



NORTHWEST TERRITORIES LEGISLATIVE ASSEMBLY

2nd Session

Day 83

18th Assembly

HANSARD

Thursday, September 28, 2017

Pages 2829 – 2866

The Honourable Jackson Lafferty, Speaker

Legislative Assembly of the Northwest Territories

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Published under the authority of the Speaker of the Legislative Assembly of the Northwest Territories

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YELLOWKNIFE, NORTHWEST TERRITORIES**Thursday, September 28, 2017****Members Present**

Hon. Glen Abernethy, Mr. Beaulieu, Mr. Blake, Hon. Caroline Cochrane, Ms. Green, Hon. Jackson Lafferty, Hon. Bob McLeod, Hon. Robert McLeod, Mr. McNeely, Hon. Alfred Moses, Mr. Nadli, Mr. Nakimayak, Mr. O'Reilly, Hon. Wally Schumann, Hon. Louis Sebert, Mr. Simpson, Mr. Testart, Mr. Thompson, Mr. Vanthuyne

The House met at 1:30 p.m.

Prayer

---Prayer

SPEAKER (Hon. Jackson Lafferty): Good afternoon, Members. Item 2, Ministers' statements. Minister of Health and Social Services.

Ministers' Statements

MINISTER'S STATEMENT 214-18(2):
CHILD AND YOUTH MENTAL WELLNESS
ACTION PLAN

HON. GLEN ABERNETHY: Thank you, Mr. Speaker. Mr. Speaker, last November I tabled Mind and Spirit: Promoting Mental Health and Addictions Recovery in the Northwest Territories, our government's strategic framework for addressing critical issue for Northerners.

This past February I advised Members that the Department of Health and Social Services would be developing a child and youth mental wellness action plan as part of our implementation of the strategic framework. I am pleased to tell Members that at the appropriate time later today, I will table the Child and Youth Mental Wellness Action Plan.

Mr. Speaker, we recognize that continued work and improvements are needed to ensure appropriate, specialized services are available to our children and youth when they need it the most. This action plan was developed in close partnership with the Departments of Education, Culture and Employment, Justice, and Municipal and Community Affairs, as well as the Health and Social Services Authorities, but perhaps most importantly, it was developed with the input from youth from every region of the Northwest Territories.

Insight we received from our youth engagement, along with research into leading practices, guide the development of five key areas for action that will improve and promote wellness of children of the Northwest Territories.

The Child and Youth Mental Wellness Action Plan addresses the full continuum of services that need to be in place to ensure optimal mental wellness,

such as prevention, promotion, early identification, treatment, and ongoing recovery supports. Mr. Speaker, the development of this action plan is one of the milestones under our government's mandate commitment to prioritize improvements to the outpatient mental health services, with a particular focus on youth mental health services in schools and the broader community.

The Child and Youth Mental Wellness Action Plan demonstrates our commitment to providing residents of the Northwest Territories with comprehensive and innovative mental health services that support them on their path to wellness. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Ministers' Statements. Minister for Justice.

MINISTER'S STATEMENT 215-18(2):
PREVENTING AND REDUCING FAMILY
VIOLENCE

HON. LOUIS SEBERT: Thank you, Mr. Speaker. Mr. Speaker, we want the NWT residents to thrive in a strong and healthy society, and there is no place in strong and healthy homes for family violence. In response to this goal, our government made a mandate commitment to strengthen initiatives and partnerships to prevent and respond to family violence. By working together we have made real progress in creating and supporting the programs that will help us achieve healthier communities and families.

The Department of Justice, along with the Departments of Health and Social Services, and Status of Women, all have important roles in supporting this mandate commitment. The Department of Justice, through initiatives designed to combat family violence and provide protection to victims, works to hold violent people accountable for their actions and support those who are the most vulnerable.

It takes courage for people to step forward and disclose family violence. It is our responsibility to work closely with the RCMP and our communities to ensure that the most appropriate supports are available when victims need them. It is also our responsibility to provide an opportunity for perpetrators to take responsibility for their actions.

Mr. Speaker, each year I provide annual policing priorities to the RCMP. This year these priorities included continuing to enhance their response to violence against women and families. This has been reflected in the Policing Priorities Action Plans developed in partnership with each community in the Northwest Territories. The Commanding Officer of "G" Division has assured me that family violence remains a priority, and that members will continue to do their part to foster changed attitudes towards family violence in NWT homes.

The RCMP serve as an important contact point for referrals to Victim Services workers. These workers are based in eight communities throughout the NWT to provide emotional support, information, and referrals for victims of family violence. They help victims with safety planning, emergency financial assistance, and provide information about the court process.

Another support to victims of violence when they need it the most is Emergency Protection Orders. These orders, as provided for in the Protection Against Family Violence Act, are a tool available to victims of family violence as part of their safety planning to protect themselves from abusive family members. They are available at any time of the day or night.

The Department of Justice also continues to provide training, public information, and outreach on the protections provided under the Protection Against Family Violence Act to RCMP detachment commanders, shelter staff, community justice coordinators, and victim services workers. Public information and outreach events are held in partnership with other GNWT departments throughout the year.

