, Mr. Beaulieu. The honourable Member for Range Lake, Mr. Dolynny.

QUESTION 59-17(1):
DIABETES PREVENTION AND
MANAGEMENT PROGRAMS

MR. DOLYNNY: Thank you, Mr. Speaker. Earlier today the Minister of Health gave us a glowing review on the state of the union of the Department of Health and Social Services. Glowing in a sense that I'm also wondering why we had so many election questions, during our walks, with our constituents in terms of their health and sustainability. That said, I want to point out one section of what was said today in the Minister's address, "We're working at better ways to manage chronic diseases like diabetes by giving patients the proper support at the community level and the tools they need to manage their illness." It was only less than six months ago that the Auditor General's report gave a rather scathing review on the program development and program support for many disease conditions, one of them being diabetes. My question for the Minister of Health is: Has progress been made since that Auditor General's report?

MR. SPEAKER: Thank you, Mr. Dolynny. The honourable Minister responsible for Health and Social Services, Mr. Beaulieu.

HON. TOM BEAULIEU: The Department of Health and Social Services funds the health and social services authorities across the North and they deliver the chronic diseases programing, including diabetes. Right now the department is piloting a Chronic Disease Prevention and Management Program in a few of the communities across the North with the intention of improving the situation for people with chronic diseases.

MR. DOLYNNY: Thank you for the overview. My question for the Minister will be: Are all communities receiving support in diabetes moving forward?

HON. TOM BEAULIEU: Like I indicated, running through the local health authorities across the North – and we have all the communities in one of the health authorities across the North – and right now the Diabetes Pilot Program and management of chronic diseases, the outcome to hopefully have better long-term results in diabetes prevention is being piloted in Norman Wells, Yellowknife and Behchoko.

MR. DOLYNNY: Thank you for that reply. My final question for the Minister. On the subject of diabetes and diabetes alone, will the Minister provide any progress report in terms of the development and successes of this chronic disease in the near future?

HON. TOM BEAULIEU: The intention, again, is to use the pilot programs to try to improve the programs, management of chronic diseases. Once we have the report or results of the piloting in those few communities, our intention is to expand it into all of the communities. Once we get the results of the pilot program we will share it with the House.

MR. SPEAKER: Thank you, Mr. Beaulieu. The honourable Member for Frame Lake, Ms. Bisaro.

QUESTION 60-17(1):
DEH CHO BRIDGE

MS. BISARO: Thank you, Mr. Speaker. My questions are addressed to the Minister of Transportation. I listened, with interest, as he gave us an update today on the Deh Cho Bridge. I have to admit there was a bit of a smile on my face when he indicated he's spoken about this issue many times before, not necessarily from the chair that he's in at the moment. Towards the middle of his statement the Minister mentioned that it's now estimated we will require additional funding to complete construction. Again I had to say to myself, I went, yeah, that's not much of a big surprise. He goes on to cite some of the things that are going to require additional funding, and I just wondered if the Minister could give us a bit more of an explanation of what kind of additional funding are we talking about. Is it a minimal amount like \$5 million or \$10 million, or are we talking a larger amount like \$50 million or \$100 million?

MR. SPEAKER: Thank you, Ms. Bisaro. The honourable Minister responsible for Transportation, Mr. David Ramsay.

HON. DAVID RAMSAY: Thank you, Mr. Speaker. The Member would be privy to that information as it's coming up later on in today's proceedings.

MS. BISARO: I thank the Minister for his elaborate comment. I'd like to also ask the Minister, later on in his statement he talked about undertaking a retrospective analysis of the project after it's completed. I know we're aiming for completion somewhere around November 2012 but that retrospective analysis presumably is in the works to a certain extent at this point, looking at the staff time that's required and so on. I'd like to ask the Minister when he thinks that we might be able to get a full retrospective analysis of this total bridge project. Thank you.

HON. DAVID RAMSAY: I would suspect that the bridge will be complete next fall, in the fall of 2012. The Member is right; a lot of that work has been cumulatively done as the project proceeds. Wrapping that up and doing a thorough analysis on the project itself I could see possibly taking inside of six months, and certainly we would share any of that information when it is complete with Members of this House. Thank you.

MS. BISARO: Thanks to the Minister. The Minister talks about sharing that information with Members of the House. I would like to know whether or not that information would also be shared with the general public. Thank you.

HON. DAVID RAMSAY: My intention and the department's intention is to get the information out to the public in due course. Once that work is complete, you can rest assured that it will be available to Members and to the public. I think this project has been followed closely by the public and the information should get out there. Thank you.

MR. SPEAKER: Thank you, Mr. Ramsay. The Member for Frame Lake, Ms. Bisaro.

MS. BISARO: Thank you, Mr. Speaker. My last question has to do with the reference in the Minister's statement to collection of tolls. I'm really pleased to see that we're going to doing it electronically and that it's not going to require paper and killing of trees and so on. I'd like to know from the Minister, in the development of regulations for the collections of tolls, has he, has the department consulted with the public. Thank you.

HON. DAVID RAMSAY: Yes, the department has consulted with the trucking industry and folks that will be utilizing that system. Thank you.

MR. SPEAKER: Thank you, Mr. Ramsay. The honourable Member for Sahtu, Mr. Yakeleya.

QUESTION 61-17(1):
LACK OF POLICING SERVICES
IN SMALL COMMUNITIES

MR. YAKELEYA: Thank you, Mr. Speaker. I want to continue my questions to the Minister of Justice on the communities that do not have RCMP detachments. I want to ask the Minister if, being Christmas, we were to wish for a detachment in Colville Lake, what will it cost this government to have a position in Colville Lake.

MR. SPEAKER: Thank you, Mr. Yakeleya. The honourable Minister of Justice, Mr. Abernethy.

HON. GLEN ABERNETHY: Thank you, Mr. Speaker. I don't have that information at hand, but I'm happy to pull it together and provide it to the Member. Thank you.

MR. YAKELEYA: I look forward to the information coming forth from the Minister. I want to ask the Minister, in his role as the lead Minister for the security and safety of the people, has his department put together a long-term strategic plan and put RCMP detachments in the 10 communities who do not have one today?

HON. GLEN ABERNETHY: That would be done in cooperation with the federal government. We haven't had that kind of specific detail, but we have been looking at alternative options, the options that I provided in an earlier response. We are having

those discussions, but ultimately there is some federal responsibility here. Thank you.

MR. YAKELEYA: I understand that it is a federal government responsibility and a huge chunk of that cost is on the federal government's hands. I want to ask the Minister here, for these 10 communities without RCMP officers, we are going to look at projects such as the Deh Cho Bridge and we're looking at putting additional dollars to that project. Why not to the communities without RCMP officers such as Tsiigehtchic, Nahanni, Wrigley, Kakisa, Colville? People are more important than steel and metal. I want to ask the Minister if he would go to his colleagues and say let's put an RCMP detachment in those communities, because right now we're going to discuss how we're going to put more dollars into the Deh Cho Bridge. Can the Minister go to his colleagues and say we need to put RCMP detachments into a community, a bunch of people, for their safety? Would he do that?

HON. GLEN ABERNETHY: I'll certainly be talking to my colleagues about community safety and enforcement. It is a priority and I'll continue to have those discussions with my colleagues. Thank you.

MR. SPEAKER: Thank you, Mr. Abernethy. Your final, short supplementary, Mr. Yakeleya.

MR. YAKELEYA: Thank you. I trust the Minister will work hard on behalf of the people in Colville Lake and the people without RCMP detachments who are looking to you for that type of support. Will the Minister work with his officials to look at increasing the patrols to the communities such as Colville Lake and bump up the security safety mechanisms so that the people know that they can sleep in peace?

HON. GLEN ABERNETHY: The department already has been working with the RCMP in increasing the number and length of patrols in the communities. To that end, we have actually put an additional position, an RCMP position in Fort Good Hope to provide some coverage to Colville. But I understand there are still concerns in the communities, and I'm happy to go meet with the individuals in Colville Lake to talk about what they would like to do to address these problems, what community solutions they have, and from there we can build into some larger picture solutions. I'm looking forward to working with the Member and his communities. Thank you.

MR. SPEAKER: Thank you, Mr. Abernethy. The honourable Member for Inuvik Boot Lake, Mr. Moses.