We are on the right track with the RCMP policing priorities and other initiatives to support victims of family violence, Mr. Speaker. I applaud the work that the RCMP, the department, and our communities have done over the past years to enhance the services and the quality of life in our communities. Mr. Speaker, our government also made the commitment in its mandate to continue the support for a healing program for men who use violence in intimate relationships, such as A New Day healing program.

As evidenced from the discussion in this House, in public, and in the community, it is clear that support for this program is strong. I share that sentiment. That is why our government has made the decision to transition A New Day from a pilot project to a long-term program. We have worked to improve the program and ensure that there was no disruption in service delivery during the transition.

A New Day uses the same curriculum that was used in the pilot, with scheduling changes to make it easier for men to get into and stay in the program. Groups meet weekly, and men who want to participate can start whenever they are ready. If they need to take a break for any reason, they now have the ability to quickly re-join group sessions at a later time instead of having to start over.

The transition from pilot to long-term program has been smooth. All supports to men who are ready to take responsibility for their actions and make changes in their lives are in place, including well-qualified, culturally competent, and experienced facilitators to properly assess clients and safely run groups. The program contractor has been accepting registrations at their office every weekday.

We also committed in our mandate to continue to look at ways to expand the Domestic Violence Treatment Options Court, an option for those who have been charged with an offence. In 2015-2016, the DVTO Court was expanded from Yellowknife to Hay River, and is now available to offenders from Behchoko, K'atlodeeche, and Enterprise. Low- to medium-risk offenders who take responsibility for their actions must agree to attend an eight-module "Planning Action Responsibly toward Non-violent Empowered Relationships," otherwise known as the PARTNER program.

The Department of Justice provides support in the areas of assessment of offenders, bail supervision, program delivery, support for victims, and referrals to outside agencies. Those who successfully complete the program have this taken into account during sentencing in recognition of the work they have done to reduce the likelihood of violence in their relationships. Earlier this month, as one PARTNER program was concluding in Yellowknife with five graduates, a new program was commencing in Hay River, demonstrating that Northerners want programs to support healthy family choices.

Finally, Mr. Speaker, within our correctional facilities, programs have been created to allow offenders to address the root causes that lead an individual to criminal behaviour, including violence. Programs are delivered in a way that recognize the importance of culture and take into consideration the short time that most territorial inmates are incarcerated for. In support of this, we will be launching the Respectful Relationships program in our correctional facilities. Inmates will learn to examine the values, beliefs, and behaviour that form the foundation of respectful relationships through this program. They will also learn specific tools and techniques aimed at ending their use of abuse in relationships. Staff has already been

trained to start delivering Respectful Relationships this fall.

Later this fall the Department of Justice will also be engaging stakeholders on its proposal to modernize the Corrections Act. There will be provisions that will strengthen the requirement for culturally appropriate programming and foster an environment that responds to offenders' needs for risk reduction and rehabilitation.

Mr. Speaker, we need to work together to make our communities safer and change attitudes towards violence in our homes. Family violence is not a private matter. It devalues everyone, primarily women and girls, and keeps people from leading full lives. It shatters the bonds between generations, dishonouring our elders and breaking traditions. It is important that, as leaders, we continue to stand unified in denouncing family violence in the Northwest Territories. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Ministers' statements. Minister for Industry, Tourism and Investment.

MINISTER'S STATEMENT 216-18(2):
MANDATE SUCCESSES – DEVELOPING OUR
RENEWABLE RESOURCES

HON. WALLY SCHUMANN: Mr. Speaker, strong economies must encourage economic diversity. While our economy relies on the resource sector as its foundation, our government has committed to fostering an economic environment in which small business can grow and thrive. Today I would like to highlight some of the commitments that have been met by the ongoing work of the Department of Industry, Tourism and Investment.

Mr. Speaker, we committed to increasing the number of immigrants working in the NWT and to increase investments by immigrants. Together with the Department of Education, Culture and Employment, we have done that, with the release and implementation of our Immigration Strategy. More importantly, we have streamlined our processes and strengthened the profile of our Nominee Program's business stream to ensure that immigrant investment will continue to grow.

Two years ago, we committed to developing and implementing an Agriculture Strategy to encourage local food production and shepherd this budding sector towards commercial viability. Mr. Speaker, we released this Agriculture Strategy in March. We now have the foundation to guide the expansion and growth of the business of food in our territory.

We also committed to finalizing the Great Slave Lake Commercial Fishery Revitalization Strategy, and we did. We introduced our strategy in the

spring alongside funding to build a new fish processing plant that will allow us to export fish to southern and foreign markets. As we work to implement our strategy, changes in our Fishers Support Program have increased catch volumes on the lake; we are working on a marketing strategy for Great Slave Lake fish, and we are supporting the NWT Fisherman's Federation on a number of recruitment initiatives to encourage young people to consider commercial fishing.

Two years ago our government committed to investing in artist-to-market and product-to-market opportunity chains to build the profile of NWT art both at home and abroad. Our re-vamped NWT Arts website now includes a Where to Buy feature, which connects regional, national, and international customers to NWT-made art like never before. Airport exhibits, including two at the Edmonton International Airport, are helping us to build a profile and demand for NWT art. As we celebrate NWT Arts week this week, Mr. Speaker, I invite my colleagues to connect with the pop up art gallery in Yellowknife's Centre Square Mall that displays and celebrates Northwest Territories art and artists.