QUESTION 62-17(1):
HEALTH PROMOTION AND
PREVENTION FUNDING

MR. MOSES: Thank you, Mr. Speaker. I'd like to make reference to the state of the health and social

services system made by the Minister of Health earlier today. There were some strong words put in there that I'd like to make reference to. One was we can make real changes in the health and social services system. The second one was focusing on wellness and prevention at the community level will lead to improved health status over the long term. Thirdly, that the Minister is committed to working with all Northerners to improve the operation of the health and social services system in the NWT.

That's great news and it's something that has been sought after for a long time and it will make some great changes in the years to come. We do represent people of the NWT, but we also represent the staff working in our departments within our government system. My first question for the Minister of Health: Has the staff at the Department of Health been briefed or given an update, given a heads-up on the possible increase of prevention dollars for the next fiscal year should we increase that funding for the 2012-13 year? Thank you.

MR. SPEAKER: Thank you, Mr. Moses. The honourable Minister of Health and Social Services, Mr. Beaulieu.

HON. TOM BEAULIEU: Thank you, Mr. Speaker. I've had discussions with the department at the deputy minister level, and I've talked to the CEOs of the health authorities in one short lunch meeting and have advised them that this is the direction that I'm hoping to take the department more into prevention. Thank you.

MR. MOSES: In discussions during our strategic planning there were references made to increasing the prevention budget to 1.5, possibly 2 percent in the prevention budget. Currently, we're under 1 percent within the GNWT health and social services system. Is the department ready for that increase of funding dollars to be allocated to the communities across the Northwest Territories? There is a possibility that there might be one or two job positions that might need to be created with that increased funding. Has the Department of Health and Social Services looked into possible increased human resources for that? Thank you.

HON. TOM BEAULIEU: The department is looking at essentially a repackaging of what's happening in the communities. We would see our budgets... You know we cannot increase the budget by ourselves. I mean, it takes the whole House to do that, but we can start to move the funding around internally, and what we're thinking about doing at this time is repackaging the money that's going into prevention that's kind of scattered all over the department, repackaging, focus in on community delivery by helping assist the community organizations to deliver the prevention programs. Thank you.

MR. MOSES: I know the current policy within the Health Promotion Fund that is regulated through the Department of Health and Social Services, one

of the policies is anybody who receives funding for a project cannot get funding for any subsequent years for the same project even though the project may have made significant differences in the lives of Northerners throughout the Northwest Territories. Will the Minister commit to revising that policy, re-evaluating it and making the necessary changes so that the projects that we do have across the Northwest Territories that make those positive changes can continue to get funding for subsequent years?

HON. TOM BEAULIEU: This will be part of the repackaging of the way we are doing business. Communities that have success in programs and then have the program cut off after one year is not something that we want to continue. If communities have success with good programs in the schools or in the communities that are helping with prevention and are doing good upstream work for the Department of Health and for the people in the North, we are going to continue to fund those. Thank you.

MR. SPEAKER: Thank you, Mr. Beaulieu. Item 8, written questions. The honourable Member for Sahtu, Mr. Yakeleya.

Written Questions

WRITTEN QUESTION 2-17(1): SAFETY OF COMMUNITY DRINKING WATER SOURCES

MR. YAKELEYA: Thank you, Mr. Speaker. My questions are directed to the Minister of Health and Social Services.

1. Can the Minister outline the process, with measurable outcomes, that will be used to ensure that water sources are safe to drink?
2. Can the Minister provide a departmental work plan that will guide this government to build and implement safe drinking water sources in our communities?
3. Can the Minister provide a strategic plan on how the community of Fort Good Hope can be involved in developing new water sources for the community?

Thank you.

MR. SPEAKER: Thank you, Mr. Yakeleya. Item 9, returns to written questions. Item 10, replies to opening address. Item 11, petitions. Item 12, reports of standing and special committees. Item 13, reports of committees on the review of bills. Item 14, tabling of documents. The honourable Minister of ITI, Mr. Ramsay.

Tabling of Documents

TABLED DOCUMENT 8-17(1):
NWT BUSINESS DEVELOPMENT AND
INVESTMENT CORPORATION
2010-2011 ANNUAL REPORT

HON. DAVID RAMSAY: Thank you, Mr. Speaker. I wish to table the following document, entitled "NWT Business Development and Investment Corporation 2010-2011 Annual Report." Thank you, Mr. Speaker.

MR. SPEAKER: Thank you, Mr. Ramsay. The honourable Minister of ENR, Mr. Miltenberger.

TABLED DOCUMENT 9-17(1):
WASTE REDUCTION AND
RECOVERY PROGRAM
2010-2011 ANNUAL REPORT

HON. MICHAEL MILTENBERGER: I propose to table the following document, entitled "Waste Reduction and Recovery Program 2010-2011 Annual Report." Thank you.

MR. SPEAKER: Thank you, Mr. Miltenberger. The honourable Minister of ECE, Mr. Lafferty.

TABLED DOCUMENT 10-17(1):
ANNUAL REPORT ON
OFFICIAL LANGUAGES 2010-2011

HON. JACKSON LAFFERTY: Mahsi, Mr. Speaker. I wish to table the following document, entitled "Annual Report on Official Languages 2010-2011." Mahsi, Mr. Speaker.

TABLED DOCUMENT 11-17(1):
ELECTIONS NWT
OFFICIAL VOTING RESULTS 2011

MR. SPEAKER: Thank you, Mr. Lafferty. Colleagues, I wish to table the official voting results of the general election of the 17th Legislative Assembly held on October 1, 2011. The official voting results are published in accordance with Section 265(1) and (2) of the Elections and Plebiscites Act.

Item 15, notices of motion. Item 16, notices of motion for first reading of bills. Item 17, motions. Item 18, first reading of bills. Item 19, second reading of bills. Item 20, consideration in Committee of the Whole of bills and other matters: Tabled Document 2-17(1), Northwest Territories Capital Estimates 2012-2013, with Mrs. Groenewegen in the chair. By the authority given to me as Speaker by Motion 18-17(1), I hereby authorize the House to sit beyond the daily hour of adjournment to consider the business before the House, with Mrs. Groenewegen in the chair.

Consideration in Committee of the Whole of Bills and Other Matters

CHAIRPERSON (Mrs. Groenewegen): I would like to call Committee of the Whole to order. There is one item before us on our agenda today. What is the wish of the committee? Mr. Dolynny.

MR. DOLYNNY: Thank you, Madam Chair. It is the desire of Committee of the Whole to continue with Tabled Document 2-17(1), Northwest Territories Capital Estimates 2012-2013, for the departments of Transportation; Industry, Tourism and Investment; Environment and Natural Resources; Finance; and the Legislative Assembly.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Dolynny. Is the committee agreed?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): We will proceed with that after a short break.

---SHORT RECESS

CHAIRPERSON (Mrs. Groenewegen): I'll call Committee of the Whole to order. The first department up for capital estimates is the Department of Transportation. I'd like to ask the Minister of Transportation if he'd like to bring witnesses into the Chamber. Mr. Ramsay.

HON. DAVID RAMSAY: Yes, thank you, Madam Chair.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Thank you. I'll ask Sergeant-at-Arms to please escort the witnesses into our meeting.

I'd like to welcome Mr. Russell Neudorf, deputy minister of Transportation to our proceedings this afternoon. We are dealing with detail for the Department of Transportation. If I could direct Members' attention, please, to page 9-4 of their capital estimates book. Transportation, activity summary, airports, infrastructure investment summary, total infrastructure investment summary, \$1.15 million. Oh, you were going to jump in. Sorry. Okay, I didn't see anybody's hand up for general comments. Let me call general comments. Does anyone have any general comments on the Transportation capital budget? Mr. Dolynny.

MR. DOLYNNY: Thank you, Madam Chair. Thanks to the Minister and Mr. Neudorf for being here today, talking about Transportation. General comments I have are revolving mostly around the bridge for the next couple of minutes here. Obviously in today's address the Minister has indicated \$10 million more, making the grand total thus far for the bridge at just over \$192 million. I guess the concern I have is, and I think the concern

that many people in the North have is, is that the cap in terms of what this project is going to cost?

Obviously over the course of the bridge the Minister, former Member, was all too well aware of the issues surrounding costs on the bridge and we're not going to elaborate there. I guess people need to understand and want some comfort in knowing that the end of the costs with respect to the structure. So I was hoping the Minister could just take a few minutes, or his designate, to maybe reassure the general populous here that we're not going to be incurring a lot more costs in the structure that's maybe not seen in this capital presentation. Thank you, Madam Chair.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Dolynny. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. I certainly appreciate the Member's question. We didn't provide a dollar amount during my Minister's statement earlier today. The amount is to roughly 5 percent of the total project cost.