Our support of Northwest Territories art also extends to the commitments we have made to grow our territory's film industry. Since the launch of the Northwest Territories Film Rebate Program, we have invested approximately \$280,000 in seven productions. Moreover, we have provided funding for producers to market and promote their creations. We have also provided opportunities for filmmakers to attend workshops, organize festivals, and showcase their films around the globe, and today the Northwest Territories film sector is reaching new heights.

Mr. Speaker, our tourism sector has also reached new heights, both in the number of visitors that we have welcomed to the Northwest Territories and the amount of money they have invested in our economy. Recent numbers from 2016-2017 show visitors spent over \$200 million in the Northwest Territories last year, a 21 per cent increase from the previous year. We have also passed 100,000 visitors for the first time ever. In part, this is a reflection of the ongoing commitment we have to investing in world-class tourism and parks facilities. In the first two years of our mandate we have invested close to \$7 million in improving and expanding our facilities with a variety of new playgrounds, camping loops, marinas, washrooms, and shower facilities.

On a larger scale, we have just completed a three-year partnered initiative with the federal government and the Doi T'oh Territorial Park Corporation to remove steel telephone wire from along the Canol Heritage Trail.

Elsewhere, Mr. Speaker, we committed to expand exports to international markets, and we were pleased to welcome Almod Diamonds to the Northwest Territories last year as the Northwest Territories' newest approved Northwest Territories diamond manufacturer.

We committed to connecting our furs with international markets to help encourage the traditional economy. With the leadership of the Inuvialuit Regional Corporation and the support of the Government of Canada, we succeeded earlier this year in opening the European Union to seal pelts, a new opportunity for Inuvialuit sealers to access a multi-billion-dollar market. Meanwhile, our continued investment in the Genuine Mackenzie Valley Fur brand also realized resurgence in fur sales earlier this year.

Finally, Mr. Speaker, we committed to working with industry and the Northwest Territories Manufacturers Association to expand manufacturing by developing a manufacturing strategy. This work will formally begin next month with the release of a discussion paper intended to begin a conversation about manufacturing that will guide and inform our government's development of a manufacturing strategy for the Northwest Territories. The release of this paper will kick off a series of public and stakeholder engagement sessions that will include opportunities to engage in person, online, by email, by phone, and by mail. We look forward to completing work on this strategy in a timely fashion and moving to the implementation stage.

Mr. Speaker, our government is committed to diversifying our economy to ensure residents have a fair and equitable chance to create strong communities with stable and diversified economies. Our residents deserve the opportunity to achieve economic self-determination, and we stand committed to taking action to build a diverse economy for the benefit of all residents. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Ministers' statements. Minister of Education, Culture and Employment.

MINISTER'S STATEMENT 217-18(2):
SMALL COMMUNITY EMPLOYMENT SUPPORT
PROGRAM

HON. ALFRED MOSES: Thank you, Mr. Speaker. Labour market outcomes in small NWT communities continue to lag. At the beginning of the 18th Legislative Assembly, the Government of the Northwest Territories made a commitment to develop and implement a strategy to increase employment in small communities.

The Small Community Employment Support program provides \$4.2 million in GNWT funding to expand employment and training opportunities in small communities. This includes an additional \$3 million we agreed to put into the program when the last budget was approved. I want to state for the record, Mr. Speaker, that this is money for small communities, and that is where we are going to spend it. That is not spending in Yellowknife and not in the regional centres.

Program uptake has been slow, Mr. Speaker, and we were starting to take steps to ensure this money meant to create employment would be spent by extending it to regional centres. We have since heard from Regular MLAs that they want to see the money refocused on small communities, and that is what we will do.

Our commitment to creating jobs and training opportunities in small communities remains strong, Mr. Speaker, and we will be much more proactive in finding ways to spend this money in the communities that it was intended for.

Earlier this year we announced that our government would establish a Committee on Rural and Remote Communities that would include six Regular MLAs who represent the NWT's small communities. This committee, which will also include three representatives from Cabinet, will be an important source of advice and ideas on how the GNWT can better support and help residents in our small communities.

We will be looking to this committee for innovative and proactive ideas about how best to use the money identified for small community employment to make a real difference for the communities and the people they represent, Mr. Speaker. We will also make more efforts to work with community leaders to find out what needs to be done in their communities and how we can use this funding to do that.

Mr. Speaker, creating jobs and employment is an issue that all Northerners care about. This program targeted at small communities is just one of many initiatives and programs our government has in place to support job growth and employment. Federal labour market agreements offer an additional \$7.2 million to support employment, training, and skills development across the NWT, including in small communities. As part of our current discussions with the federal government, ECE will continue to focus on ensuring that renewed bilateral agreements provide enough flexibility to support labour market development programming and initiatives in small communities.

By working together with all our partners, we can make a difference for the unemployed residents of our small communities. Mahsi, Mr. Speaker.

MR. SPEAKER: Masi. Ministers' statements. Item 3, Members' statements. Member for Nahendeh.

Members' Statements

MEMBER'S STATEMENT ON NORTHERN YOUTH ABROAD PROGRAM

MR. THOMPSON: Thank you, Mr. Speaker. Mr. Speaker, I would like to speak about a great organization that I have been involved with for the past 10 years. In the winter of 2008 I received an email to see if I would be interested in facilitating the Northern Youth Abroad program. I will not go into the details about our conversations on how I ended up facilitating for them.

Since being selected to be a facilitator, I have worked with 14 international teams, two Northern NYA Next teams, and Canadian program teams. I have personally worked with 155 youth participants from the NWT and Nunavut in these 10 years, as well as another 323 youth during this time. Some of these youth are here today, Mr. Speaker.

Mr. Speaker, I also had the honour to group lead in 2011. This involved spending eight weeks with my team and co-leaders, including Murina Sabourin from Fort Providence. Mr. Speaker, NYA was created in 1996 and was first offered in 1998 pre-division. The Government of Northwest Territories was one of the organization's first funders. It expanded to serve youth in NWT beginning in 2005. To date 180 youth from the NWT have participated in the Canadian programs, and 68 have gone on to do the International or NYA Next program.

Last year they received 280 applications for 58 spots. Two youth from the NWT, Steven Nande from Fort Liard and Murina Sabourin from Fort Providence, have won the Outstanding Alumni Award, and today they will be joined by Janelle Nitsiza from Whati at the NYA anniversary celebration. Mindy Willett, John Stewart, and Lois Philipp received the NYA's Outstanding Volunteer Award and will be joined by Robert Warburton and Sarah McLeod tonight.

They have strong support from businesses in NWT. This includes Canadian North, the Tlicho Government, Dominion Diamonds Corporation, the Sahtu Dene Council, the MS Naidoo Memorial Trust Fund, and Nunastar Fund for Northern Children. Mr. Speaker, more than 80 per cent of past participants went on to graduate high school.

There are three phrases in the NYA program; the Canadian, NYA Next, and International. Mr. Speaker, I have witnessed this organization grow in the past 10 years. It is about what is good for our youth and how they help them. It is amazing that this organization and staff are so committed to our youth. I would like to thank them for their commitment.

I would also like to thank the Department of Education, Culture and Employment and Municipal and Community Affairs. I would just seek unanimous consent to conclude my statement, Mr. Speaker.

---Unanimous consent granted

MR. THOMPSON: Thank you, Mr. Speaker, and thank you, colleagues. As I was saying, the Departments of Education, Culture and Employment and Municipal and Community Affairs have been working with this organization for a number of years and have been able to come up with a multi-year funding agreement this year. I would like to thank the organizations, the youth who are here, and thank you very much, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Member for Kam Lake.

MEMBER'S STATEMENT ON INVESTMENT IN THE KNOWLEDGE ECONOMY

MR. TESTART: Thank you, Mr. Speaker. Often in this House we have talked about a knowledge economy, but it occurs to me today that we might need a refresher on what exactly that means, as it is a relatively new concept as a source of economic focus. The knowledge economy today is recognized as a major driver of productivity and economic growth in Canada and all across the world.

It is defined as an economy in which growth is dependent on the quality, quantity, and accessibility of the information available rather than on the means of production. Employment in this economy is characterized by strong demand for highly skilled workers.

A major player in Canada's knowledge economy is the information and technology sector, which has generated more than 1.1 million direct and indirect jobs, according to last year's figures from the Information and Technology Association of Canada. This sector invests almost \$5 billion a year in research and development. The Northwest Territories can play an important role in the growth of Canada's knowledge economy, because we have unique northern knowledge of great value, including Indigenous and local knowledge. Our government must lead the way in making sure that

our knowledge is recognized, grown, and shared to benefit all of our residents and communities.

That means investment in education and training, as well as research and development. It also means creating formal and informal networks to ensure that knowledge flows to where it is needed. On the national level, the Government of Canada is building relationships among industry, government, and academia. The Prime Minister has committed to shifting Canada from its resource-dependent past to a more knowledge-driven future in his innovation agenda. The NWT can benefit from infrastructure funding linked to that agenda. Canada is also supporting these efforts through its Networks and Centres of Excellence program.

I want to pass on a bit of wisdom from Richard Florida, a professor at the University of Toronto who took part in an analysis of the knowledge economy in Ontario. They learned that the knowledge economy is really a collection of local economies and that clusters of talent, companies, universities, and other knowledge-based institutions are increasingly local challenges. To be effective, federal, provincial, and territorial policies must bolster, build from, and strengthen these concentrated local assets.

Our government must take action, Mr. Speaker. We have much to do. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Member for Yellowknife North.

MEMBER'S STATEMENT ON NORTHERN CARBON TAX REGIME

MR. VANTHUYNE: Thank you, Mr. Speaker. Mr. Speaker, starting next year we are going to be implementing legislation to enact a carbon tax. The GNWT has signed off on the federal plan called the Pan-Canadian Framework on Clean Growth and Climate Change. We know it is going to affect our constituents, households, families, and businesses, but there is a lot we do not know. How is it going to work for us? How will we pay for it? How much will it cost? What are we going to do with the money?