It is my responsibility and the department's responsibility to move the project forward with an eye to minimize any further costs associated with the project. There are some issues that may come up that are out of our control, but certainly anything under our control and guidance, like I said, costs are going to be closely looked at, and I can assure the Member that going forward we are going to do our best to minimize any potential financial risks to that project as it moves forward. I'm going to ask Mr. Neudorf if he's got anything to add to that. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Minister Ramsay. Mr. Neudorf.

MR. NEUDORF: Thank you, Madam Chair. As the Minister indicated, we are nearing the completion of the project scheduled to be completed this fall. We are roughly in the last 10 percent of the budget amount. So, much progress has been made. The majority of the material is on site already. They are doing some work right now that is a little bit specialized in installing the cables and constructing the tower. They have to then construct the other tower and cables, and finish launching the truss, and then after that they're into deck work, which is relatively repetitious and well known to you. So the work that remains, there's a little bit of risk there, but it is well known and we anticipate that the contractor will be able to make good progress.

We did, as requested or asked, there is additional funding being requested. That's for the department to continue with the management of the project for the extra year to deal with some of the design changes that have been agreed to already and then to provide us a reasonable contingency for going forward. So we do think that we are covered on the costs. Thank you, Madam Chair.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Neudorf. Mr. Dolynny.

MR. DOLYNNY: Thank you, Madam Chair. So my understanding here from the delegation is that we're seeing the usual costs coming forward. Again, I guess I'm hearing a little bit of we're following due diligence and we're crossing all of our t's. Can the delegation or the Minister indicate is there anything on the horizon that residents should be prepared for in terms of additional costs that might be forthcoming?

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Dolynny. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. Looking forward, a potential would be in the area of claims. There are a number of claims both put forward on behalf of the government and the contractor as well. So in a project of this size there's going to be claims from both sides and there is some potential there, but we're going to work to ensure that our financial risk in this project is mitigated at every turn, or minimized at every turn. Thank you.

MR. DOLYNNY: I guess for the sake of the residents of the Territories, we're also hoping that we're on budget with no more surprises until the opening of the bridge.

One of the last questions I have for the Minister or Mr. Neudorf is earlier today we talked about tolls and the fact that there would not be a toll at the bridge itself, but there would be a means and ways for calculating tolls for businesses. As most businesses are preparing their future business plans for the 2012 fiscal year, I think a lot of businesses would probably like to have some indication as to what kind of costs may be associated with doing those capital year plans and those common year plans. Can the Minister or Mr. Neudorf indicate exactly ranges in the tolls, and if so, will those tolls being made public for people to start doing those business plans?

HON. DAVID RAMSAY: Certainly having the Deh Cho Bridge opened will mean I'm not taking calls from local businesspeople when water levels or ice in the river causes the Merv Hardie ferry to be put on the sideline and unavailable. That causes businesses here in Yellowknife and other communities north of that river crossing hardship. It causes consumers hardship. If you even look back to I believe it was two years ago, there was a fuel shortage here in Yellowknife. Just recently there were many bare shelves in stores across Yellowknife. It's going to be a thing of the past once the bridge is constructed.

There are tolls. They were, actually, in the Deh Cho Bridge Concession Agreement. I believe it was \$6 per tonne originally. I think it's up to \$7 now, but Mr. Neudorf can give a little bit more detail on that. But

in terms of costs to trucking companies, I believe once you factor in the costs for tolls, the approximate value would be about \$250 per B-Train. So I think that's the number that I've learned, but I'll go to Mr. Neudorf for some more information on the tolls.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Mr. Neudorf.

MR. NEUDORF: Thank you, Madam Chair. Tolls will be collected remotely so that vehicles, trucks don't have to stop at the bridge site to actually pay a toll, and that creates a much more efficient operation. We're going to use the existing system that we have of collecting payments around permits and those kind of things that are already required for the trucking industry, and then we're also going to set up some opportunity for trucking companies to pay once a month, do monthly reports. So it should be relatively painless for them.

We actually took the \$6 per tonne prorated, and we're going to convert it into a configuration and we're going to charge based on truck configuration. So a straight truck, a two or three axle straight truck will be charged \$75 northbound, five axle and six axle semi-trailer would be charged \$150, and a B-Train or a train vehicle would be charged \$275.

So we have talked to the trucking industry about those toll rates and they are well aware of it. We had a series of meetings this fall with them. They are prepared. They like the system that we have in place and are looking forward to the efficiencies that the bridge is going to gain in their operations. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you. Anything further, Mr. Dolyunny?

MR. DOLYUNNY: Thank you, Madam Chair. No more further questions.

CHAIRPERSON (Mrs. Groenewegen): Thank you. For general comments I have Mr. Yakeleya and Mr. Bromley. Mr. Yakeleya.

MR. YAKELEYA: Thank you, Madam Chair. My comments would reflect around the Mackenzie Valley winter road, and the airports in my community, and some of the support equipment that needs to be looked at within the Department of Transportation to support the operations of our small airports and our winter road.

I want to thank the department at this time for their flexibility and support in the construction, the final steps of the Colville Lake new airport. The people there are very happy that the department was opening up to have most of the people and their equipment in Colville Lake working on the airport. It does a lot of good when you see high employment in Colville Lake. Actually, they had a pretty good crew there. They're very open. I want to ask the Minister when they put together infrastructure such

as the one like Colville Lake, they also need to put in support infrastructure such as the terminal. Right now you go to Colville Lake, you land at the airport, and there's no place to walk into. It's just right open. You have very good scenery, but it's cold. I'm hoping that the Colville Lake Airport will look at a shelter but also someplace where they would park their equipment, like a garage at their terminal for their equipment.

I spoke about Deline's need for a snow blower. I will continue to raise it until Deline does see a snow blower at that community. I understand that today they are contracting a grader to do the runway. The graders are fine. The graders also do damage to the runways. They have been looking for a snow blower for some time with the amount of usage of that airport, so I'm going to continue to push for that community to look at a time when they can get a snow blower.

One of the things that the community of Deline have asked for in airports is the extension of that runway. I know it was extended. They want to land larger aircraft and I believe that Deline will be busy in the future. They are willing to work with the department. I wanted to say that the department's not new to this initiative. They have made some concessions where the previous extension on the runway was supported through Deline through the graveling material. They are looking for a runway extension in Deline.

The highways in the Mackenzie Valley winter road, as the Minister and the previous Minister have noted, a number of bridges have been put in to support the Mackenzie Valley Highway. However, there is a bridge in the Norman Wells section between Norman Wells and Fort Good Hope and the department's well aware of the bridge. It's at Oscar Creek and has been sitting there for a bit. It's out of alignment. It causes some hiccups and difficulties for the department, this bridge here. It's quite a scene when you drive on the winter road and come around a corner and you see a bridge sitting there all by itself not being used, and you kind of wonder what the heck's going on here, why this bridge is not being used. There are a lot of stories around Norman Wells about this bridge. I look forward to when the government can put this bridge into use and get it in service.

There were two bridges that we were working on last year. The Prohibition Creek Bridge and the Four Mile Creek Bridge. I look forward to the Minister's response on updates as to when those bridges will be fixed and in use.

The big one I want to talk about is the Bear River Bridge. This is the key infrastructure, especially now that the oil and gas companies have expressed interest in the Tulita/Norman Wells area for oil and gas exploration. This bridge here will be a support to exploration, opening winter roads

quicker, not putting people's lives in jeopardy by continuing to use the winter ice road. Climate change, as my colleague Mr. Bromley has talked lots about, the impacts of climate change we are now seeing the effects on our winter road. The Bear River Bridge is something that I continue to support and the people in the Sahtu support to have that bridge up and on the books so that we can start to put that infrastructure in place.

I also look to the department on bringing types of infrastructure to our airports in Tulita for a garage. We have an old garage that right now I believe is contracted to the hamlet for the winter upgrades. They have the old federal government garages that now belong to the Hamlet of Tulita, no different than the garages that were used at the Yellowknife Airport. Now they have a brand new garage up at the Yellowknife Airport. We need that type of support also in our smaller communities.

I look for those types of updates. The Minister is pretty busy with all the other projects going on. However, these are the needs of the Sahtu people. I look forward to a discussion on the additional dollars that the Minister will be seeking for the Deh Cho Bridge and I look forward to some of his responses to my questions specifically on the Deh Cho Bridge.

I wanted to say these are my comments on the Department of Transportation.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Yakeleya. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. I thank Mr. Yakeleya for bringing the concerns from the Sahtu forward. I made a list. I'll try to go through them, Mr. Yakeleya, and if I miss anything, perhaps Mr. Neudorf can fill in the gaps if I missed a comment of yours.