Mr. Speaker, I credit the government for its early steps to engage the public in discussion and in an exchange of ideas, but, with respect, I think people should have been offered more. As a government, our job is to lead, to present a direction and options. For people to have meaningful input, they need to be offered a solid, well-structured plan. The government's Have Your Say website includes a general discussion paper on the carbon tax, but it does not include the climate change framework or an energy strategy. It does not offer proposed goals. It does not explain the impact of signing on with the federal strategy. Without these places to

start, how can people exchange in a meaningful public debate about the carbon tax?

Mr. Speaker, now that the government survey has closed, I wonder what the next steps are for Northerners to offer informed opinions and input. There are important questions where we need input, Mr. Speaker:

- How will the tax reduce carbon usage without increasing the cost of living?
- How will lower-income Northerners be protected from that financial hit?
- How will the money raised by this tax be directed?
- How will it help mitigate the costs of dealing with the increasing impacts of climate change?

Mr. Speaker, the carbon tax will be on us before we know it. In the spirit of openness, the government has tried to consult residents. However, to achieve real engagement and gain real meaningful input and ideas, residents deserve some real content to consider and discuss.

Mr. Speaker, later I will have questions for the Minister of Finance. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Member for Deh Cho.

MEMBER'S STATEMENT ON ORANGE SHIRT DAY TO ACKNOWLEDGE SURVIVORS OF RESIDENTIAL SCHOOLS

MR. NADLI: Mahsi, Mr. Speaker. September 30th has been declared Orange Shirt Day. It has become an annual opportunity to recognize the survivors of residential schools, to acknowledge the harm the residential school system did to children's self-esteem and wellbeing, and to affirm our commitment to ensure that every child matters. Orange Shirt Day began in 2013 with the events organized by Chief Fred Robbins of Alkali Lake, BC, to recognize the residential school experience and to witness and honour the healing journey of the survivors and their families.

One of these survivors is Phyllis Webstad, who attended the St. Joseph Mission residential school in Williams Lake, BC. Phyllis was just six years old and was excited to start school wearing her bright new orange shirt that her granny had managed to afford. When she arrived at the mission school, they stripped her and took away her orange shirt, which she never got back. The colour orange, she says, reminds her of how she was made to feel that she did not matter, how all the children were crying and no one cared.

Mr. Speaker, like my parents before me, I, too, am a residential school survivor. I attended Grandin College boys' residence for five years in Fort Smith. My parents attended the Sacred Heart Mission school, which operated in Fort Providence from 1867 to the 1970s. My late father was forced to learn French and punished for speaking his own language. It saddens me to think of his experience when he left Mission School after two years and could no longer speak his own language. His older brother had to translate for him so he could communicate with his mother. A hand gesture to the mouth meant he was hungry.

On the other hand, my mother's experience was okay. She learned moose hair tufting from the nuns, an art that became renowned. Most of my relatives have gone through the residential school system. Some survived, and some are not with us anymore. Mr. Speaker, I hope that my colleagues in this House and the people of the NWT will wear the orange this weekend to commit to the ongoing process of reconciliation. Please do it as a way to honour the memory of yesterday's children, those who survived and those who did not, and to acknowledge the courage of the adults they have become. Please do it as a way to thank residential school survivors for sharing their stories so that others can understand. Let us not forget this dark chapter in our history. Mahsi, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Member for Nunakput.

MEMBER'S STATEMENT ON NUNAKPUT AIRPORT INFRASTRUCTURE

MR. NAKIMAYAK: Thank you, Mr. Speaker. Mr. Speaker, the other day I spoke of infrastructure enhancement opportunities in the Nunakput region, focusing on possibilities for a deep-water port in the area. Today I would like to continue that theme, moving forward from the water to the sky or, rather, our small community airports, Mr. Speaker.

There are four airports in the Nunakput region, Mr. Speaker. Flights typically run between these communities and Inuvik, though with some flights to and from Kugluktuk and Yellowknife. Something they all have in common, though, is their runways, native gravel. In fact, just 10 airport runways of all three of Canada's northern territories are paved. In comparison, Mr. Speaker, Alaska hosts more than six times as many paved airstrips.

A 2015 article in Northern Public Affairs highlighted some of the problems caused by or exacerbated by gravel runways. Most significantly, gravel limits the types of planes that can land safely and use the airport, risking rocks drawn into their engines. That means remote northern communities are restricted to older planes, which are getting more expensive

to operate all the time, or newer smaller planes that cannot carry as much cargo or travel as far. There is another problem. These newer planes often need runways that are longer than much of what is available right now.

Mr. Speaker, this makes it more difficult and more expensive to move people and goods. That means people have to draw from their already limited budgets to travel or move freight or buy groceries and other household supplies whose costs are driven up by the cargo expenses. At the territorial level, these kinds of expenses make it cost-prohibitive to work in the far North, hampering local people who want to grow a small business and dissuading larger southern companies from exploring our northern potential.

Mr. Speaker, paving or chipsealing Nunakput airport runways has the potential to make a big difference in our communities. Like all infrastructure work in the North, it is expensive and challenging, but the government has shown what it can do with the construction of the Inuvik to Tuktoyaktuk highway. If we are willing take on this challenge, I believe the payoffs will be worth it. Quyanainni, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Member for Frame Lake.

MEMBER'S STATEMENT ON CANNABIS LEGALIZATION

MR. O'REILLY: Merci, Monsieur le President. I attended the Department of Justice's public engagement meeting in Yellowknife on September 14th on the legalization of cannabis. First of all, I want to say it was one of the better GNWT consultation meetings I have ever attended. Thanks to the Minister. Publicity produced a good turnout; it was well organized and facilitated. The discussion was respectful and informative, with good opportunities to provide informed input and have it recorded for consideration. I won't try to summarize the input, but I will comment on what I heard and see as some of the key issues that we need to address.

Of course, GNWT has a limited range of areas that are under our control, including age of consumption, the distribution system, possession limits, and ability of communities to set their own restrictions. Science indicates that brain development continues until individuals are about 25 years old and that it can be impaired through use of cannabis. We'll need to set our consumption age with this in mind, and ensure that legalization is accompanied by strong public education to inform users of risks and precautions. Likewise, action to properly test, discourage, and penalize impaired

driving and restrictions on workplace usage must be developed and publicized.

We have a highly decentralized population with many small communities. Some have set their own additional restrictions on alcohol. I believe communities should have similar authority over cannabis, but should also be provided with balanced information on cannabis risks and benefits. The current alcohol distribution system would seem to be the best method for the NWT and with some allowance for mail sales and the potential for private dispensaries with knowledgeable and trained staff. Whatever system we establish, it will need to be flexible and adaptable, and also allow for local production of cannabis.

The legalization of cannabis is being driven by our federal government. I believe this is the right direction. We face a serious and complex set of challenges that must be addressed in a coordinated fashion within a short time frame. I have confidence that the public engagement exercise will provide a forum for a variety of concerns, issues, and solutions. I look forward to the compilation of comments, the legislation that our government will develop, and further public review. Mahsi, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Member for Yellowknife Centre.

MEMBER'S STATEMENT ON ROAD CONDITIONS ON HIGHWAY NO. 3

MS. GREEN: Mahsi, Mr. Speaker. Mr. Speaker, today I rise to talk about the condition of Highway No. 3, especially about the 100 kilometre section from Behchoko to Yellowknife. People in Yellowknife complain about this section of the road all the time, but by the reckoning of many drivers, the road was at its worse this summer since it was paved.

Highway No. 3 is not just another NWT highway. Forty per cent of all the kilometres driven in the NWT are driven on this section of Highway No. 3, or about 70 million kilometres a year. The drivers are residents, tourists, trucks resupplying the diamond mines, and commuters between Behchoko and Yellowknife, among others. What they experience is a road that has frequent and unmarked dips, potholes, and loose gravel. Even drivers who slow down and drive less than the 90 kilometre-an-hour speed limit report broken shocks, struts, and trailer hitches, as well as flat tires and cracked windshields. It's not just vehicle damage. The road is a hazard to personal safety.

Mr. Speaker, Spectacular NWT doesn't say a word about this segment of the highway. Tourists who

drive it are appalled not only by the terrible condition of the road but by the lack of warning from the GNWT or on the road itself. Many of the people who make it to Yellowknife with their campers and motor homes vow never to come back. So much for growing our tourism sector.

Thousands of truckloads of fuel and supplies come over the road to Yellowknife in preparation for the trip to the diamond mines. They, too, have to put up with the damage inflicted by the road. The government describes mining as the most important segment of our economy, but you wouldn't know that from the segment of this road.

Mr. Speaker, capital investment on Highway No. 3 is pitiful, amounting to 10 per cent of all road expenditures in this capital budget. In the last capital budget, it was less than 5 per cent. That's despite the volume of traffic and the importance of the road to residents and industry alike. The Department of Infrastructure has acknowledged that "the road needs strengthening and drainage improvements to provide a safe operating surface." Now would be a good time to implement a solution. Mr. Speaker, before they start budgeting for new roads, the government needs to improve maintenance on the roads they have, starting with Highway No. 3. Thank you.

MR. SPEAKER: Masi. Members' statements. Member for Mackenzie Delta.

MEMBER'S STATEMENT ON FORT MCPHERSON SENIORS NINE-PLEX HOUSING PROJECT

MR. BLAKE: Thank you, Mr. Speaker. Mr. Speaker, the construction of a nine-unit seniors' complex in Fort McPherson has been a difficult process from the start. The project, like similar nine-plex buildings in Aklavik, Fort Liard, Fort Good Hope, and Whati, was originally scheduled for completion in March 2016. Then it was pushed to December.

Later this past winter, the contract was finally cancelled. It then took about six months to get things moving again, but the new local contractor got things back on track and back on schedule. Unfortunately, Mr. Speaker, I've heard that the NWT Housing Corporation plans to halt construction for the duration of the winter as a cost-savings measure. I know this government is interested in saving money, but surely this level of penny-pinching is unreasonable. The additional delay will see the project pushed back almost two years from its original planned completion, and that's assuming that things go smoothly from here on out.

Mr. Speaker, the Housing Corporation's decision is a stressor in the community of Fort McPherson. These aren't just hypothetical housing spaces; we already have elders waiting to move in, not to mention families in line for public housing units that will open up once those elders are able to move into the new units.