Going back to the beginning with Colville Lake, we are committed to working with the community there in Colville Lake to get a passenger shelter up and running. I know the new airport is a little further away so that's important that that happen. In terms of a garage or a structure being built for equipment, and I guess the same answer would apply to Tulita, DOT contracts the equipment from the community. It's community equipment and they would have to look at housing that equipment. We haven't got any plans currently to build a garage at either Colville Lake or Tulita.

The next issue the Member had was runway extensions in Deline. Going back to a 2007 study, I had indicated that the runway length in the community of Deline was adequate. Again, we're committed to continue to work with the communities in the Sahtu and if there are proposals put forward – I believe we did an extension in Fort Good Hope where the community was involved in that

extension – then that's something we could take under consideration as well.

The Member also spoke about the Oscar Creek Bridge. There's currently a study underway to engage engineers to see what the best utilization of that bridge could be. We're looking forward to at some point in time utilizing that piece of infrastructure that's there at Oscar Creek.

I think that covered the issues the Member had. Oh, the snow blower. The issue the Member had with the snow blower. Currently we deploy graders at the airport. A grader is multifunctional, as Members know, whereas a snow blower is an expensive piece of equipment that is one dimensional; it blows snow. So having graders there and the functionality of the graders is a better fit for the department.

Also the Bear River Bridge. I know this is a topic that's of great interest to the Member and to the people of Tulita and the Sahtu. Obviously we're going to be challenged with funding to carry out the work that we would like to see completed. I think going forward, with the level of activity in the Sahtu region, what is going to be happening there in the next few years in terms of seismic work and drilling programs, I think there will be more of an emphasis to get key pieces of infrastructure like the Bear River Bridge put into place. Obviously the completion of the Mackenzie Valley Highway is something that's very important and the Bear River Bridge is a key piece of the completion of that highway project.

I certainly look forward to working with the Member over the coming years to ensure that the Sahtu region has their concerns answered.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Anything further, Mr. Yakeleya?

MR. YAKELEYA: Not at this time, Madam Chair. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Yakeleya. General comments. Next I have Mr. Bromley.

MR. BROMLEY: Thank you, Madam Chair. I'll speak briefly to a number of issues. The first one I want to mention is, as the Minister well knows, I don't see the Detah road on here and my constituents have a high degree of interest in doing something on that front. They're in mid-project right now doing some great work, and it has provided real benefits to the community with employment, and keeping people at home and developing the Deton'Cho Corporation and their capacity. So there's quite a number of features. It's a partnership with the Mine Training Society and so on. I know the Minister is supportive of the project, so I will be looking for opportunities to advance this as it has been in the past with opportunistic funding.

Also, of course, the Giant bypass road. I'm curious; I don't see that in the capital plan here. I understand that's coming from a separate fund. I'd appreciate information from the Minister on how the committee is to provide the oversight and accountability for that project through the oversight of Regular Members if it's not really in the books. I'd appreciate learning some more on the process of that.

Certainly on the Deh Cho Bridge the Minister was thorough in outlining some of the risks identified. I know that he again is very aware that these risks are real. Many of them have been realized along the road. So far the path has been rocky. There's no question that other risks will be realized. I'm asking that the Minister stay very much on top of that and keep us informed, as I believe he has indicated he will be doing.

Climate change has been mentioned. I'm wondering what systematic protocols are in place for us to capture the direct and indirect impacts of climate change on our infrastructure so that we can be knowledgeable about what we're doing. I know we've been contemplating research. Maybe we've been doing a little bit of research for years, passing the money on from year to year, but there's a lot of things happening with a suite of infrastructure, many of them accumulating to highways and airports, so I'd want to know what actual protocols are in place for capturing those, so that we can be learning as we go.

The Tuk highway, I don't think we want to move forward unless we have a cost-benefit analysis of this project that indicates it's well worthwhile. So, I'd like the Minister to assure us that that work is being done or will be done, before we start throwing great amounts of money at the project. Also, a greenhouse gas emissions mitigation plan be developed for the project so that there is a net zero increase in emissions at a time when we are, of course, trying to reduce greenhouse gas emissions in the Northwest Territories.

The Highway No. 7, I know in the absence of my colleague, Mr. Menicoche, not being here, we heard last week plus 14 degree temperatures there. We can be guaranteed that there will be kerfuffles for that highway. It's a challenging highway, I understand, and it needs some sort of comprehensive response. Undoubtedly, it will be very expensive, but I just want to put a plug in to make sure that at least some planning and ongoing diligence is put into how we're going to resolve that situation in the long term.

Finally, again keeping my remarks brief, Highway No. 4, as the department has documented, is the worst highway in the Northwest Territories and it's also got very high volumes, so I'm very supportive in seeing that project go forward and hopefully we'll achieve completion on that soon. I'm always, of

course, interested in opportunities for helping on our efficiency in delivering projects like the Detah road completion and the Giant Mine bypass as well, which would be associated with that project.

Remarks from the Minister would be appreciated on those topics. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Bromley. Minister Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. I appreciate the Member's comments. Obviously the Detah access road is an important item for the Member and we have provided, I believe, a \$6 million program there. There are more needs for that road. We've got about I believe it's between \$500,000 and \$700,000, and a little bit of carry-over for about a half-kilometre of work that's left on that road. But going forward, I think, again, funding and finding sources of funding to carry out the remaining portions of work on the Detah access road is going to be something that's important and we will need to find other opportunities to get more funding to address the concerns on that road.

The Member talked about the Highway No. 4 realignment. Certainly that's a project that has been around for a little while. It's a \$17 million project. The money is coming from the Giant Mine Remediation Fund that the Government of the Northwest Territories had a \$23 million liability there. We're taking \$17 million from that. The oversight will be provided by both AANDC and the Government of the Northwest Territories. Members can expect, like with other projects, to be updated on the progress of that project as it moves forward. There's a very ambitious timeline on the realignment. We're looking at proceeding to work here in the new year and have that realignment completed by the fall of 2012, with a final surfacing added in 2013, once the road settles. The Member can look forward to that project this coming year.

The Member also talked about risks associated with the Deh Cho Bridge Project. Again, from an oversight perspective, as the Minister of Transportation I take very seriously the project and the oversight of that project now rests with me. I'm certainly keeping a watchful eye on the progress of the Deh Cho Bridge. My goal is to keep Members adequately informed at every step. Tomorrow we're going forward with a technical briefing to the media on the project and earlier today I sent out an e-mail to all Members advising them of that taking place, and also providing them with the information so that Members get the information first. I think that's important that Members are kept apprised of what's happening with that project. As we move forward, we're moving towards the completion of the Deh Cho Bridge in the fall of next year, so we're going to try to manage it the best that we can and to the best of our ability and will be keeping Members informed.

The Member also talked about climate change and its impact on our transportation infrastructure here in the Northwest Territories. Currently we've got I believe it's \$1.85 million through the Building Canada Plan to see how we can effectively deal with the impact that climate change is having on the infrastructure here in the Northwest Territories. We're looking to projects and research that are going to help us as we move forward to better address the issues of climate change.

The Member also asked about a cost-benefit analysis on the Tuktoyaktuk to Inuvik highway. Currently there's an economic analysis that has been conducted on that stretch of highway and that can be found on the Department of Transportation's website for any Members that are interested in seeing it and the work that was done there. We are going to continue to pursue that project and try to move it forward. We do have the \$150 million commitment from the federal government for the Tuk-Inuvik highway and there are a number of compelling reasons why the project should be advanced.

I believe we are working, as well, on the greenhouse gas and emissions. I thank the Member for raising that concern with us again today, and look forward to getting back to committee and perhaps getting some further insight from the Member on plans as we move them forward. Any help the Member can provide or input the Member can provide to us as we move those plans forward would be greatly appreciated, Madam Chair.

Finally, I believe Highway No. 7, and I wanted to just touch on this, obviously that is in need of a tremendous amount of funding. We're looking at, just to keep things moving along, a \$3 million a year program for 10 years, so \$30 million. Again, our funding is just not conducive to allowing us to do everything we need to do or want to do, so we are going to have to move forward trying to find a way and a means to address the concerns on Highway No. 7. We do have a little bit of a carry-over from last year for Highway No. 7. It's about \$1.6 million. We're hoping that that's going to be just enough if there are some issues to address in the spring. But we need a long-term solution to Highway No. 7 and a lot of money to do it. Thank you.

MR. BROMLEY: I had asked specifically what systematic protocols are in place to capture the impacts of climate change on our infrastructure so that we can build our knowledge on that. I understand that we do have research dollars that we haven't spent for many years that we keep forwarding on to future years, and I'm looking forward to some research eventually being done. I appreciate that information, but right now I'm asking what systematic protocols do we have? We have a lot of workers out there. We have a lot of

assessments of our infrastructure, I am sure, that we need to do in order to do maintenance and so on. I would really like a response on that one. If we don't have one, what can we do to get one in place?

On the greenhouse gas emissions mitigation for the Tuk highway, that is the responsibility of this Minister. I would be glad to help him. I am looking forward to his plan on that. When can we expect the plan on that on which I can comment and help him out? Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Bromley, Mr. Neudorf.

MR. NEUDORF: Thank you, Madam Chair. In terms of climate change, the departments, of course, have been dealing with a changing climate for the last 20 years or so. We have modified, adapted our activities in quite a number of different areas, both on the maintenance side of things where we are using more sand, salt to deal with more freezing, thawing conditions. We have adjusted our maintenance efforts, the work schedule of our equipment operators to cut and have more hours covered in a week. So quite a few changes on that side as the challenges have arisen and we have seen the need and we have brought those needs forward to the government. We have been able to adapt to the climate on an O and M perspective.

On the infrastructure side of things, there has been a lot of research around permafrost, and changes in permafrost and best practices in permafrost. DOT has participated in those and we do take all that work and use it to help us manage our infrastructure, and as we are doing design, work related to upgrading an infrastructure, then we may consider those protocols and the issues that are brought forward there.

In terms of specific work underway right now, we recently completed a vulnerability assessment on Highway No. 3 that follow the protocol of the Engineering Association of Canada, and to do that work we, of course, are doing lots of work around Inuvik-Tuk road, and considering climate change and collecting baseline information around that at the present time to ensure that those impacts are fully considered as we design that road and move forward with construction. We did have consultants hired right now to prepare a Climate Change Adaptation Plan for the department. The one area that we do need to do a little bit more risk assessment on is in the marine infrastructure, so that is a specific part of that and then we will be doing some more consultations within the department and with some of our other stakeholders and work on preparing the full departmental Climate Change Adaptation Plan. That will bring together all of the previous research and efforts that the department has done directly

itself, and then it has been involved with at the national level a number of other work.

The one additional area that we do hope to get to in the next year or two is we still implement the BCP R and D funding to develop work on a runway vulnerability protocol as well. Thank you, Madam Chair.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Neudorf. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. Just to answer the Member's last concern that was with the Tuk-Inuvik highway and how we might mitigate the greenhouse gas emissions on that project, that is going to be, I believe, a difficult task. I think we are going to have to, and it is going to be intensive over a short period of time where the construction of that highway would take place. There is going to be a lot of equipment used. Personally I want to ensure that the benefits accrue to local contractors and businesses in the Northwest Territories who may not have the latest emission standards or equipment that might meet what some southern companies might have. I think we have to balance everything off when looking at that to ensure that the work can go to northern companies so that capacity is built here in the Northwest Territories. I would be interested in, again, hearing ways in which the Member and other Members of this House feel that we might be able to mitigate greenhouse gas on a project like the Tuk-Inuvik highway. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Mr. Bromley.

MR. BROMLEY: I appreciate the comments from the Minister and his deputy minister here. I guess I would like to take the Minister up on that offer and ask if he will commit to bringing this subject to committee with their best efforts. I will urge committee to do our best efforts to come up with ways. There are a number of ways that come to mind immediately. Ultimately, of course, we could purchase offsets so that there is no net increase, but I think we could do a little better.

The Minister mentioned balancing and so on. That is what I am talking about here. If we just allow this to continue to increase, I am sure, and the Minister knows what the future will hold for our people. I appreciate his willingness to pursue this and I look forward to that exercise. Mahsi.

HON. DAVID RAMSAY: Madam Chair, I thank the Member for that. Certainly options and different ideas all come with a price tag. Like I said earlier, we are going to be really challenged fiscally to deliver on the projects that we have in front of us. We are going to be looking for money anywhere we can find it. Again, I think, when we are discussing mitigating opportunities on greenhouse gas on a project like the Tuk-Inuvik highway, we need to

ensure that we are taking everything into consideration. I think that can happen. Again, I thank the Member for that. I look forward to further discussions on this as we move forward. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. General comments. Department of Transportation. Detail. Mr. Blake.

MR. BLAKE: Thank you, Madam Chair. I asked a question earlier, the access road to Willow River. I see it in the 20-year plan that is actually within the first five years. I would just like to get reassurance from if the Minister that it will be in the plans for the next four years. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Blake. Mr. Ramsay.

HON. DAVID RAMSAY: Madam Chair, again, I thank the Member for raising the concern on the road to Willow River and the gravel source outside of Aklavik. It is in the 20-year needs assessment but I believe there is always, as we move forward – we talked about this before – there is going to be a number of competing projects for those capital dollars.

Obviously this is an issue that is important to the Member, so getting the support of other Members is helpful, and continue to talk about the project and its importance to the people of Aklavik and the Mackenzie Delta is something I look forward to the Member doing.

It wasn't that long ago where I was speaking of the Kam Lake bypass road here in Yellowknife. As a Regular Member, I probably stood up in this House about seven or eight times, at least, talking about the advantages of having that bypass road put into the city of Yellowknife from the highway into Kam Lake Industrial Park. Again, I would encourage the Member to continue to talk about the project and its importance. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Any further general comments on the Department of Transportation capital budget? Mr. Yakeleya.

MR. YAKELEYA: Thank you, Madam Chair. I want to ask the Minister on infrastructure and the federal government's stimulus plan and if the Minister has any type of indication as to any type of further costs, potential federal funding to improve our highways, improve the bridges and the airports, if there's any type of discussion to improve our infrastructure other than we know the Mackenzie Valley Highway PDRs are completed, or some of them are completed, and if there's any type of requirements that they're going to put on our infrastructure to meet or match the federal government's requirements that may not be known right now. Thank you, Madam Chair.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Yakeleya. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair, and I thank the Member for the question. The issue of infrastructure is an important one as we move along here. We've all seen the importance that the federal stimulus money, the Building Canada Plan, has brought to the Northwest Territories. We've had an unprecedented amount of capital spending over the past four or five years.

Currently there's a consultation going on from the federal government to governments across the country on infrastructure planning. This type of consultation should take about a year. After this is concluded, I think you'll see the federal government make a decision on what should happen next. So talking to our federal Ministers and counterparts in the area of infrastructure I think is going to be really important in the next year to ensure that projects here in the Northwest Territories are given a good billing in Ottawa with the federal government. Thank you.

MR. YAKELEYA: Can the Minister maybe advise me within the next four years if he has any type of indication that we could be receiving or we are eligible for any type of infrastructure funding other than advising me that there are some discussions going on with the provincial Transportation Ministers and the federal government? If we can receive some infrastructure dollars for our winter roads.

HON. DAVID RAMSAY: Again, as we continue to move forward, obviously discussions with the federal government are of great importance to us. We thank them for the commitment, the \$150 million commitment to the Tuk-Inuvik Highway Project, but we certainly have to come up with what's next, find a way forward.

We've got the next steps with the Mackenzie Valley Highway and I think that's a project where there's a great deal of interest in a project like that in Ottawa with the federal government for building the North, this territory, sovereignty and development. There's a number of issues there that the federal government looks at when looking at potential investment in the area of infrastructure, and certainly the Mackenzie Valley Highway is one of those projects that I think the feds would look favourably on down the road. But we have to continue that discussion. We have to keep knocking on doors. We have to keep promoting the project and the opportunities that are here in the Northwest Territories, and we really will need to work with our counterparts in Ottawa to ensure that the infrastructure dollars that we need here to grow our territory are available to us. So we continue to work towards that and it will be a goal of mine, as the Minister of Transportation, to try to find every available federal dollar that we can for

transportation infrastructure here and other infrastructure in the territory. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Any further general comments? Detail. Thank you. Page 9-4, Transportation, activity summary, airports, infrastructure investment summary, total infrastructure investment summary, \$1.15 million. Agreed?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Thank you. Page 9-7, Transportation, activity summary, marine, infrastructure investment summary, total infrastructure investment summary, \$455,000. Agreed?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Thank you. Page 9-10, Transportation, activity summary, highways, infrastructure investment summary, total infrastructure investment summary, \$27.17 million. Ms. Bisaro.