It is deeply concerning for me, Mr. Speaker, that the Housing Corporation's idea of cost savings appears to be overlooking the associated costs of overcrowding, relative homelessness, and out-of-community migration tied to the current shortage of housing units. We should be doing everything we can to get those units completed, not slowing them down more. Thank you, Mr. Speaker. I'll have questions later today.

MR. SPEAKER: Masi. Members' statements. Member for Sahtu.

MEMBER'S STATEMENT ON NORTHWEST TERRITORIES GEOLOGICAL SURVEY STRATEGY

MR. MCNEELY: Mahsi, Mr. Speaker. Today I wear my traditional vest in recognition of the NWT Arts Week. The residents of the Northwest Territories possess and produce world-wide unique art. Among the unique inventory is our art of traditional knowledge captured in our elders. The NWT Geological Survey Strategy is one of many strategic plans developed by this government. Strategic plans are an essential element to management's ability to enhance the directives as developed.

Having a model or strategy supported by management's ability to achieve our government's mandate for the people we represent is a positive and prudent starting point. Our greatest concerns today are the limited and high levels of isolated unemployment, economic opportunities. This is highly attributed to the global commodity markets.

Action planning towards resiliency in minimizing these impacts can be viewed by the efforts our government is taking and continues to take in tourism, while making efforts of federal resources accessibility.

Mr. Speaker, continued efforts in marketing our resource sector, such as the produced geological survey, enhance certainty and confidence in our investment community; however, tools of success are only measured by the fruits of these strategies.

Analyzing measurables is fundamental to the success of these strategies. As we advance into next week's chapter, measures of our first term results of strategies will only assist in our voices to the NWT we serve. Later, Mr. Speaker, I will have questions for the appropriate Minister. Masi.

MR. SPEAKER: Masi. Members' statements. Member for Tu Nedhe-Wiilideh.

MEMBER'S STATEMENT ON GNWT LAND LEASE RATES

MR. BEAULIEU: Marci cho, Mr. Speaker. [English translation not provided.]

Mr. Speaker, today, I wish to talk about the land lease policy of the Department of Lands. Previously, I had asked the Minister about the land lease policy and he expressed the policy was fair, yet the elders who are living on the land cannot afford it.

At this time, the land lease policy indicates that the land is based on 10 per cent of the value per year, so people who live in small houses on small lands worth about \$40,000, \$50,000, are paying \$4,000 or \$5,000 in lease costs; if they are elders, they get a 50 per cent exemption, and they pay \$2,025 in lease payments.

Currently, I have many, many elders who are making under \$25,000. Many of them are making much less than that, and yet they are asked to pay \$2,000. In some cases, that is about a month and a half's worth of take-home pay. It is very difficult for the various elders to do.

Mr. Speaker, I think the Department of Lands needs to take a look another look at the policy so that the people have an opportunity to afford the land that they have been living on for many, many years. Currently, it is extremely high for them, and they cannot apply for the lease. My constituents cannot access the housing programs because they cannot afford the lease. Without the lease, they are ineligible for a housing program. We in the Legislative Assembly are trying to address a core need for housing, and with the policy in place, they are falling deeper and deeper into core need.

I may ask the Minister some questions on it. Currently, the programs the Housing Corporation deliver are much in need, and in order to get the programs out, I think that... sorry, Mr. Speaker, can I seek unanimous consent to conclude my statement?

---Unanimous consent granted

MR. BEAULIEU: Thank you, Mr. Speaker. Mr. Speaker, if the policy of the land portion of the policy, it will go a long way to helping people to apply for programs and come closer and closer each year to trying to bring core need down to a national level of 12 per cent. Thank you.

MR. SPEAKER: Masi. Members' statement. Member for Hay River North.

MEMBER'S STATEMENT ON
RENAMING MARINE TRANSPORT VESSELS

MR. SIMPSON: Thank you, Mr. Speaker. Mr. Speaker, in 1886 the SS Wrigley, a steam-powered sternwheeler, was launched in Fort Smith and began regular freight and passenger services to the trading posts along the Slave River, the Great Slave Lake, the Mackenzie River, and up to Fort McPherson on the Peel. While people and goods have always travelled along the waterways, the Wrigley connected the North to the South in a way that had never been done before, and ushered in an era of marine shipping that continues until this day. The North as we know it exists because of our marine transportation industry. Not only that, if you consider the role it played in the Klondike gold rush, resource development in northern Canada and Alaska, the DEW line, the CANOL Pipeline and the Manhattan Project, it has also had a role in shaping the world.

Mr. Speaker, this government's purchase of NTCL's assets provides a perfect chance to bring this history to light, to celebrate the people who helped shaped our territory, and to engage our communities and our youth. When NorTerra purchased NTCL in the 1980s, the vessels were renamed in honour of individuals from the shareholders' regions. Now that the GNWT owns those assets, I propose that we rename the vessels to better reflect the entire Northwest Territories.

I am not suggesting that the government strike some internal committee to do this. There are over 130 years of stories about the people involved in this industry, from Fort Smith to the High Arctic and nearly everywhere in between. I would like to see the government reach out to the public and solicit nominations for the new names so that we can hear these stories and celebrate our history.