MS. BISARO: Thank you, Madam Chair. I'd like to ask the Minister at this point my question earlier about the bridge. He kind of sidestepped it neatly. For people who are looking to get some kind of answer on the amount of money that we're going to end up spending on the bridge, I did ask the Minister if he could give us a bit of a range. I mean, are we talking a minimal amount of money or are we talking a lot of money?

I know in the Minister's statement he referenced some of the things which will produce the added costs. So I'd like to ask the Minister again, are we talking in the order of \$5 million or less, or are we talking in the order of 50 or 100 million dollars or more? Can he give me a bit of an idea about how much money we're talking about? Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Ms. Bisaro. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. I would say that's minimal and it's roughly 5 percent of the total project cost. So it is on the minimal side that the Member has spoken about in her comments to me earlier in the House and here in Committee of the Whole. So that's where we're at.

For a project that has been delayed like it has, I think to see a minimal expenditure like 5 percent I think is a testament to the project management team and the department for trying to keep it as in line as we possibly can. This project has been delayed twice now, so we're looking forward to moving toward the finish line and getting the bridge finished next fall. Thank you.

MS. BISARO: Thanks to the Minister. Yes, I think we're all looking forward to the completion of the bridge. I can accept that this may be a minimal cost. Unfortunately to some of our constituents they may think that \$10 million or \$20 million or these

numbers that we talk about here, they're definitely not minimal, but I thank the Minister for his statement; roughly 5 percent of the total project cost. That gives people a reasonably good idea about what we're talking about.

I do want to say to the Minister that I appreciate his commitment to providing Members with information and I would hope that that would also go to providing as much information as possible to the public. I wish the Minister well in getting to November 2012 on time and with no further additions to the budget. I have no question, Madam Chair, just a comment. Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Ms. Bisaro. Transportation, activity summary, highways, infrastructure investment summary, total infrastructure investment summary, \$27.17 million.

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Agreed, thank you. Page 9-13, Transportation, activity summary, road licensing and safety, infrastructure investment summary, total infrastructure investment summary, \$850,000.

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Mr. Yakeleya.

MR. YAKELEYA: Thank you, Madam Chair. I wanted to ask the Minister for the improvements to the road licensing operations, the infrastructure type of support systems, they could help in our small communities where sometimes the contracts are interrupted because of a lack of financial appetite to operate these important services. However, I wanted to ask the Minister if that is something that could be looked at in this infrastructure budget. How do we set up something that the communities can take more advantage of? Because sometimes these operations are costly and their offices actually shut down until somebody comes into the office to say yes, we'll do this as a service, not because they want to make money. Actually, the money is not that great. So what can the department do to help utilize some of the infrastructure to improve the services in the communities like Colville Lake or Good Hope? Thank you.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Yakeleya. Mr. Neudorf.

MR. NEUDORF: Thank you, Madam Chair. We have a project here to work on replacing our existing motor vehicle information system. We have been upgrading this for a few years now as we've been adding additional requirements, one of which being the Deh Cho Bridge and the toll collection. Toll permits will be issued through the motor vehicle information system, so we've been doing some upgrades. In fact, we have rebuilt the interface that

all the client service managers in the communities and in our own-force operations use and that's been underway this week, actually. We do need a bit more money. This is a total of \$1.7 million over the next two years that will allow us to completely rebuild the motor vehicle information system. This is responsible for \$5 million worth of revenue right now; and once the tolls come in, it will be about \$9 million of GNWT revenue that would go through the system.

One of the big benefits that we hope to achieve in this project is to introduce on-line services related to vehicle registrations and perhaps some other services. Of course, if that's on line it would be available to anybody in any community. We would see that as an improvement to the service that we're delivering to the public right now. That will also mean some changes in some of our smaller communities where there is a relatively minimal amount of business related to motor vehicle information services. We'll have to determine that impact, and we will work with communities and our clients as we do that.

We have developed, in recent years, a mobile issuing station. It's basically an issuing office in a suitcase that we can go into smaller communities and provide driver's licensing testing services, and we've done that on a few occasions when there's enough to warrant or enough need in a community. They will make a request to us and we'll go in and send somebody in with this mobile office and provide the services required.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Neudorf. Mr. Yakeleya.

MR. YAKELEYA: I look forward to going into the communities that have somewhat struggled with these services and see how these services are going to be improved to the people in the communities. I look forward to that and will get back to the Minister once I visit the communities.

I want to ask the Minister on just what the deputy minister has said. I asked how many dollars are spent with the southern contractor in this activity.

MR. NEUDORF: This work required to reprogram and reconstruct this service is not generally available in the North and we would expect that the majority of this funding would actually require the use of southern contractors to undertake.

MR. YAKELEYA: Could I be so polite as to ask how many dollars? He said the majority. Can he answer that question?

MR. NEUDORF: We have not determined the final approach to the project. We do have a consultant engaged right now to help us with the existing upgrading that's underway. We would expect that some of this would go to that consultant. I don't have the details going forward how much that would be. I would think that as we implement the

project that we'll have a more clear idea about how we're going to spend the dollars.

MR. YAKELEYA: At this juncture of our budget approval, it's very hard to accept Mr. Neudorf's answers on my question. Surely he must know the numbers that they estimated. He's got a lot of smart people in the department; they have consultants. They surely must know what they're paying or what they estimate for anything like this to go forward.

I can't believe the government's going to operate their operations on this type of answer to my question; a simple question. He said this is about \$1.7 million to complete rebuilding the whole system. He's saying that southern institutions, southern people have the technology for this and they're going to be bringing this up into the Northwest Territories. So much for working with northern people on this. I wonder if this request even went to the northern firms to see if they could develop something like this in the North, rather than, say, something in the South there. I think the responses I'm getting back from the deputy are not sitting well with me on this southern contract going to the South on this piece of infrastructure.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Yakeleya. Mr. Ramsay.

HON. DAVID RAMSAY: Thank you, Madam Chair. I appreciate the Member's concern over the \$850,000 for the MVIS replacement. It is a very specialized piece of computer system that you just don't buy off the shelf. Members will recall other programs, the FIS replacement, other larger-scale government software fixes, and IT infrastructure is very expensive. We're trying to accomplish the MVIS replacement over two years. It's \$850,000 a year. What I can do today is make a commitment to the Member to get a thorough breakdown of that \$1.7 million, and we'll get the projected contract cost and that information that the Member is looking for as soon as we can.

MR. YAKELEYA: I appreciate that from Mr. Ramsay, to get the details to me on this piece. I still have a hard time accepting that this piece of work is contracted to a southern firm. Even though it could be right on the button here on the computer system, they have their reasons for their madness. I will accept that.

I guess, in short point form, we have a bridge in Norman Wells called Oscar Creek and it's been sitting there for a couple of years; maybe four or five or six years. Nothing has been done about it. This southern engineer that put it in there didn't listen to the elder in terms of location and we're still talking about it. I just want to make a point. The department knows pretty well what I'm talking about. I'm asking again how sometimes the local northern people need also be recognized in some of this work that needs to get done in the North here. This is \$800,000-some-odd going to a

southern firm. I just want to make a comment to make a point.

HON. DAVID RAMSAY: Again I thank the Member for the concerns that he's raised this afternoon. As far as Oscar Creek – and I spoke about this a little bit earlier – we are going to try to find a remedy for Oscar Creek. We are engaging engineers to find the best way forward on Oscar Creek. Hopefully it's not another four or five years that it's there not being utilized.

We also need to understand that, again, this is a system that is highly specialized. We're also getting with that the opportunity to work with a potential contractor on how it works and we'll have the ability for some hands-on training with this new system. I will get that information together for the Member and again make that commitment to him to get the breakdown on costs for him on the MVIS replacement.

CHAIRPERSON (Mrs. Groenewegen): Thank you, Mr. Ramsay. Transportation, activity summary, road licensing and safety, infrastructure investment summary, total infrastructure investment summary, \$850,000. Agreed?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Thank you. Page 9-2, Transportation, department summary, infrastructure investment summary, total infrastructure investment summary, \$29.625 million. Agreed?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Does the committee agree that that concludes our consideration of the Department of Transportation capital budget?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): I would like to thank Mr. Ramsay and Mr. Neudorf for their help with getting through this today. Thank you. I'd like to ask our Sergeant-at-Arms to escort our witness from the Chamber. At this time is the committee agreed that we will look to proceeding with the Department of Industry, Tourism and Investment?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mrs. Groenewegen): Thank you. I'd like to recognize in the visitors gallery Rene Watts. She is the chaperone to our two Pages from the Thebacha riding: Jenni Watts and Katelyn Holtorf. Welcome.

We're going to move on to ITI. I'd like to ask Mr. Dolynny to take the chair.

CHAIRMAN (Mr. Dolynny): Welcome back, committee. I'd like to ask the Minister of ITI, Mr. Ramsay, if he would like to call witnesses to the table.

HON. DAVID RAMSAY: Yes, please, Mr. Chairman.

CHAIRMAN (Mr. Dolynny): Is committee agreed?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): I'll ask the Sergeant-at-Arms if he would like to escort the witnesses into the Chamber. I'll ask Members to start thinking of moving forward with Industry, Tourism and Investment.

Mr. Ramsay, I'd like to at this time ask if you would like to introduce your witnesses at the table.

HON. DAVID RAMSAY: Thank you very much, Mr. Chairman. To my left is Peter Vician, deputy minister of Industry, Tourism and Investment. To my right is Mr. Richard Zieba, director of tourism and parks with Industry, Tourism and Investment.

CHAIRMAN (Mr. Dolynny): Thank you, Mr. Ramsay. General comments on the Department of ITI.

AN HON. MEMBER: Detail.

CHAIRMAN (Mr. Dolynny): Mr. Yakeleya.

MR. YAKELEYA: I want to make a few comments to this infrastructure here. I'm very happy to see that the Minister has seen some fortitude to put in some preliminary work with the Canol Heritage Trail. I know I would have liked to see more development; however, they are in a very complex process right now with the Canol Heritage Trail and the Doi T'oh Canyon Park and the Doi T'oh Territorial Park. They are working closely with the federal government; however, the government has agreed to look at how they continue working in the preliminary stages to begin developing the heritage trail that is in the books with the organizations in the Sahtu, namely the Norman Wells and Tulita land corporations and the communities of Norman Wells and Tulita, and that the work is going to start for the next couple of years.

I also see that we have one park in the Sahtu, McKinnon Territorial Park, with some infrastructure development happening there. I wanted to make note that when I was looking at the list of parks, that were going to receive some attention, that there was a lot of parks in the North that were going to see some development, and in the Sahtu we only see one, McKinnon Territorial Park. There is some work on the Canol, and again, for infrastructure purposes, I certainly support the areas where they are going to see some support such as a new shower facility or a kitchen shelter or a group camping area, or they are even able to get a septic tank at one of the parks and a new shower building. These are good things that we want, to support the tourists coming in and treat them like royalty, otherwise they will complain. But this is the Northwest Territories, so they need to expect some

of the wild, wild west wilderness for them to experience.

I was thinking maybe Industry, Tourism and Investment can put some real good facilities into our school in Colville Lake, if they are going to do this type of work here. Anyhow, that is just far-out thinking here.

I want to ask the Minister what strategies they have in place to work with the Sahtu communities to put maybe another park into our communities – they call them wayside parks – because right now you only have one. People in Fort Good Hope have asked me, even Tulita, how can we get this in the books to start putting some infrastructure parks in our community, get some infrastructure dollars. So I want to ask the Minister if he would be willing to instruct or have some discussions with his staff in Norman Wells, the regional office there to work with the community.

I know they have done some trail development on Bear Rock and some of those areas around the community, which is appreciated. We don't have the infrastructure like our southern friends in the parks in the Northwest Territories, so that doesn't really help us out much because there are no all-weather roads or the roads are not built yet to a standard where the southern tourists like to travel on. We certainly want to bring the tourists to the North, however, they only get to see a small percentage or portion of the North, and they are missing a huge amount of opportunity and piece of the North that maybe they should be seeing. So I want to ask the Minister if he would give some consideration with his officials, when they go back into planning, how they could start involving more opportunities such as parks in the Sahtu region. Those are my general comments for Industry, Tourism and Investment.

CHAIRMAN (Mr. Dolynny): Thank you, Mr. Yakeleya. Minister Ramsay.

HON. DAVID RAMSAY: Thank you very much, Mr. Chairman, and I appreciate the Member's remarks. Obviously we have worked really hard as a government to maintain an excellent system of parks here in the Northwest Territories. It is through ongoing effort that we improve the parks on an annual basis. We certainly look forward to working with the Members here in the 17th Legislative Assembly to ensure that our park system is maintained and it is a system that we can all be proud of.

Now, the Member talks about parks in the Sahtu region. First and foremost, our efforts are focused now on the Canol Heritage Trail and Doi T'oh Territorial Park. As we move forward, I know there has been a number of improvements made to McKinnon Territorial Park in Norman Wells and we would be happy to work with other communities in the Sahtu to move projects forward under the

Protected Areas Strategy, which would include territorial parks. There is an initiative with the church in Fort Good Hope, so there are opportunities out there, and I think working together and working with the Member we can try to move things along. But again, our primary focus today, and in the Sahtu currently, is Doi T'oh Territorial Park and the Canol Heritage Trail. Thank you.

CHAIRMAN (Mr. Dolynny): Thank you, Minister Ramsay. Any other further general comments for the Department of Industry, Tourism and Investment?

SOME HON. MEMBERS: Detail.

CHAIRMAN (Mr. Dolynny): Detail. Thank you very much. We will defer the department summary found on page 10-2 and review the estimates by activity summary. I would like to turn your attention to 10-4 in your capital estimates book. Industry, Tourism and Investment, activity summary, tourism and parks, infrastructure investment summary, total infrastructure investment summary, \$1.241 million.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you. I will get you to turn to the summary on 10-2, Industry, Tourism and Investment, department summary, infrastructure investment summary, total infrastructure investment summary, \$1.241 million.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you, committee. Does the committee agree that consideration for the Department of Industry, Tourism and Investment is completed?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you very much, committee. I'd also like to thank the Minister. I'd like to thank the members here, Mr. Zieba and Mr. Vician, for being here today. Sergeant-at-Arms, if you would be kind enough to take the guests out of the Chamber. Thank you.

I would like to ask the Minister of Environment and Natural Resources, Mr. Miltenberger, if he has any and would like to call his witnesses to the table.

HON. MICHAEL MILTENBERGER: Yes Mr. Chairman.

CHAIRMAN (Mr. Dolynny): Does the committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you, committee. I will ask the Sergeant-at-Arms if they would please escort the witnesses to the Chamber. I will ask the Members to go to their Environment and Natural Resources section, section 11.

I would like to welcome Minister Miltenberger to the table and ask if he would like to introduce his witnesses.

HON. MICHAEL MILTENBERGER: Thank you, Mr. Chairman. For his first appearance at the witness table as deputy minister I have Ernie Campbell.

MR. CHAIRMAN: Thank you, Minister Miltenberger. General comments on this department. Mr. Bromley.

MR. BROMLEY: Thank you, Mr. Chair. Just one brief comment, really. I'm sad to see the wildlife division going the way of other government departments with the high expenditures on IT, and I suspect this is just the beginning. There has been a long tradition of scientists within that division being able to handle their data and I'm afraid now this is the start of a tract that will be costly and go well, into the future, into the millions of dollars. Just a note of sadness, Mr. Chair. I'll leave it at that.

CHAIRMAN (Mr. Dolynny): Thank you, Mr. Bromley. Mr. Miltenberger, any comments?

HON. MICHAEL MILTENBERGER: No, Mr. Chairman.

CHAIRMAN (Mr. Dolynny): We'll defer department summary found on page 11-2 and review the estimates by activity detail beginning on page 11-4 of your estimates books. Environment and Natural Resources, activity summary, corporate management, infrastructure investment summary, total infrastructure investment summary, zero.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you. Section 11-6, Environment and Natural Resources, activity summary, wildlife, infrastructure investment summary, total infrastructure investment summary, \$646,000. Mr. Yakeleya.

MR. YAKELEYA: Thank you, Mr. Chair. I would like to ask the Minister when they are looking at new infrastructure such as the office or warehouse or any other assets in the communities, I notice that in some of the ones in my communities that I visit they certainly could do with some upgrades or some office and storage facilities or just expand on their operations. Some of these buildings have been built some time ago. Some are a bit older and they certainly could be improved. Mind you, we're all aware of the limited dollars that the government has, and each department has their wish list and only a certain number of projects get put on to the infrastructure plans.

I want to ask the Minister, when they're looking at the community operations such as Colville Lake, they certainly could use an office. Right now there's a patrol cabin that's a very nice patrol cabin, and that office there, I guess, is used by many of the fine officers that we have in the Sahtu. They don't really have a garage there. I think it's a little warehouse that they have in Colville Lake. Even in Deline their building is again operated from an older

building. It's a log building. They don't really have any place where they can put some of their personnel or some of their equipment. I've been to Good Hope's District Office. They have an office there that can also be looked at in the future for some renovating or to get a new office there.

The department operates a number of patrol cabins in and around the Sahtu. I've been to the Kelly Lake patrol cabin. It certainly could be given some attention on some of the upgrades to that area. That cabin is used quite a lot by firefighters in the summer and there are a couple of cabins that the people also use in my region. There's one at Willow Lake and an abandoned cabin on the Keele River in the Mackenzie Mountains.

I ask the department, amongst their other projects, when they look at infrastructure, how do we get some attention to these types of buildings that we have or need in the Sahtu region. Mind you, there's only a certain amount of dollars that are being spent and we're competing with, as Mr. Bromley has indicated, an IT project such as the wildlife management information system where we're putting some dollars to that project. I guess I need to know if the electronic information system now is more important than some of the infrastructure that we could use to help our personnel on the ground. Colville Lake certainly could use some support to get some of their basic needs met. Thank you.

CHAIRMAN (Mr. Dolynny): Thank you, Mr. Yakeleya. Minister Miltenberger.

HON. MICHAEL MILTENBERGER: Thank you, Mr. Chairman. I appreciate the Member's comments. We, of course, note his concerns. We all recognize that this capital plan was fairly well advanced by the time this Assembly took its place and started doing business. We fully anticipate having a fulsome discussion with all the Members, including Mr. Yakeleya, as we develop the capital plan for the coming year, recognizing, as he has pointed out a number of times, that there are fiscal limitations, but we will make note of that and expect to have that discussion in the coming fall. Thank you.

CHAIRMAN (Mr. Dolynny): Thank you, Minister Miltenberger. Section 11-6, Environment and Natural Resources, activity summary, wildlife, infrastructure investment summary, total infrastructure investment summary, \$646,000.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you. Moving on to section 11-9, Environment and Natural Resources, activity summary, forest management, infrastructure investment summary, total infrastructure investment summary, \$878,000.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Section 11-12, Environment and Natural Resources, activity summary, environment, infrastructure investment summary, total infrastructure investment summary, zero.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Turn to the department summary on page 11-2. Environment and Natural Resources, department summary, infrastructure investment summary, total infrastructure investment summary, \$1.524 million.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you, committee. Does committee agree that consideration for the Department of Environment and Natural Resources is concluded?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): I'd like to thank the Minister. I'd like to thank Mr. Campbell for joining us today. I'd ask the Sergeant-at-Arms to please escort the witness out of the Chamber.

I will ask the Minister of Finance if he has any witnesses to call to the table.

HON. MICHAEL MILTENBERGER: Yes, Mr. Chairman.

CHAIRMAN (Mr. Dolynny): Does the committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Okay. I will ask the Sergeant-at-Arms to please escort the witnesses into the Chamber.

Thank you, Minister Miltenberger. Would you like to introduce your witnesses for the record?

HON. MICHAEL MILTENBERGER: Thank you, Mr. Chairman. I have with me Mr. Mike Aumond, deputy minister of Finance, and Mr. Dave Heffernan, the chief information officer. Thank you.

CHAIRMAN (Mr. Dolynny): Thank you, Minister Miltenberger. General comments on this department?

SOME HON. MEMBERS: Detail.

CHAIRMAN (Mr. Dolynny): Detail. Thank you. We'll defer the department summary found on page 3-2 and we'll review the estimates by activity summary beginning on page 3-4 in your capital estimates books. Finance, activity summary, office of the comptroller general, infrastructure investment summary, total infrastructure investment summary, zero.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): We are moving on to section 3-6, Finance, activity summary, office of the chief information officer, infrastructure investment

summary, total infrastructure investment summary, \$1.008 million.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): We will return to department summary on 3-2. Finance, department summary, infrastructure investment summary, total infrastructure investment, \$1.008 million.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Does committee agree that this concludes consideration of the Department of Finance?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Mr. Miltenberger, I would like to thank you and thank your witnesses for today. I would like to ask the Sergeant-at-Arms to please escort the witnesses out of the Chamber.

I would ask if the Speaker would like to call his witnesses to the witness table.

HON. JACKIE JACOBSON: Yes, I do.

CHAIRMAN (Mr. Dolynny): Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you very much. I would ask the Sergeant-at-Arms to please escort the witnesses into the Chamber. I will ask the Members if they would like to turn to section 1-2 in their capital budgets.

I would like to thank Mr. Speaker. Would you like to introduce your witnesses for the Chamber?

HON. JACKIE JACOBSON: Thank you, Mr. Chair. I have Tim Mercer, Clerk of the Legislative Assembly; and I have Mr. Darrin Ouellette, director of corporate services.

CHAIRMAN (Mr. Dolynny): Thank you, Speaker Jacobson. General comments on the department's capital budget?

SOME HON. MEMBERS: Detail.

CHAIRMAN (Mr. Dolynny): Detail. Thank you. We will defer the department summary on page 1-2 and we will review the activities by activity summary on page 1-4. Legislative Assembly, activity summary, Office of the Clerk, infrastructure investment summary, total infrastructure investment summary, \$640,000.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you. We will turn to 1-2, Legislative Assembly, department summary, infrastructure investment summary, total infrastructure investment summary, \$640,000.

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Does committee agree that consideration of the Legislative Assembly is concluded?

SOME HON. MEMBERS: Agreed.

CHAIRMAN (Mr. Dolynny): Thank you. I would like to thank the committee. I would like to thank Mr. Speaker and his witnesses. If the Sergeant-at-Arms could please escort the witnesses out of the Chamber. Thank you.

I would like to call upon Ms. Bisaro.

COMMITTEE MOTION 1-17(1):
CONCURRENCE OF
TABLED DOCUMENT 2-17(1), NORTHWEST
TERRITORIES CAPITAL ESTIMATES 2012-2013,
CARRIED

MS. BISARO: Thank you, Mr. Chairman. I move that consideration of Tabled Document 2-17(1), Northwest Territories Capital Estimates 2012-2013, be now concluded and that Tabled Document 2-17(1) be reported and recommended as ready for further consideration in formal session through the form of an appropriation bill. Thank you, Mr. Chairman.

CHAIRMAN (Mr. Dolynny): Thank you, Ms. Bisaro. The motion is in order. To the motion.

SOME HON. MEMBERS: Question.

---Carried

CHAIRMAN (Mr. Dolynny): Thank you. I will now rise and report progress.

MR. SPEAKER: May I have the report of Committee of the Whole, please. Mr. Dolynny.

Report of Committee of the Whole

MR. DOLYNNY: Thank you, Mr. Speaker. Your committee has been considering Tabled Document 2-17(1), Northwest Territories Capital Estimates 2012-2013, and would like to report that consideration of Tabled Document 2-17(1) is concluded, that the House concurs with those estimates and that an appropriation bill based thereon be introduced without delay. Mr. Speaker, I move that the report of Committee of the Whole be concurred with.

MR. SPEAKER: Thank you, Mr. Dolynny. Do I have a seconder? The honourable Member for Sahtu, Mr. Yakeleya.

---Carried

Item 22, third reading of bills. Mr. Clerk, orders of the day.

Orders of the Day

CLERK OF THE HOUSE (Mr. Mercer): Mr. Speaker, there will be a meeting of the Standing Committee on Priorities and Planning at 7:30 a.m. in Committee Room A tomorrow morning.

Orders of the day for Wednesday, December 14, 2011, at 1:30 p.m.:

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Returns to Oral Questions
5. Recognition of Visitors in the Gallery
6. Acknowledgements
7. Oral Questions
8. Written Questions
9. Returns to Written Questions
10. Replies to Opening Address
11. Petitions
12. Reports of Standing and Special Committees
13. Reports of Committees on the Review of Bills
14. Tabling of Documents
15. Notices of Motion
16. Notices of Motion for First Reading of Bills
17. Motions
 - Motion 19-17(1), Completion of an Anti-Poverty Strategy
18. First Reading of Bills
19. Second Reading of Bills
20. Consideration in Committee of the Whole of Bills and Other Matters
21. Report of Committee of the Whole
22. Third Reading of Bills
23. Orders of the Day

MR. SPEAKER: Thank you, Mr. Clerk. Accordingly, this House stands adjourned until Wednesday, December 14, 2011, at 1:30 p.m.

---ADJOURNMENT

The House adjourned at 5:28 p.m.