This also presents a great opportunity to engage our youth and teach them about the history of the NWT. Imagine a student who starts researching this history for a class project, and sees his or her last name, and see the contribution their family has made to the territory. Suddenly, they are interested and engaged. In some communities like mine, the families who have been involved in marine shipping read like the phone book; Beaulieu, Lafferty, Camsell, Bouvier, Loutit, and so on. Mr. Speaker, that is a lot of engagement.

Now, this potential initiative was not my idea. I cannot take credit. There were a few of us sitting around having coffee at the Hay River Museum and Kirk the Hay River Museum manager, suggested it. He thought it would be a great way to recognize our history and pass it on to the next generation, and I agree.

Naming government infrastructure is the responsibility of the Department of the Executive, so I mentioned this to the Premier a while back. During question period, I am going to see if he is on board. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Members' statements. Item 4, returns to oral questions. Item 5, recognition of visitors in gallery.

Recognition of Visitors in the Gallery

MR. SPEAKER: Colleagues, I would like to draw your attention to the people in the gallery today. I am pleased to recognize Northern Youth Abroad member Laylu Judas from Wekweeti. Thanks for joining us here today. Also, I would like to recognize Chris Johnston; under his leadership, there have been various safety training courses delivered across the North. I would like to thank him for that as well. Recognition of visitors in the gallery. Member for Nahendeh.

MR. THOMPSON: Thank you, Mr. Speaker. Mr. Speaker, I would like to recognize two people here. They are here from Ottawa. They are Nick Gregg, or little Nick as we call him at camp, and Rebecca Bisson. I thank them very much. They are from Northern Youth Abroad.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Yellowknife Centre.

MS. GREEN: Mahsi, Mr. Speaker. Mr. Speaker, I would like to recognize my constituent Nalini Naidoo. It is through the generosity of the Naidoo family, the MS Naidoo Foundation that helps to support the Northern Youth Abroad program.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Hay River South.

HON. WALLY SCHUMANN: Mr. Speaker, I would like to recognize Nia McKenzie-Steinwand, one of the Pages from Hay River South, and thank you for your great work this week, Nia.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Tu Nedhe-Wiilideh.

MR. BEAULIEU: Marsi cho, Mr. Speaker. Mr. Speaker, I would like to recognize the interpreters who we have in the House from Tu Nedhe-Wiilideh; Mr. Tommy Unka from Fort Resolution and Maro Sundberg from Detah. Thank you.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Thebacha.

HON. LOUIS SEBERT: Thank you, Mr. Speaker. Again, I would like to recognize my wife, Anne, in the gallery today. Thank you.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Hay River North.

MR. SIMPSON: Thank you, Mr. Speaker. I would like to recognize a Page from Hay River North who has been here all week, Shayla Moore. Thank you.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Sahtu.

MR. MCNEELY: Thank you, Mr. Speaker. I would like to recognize the youth members of the Youth Abroad program and their supervisors. Mahsi.

MR. SPEAKER: Mahsi. Recognition of visitors in the gallery. Member for Deh Cho.

MR. NADLI: Mahsi, Mr. Speaker. Thank you, Mr. Speaker. I would like to recognize Lois Philipp of Fort Providence, who has been very instrumental in getting students to get involved with Northern Youth Abroad, so I would just like to welcome her. Mahsi.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Inuvik Boot Lake.

HON. ALFRED MOSES: Thank you, Mr. Speaker. I, too, would like to recognize the Northern Youth Abroad staff and alumni, and thank them for joining us here today, and the great work that they do, and the great partnership that they have with the Department of Education, Culture and Employment. Thank you.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. Member for Mackenzie Delta.

MR. BLAKE: Thank you, Mr. Speaker. Mr. Speaker, I would like to recognize Jessica Andre, one of my constituents who took part in the Northern Youth Abroad, and also the two Pages Thomas Norbert and Shaylene Shae. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Recognition of visitors in the gallery. If we have missed anyone in the gallery, welcome to our proceedings. It is always great to have an audience as part of our proceedings. Masi. Item 6, acknowledgements. Item 7, oral questions. Member for Yellowknife Centre.

Oral Questions

QUESTION 901-18(2): ROAD CONDITIONS ON HIGHWAY NO. 3

MS. GREEN: Thank you, Mr. Speaker. Mr. Speaker, my questions are for the Minister of Infrastructure. As I said in my statement, the condition of Highway No. 3 from Behchoko to Yellowknife is a problem for residents, freight trucks, and tourists alike. This road has four times the traffic of any other highway in the NWT. My

question for the Minister is: why doesn't the maintenance budget match the heavy use of this road? Thank you.

MR. SPEAKER: Masi. Minister of Infrastructure.

HON. WALLY SCHUMANN: Thank you, Mr. Speaker. I believe our maintenance budget is sufficient to maintain the road for particularly the wintertime. I think the issue around Highway No. 3 between here and Behchoko is the infrastructure deficit that's out there because of permafrost degradation, and the department is working to address that as we go forward. Thank you, Mr. Speaker.

MS. GREEN: Let's call it an infrastructure deficit. The question is still: what are you going to do about it?

HON. WALLY SCHUMANN: The department received \$18 million under the Building Canada Plan to address this section of road, and we will continue to spend that until that is exhausted and then we can find external funds to continue on working on that road.

MS. GREEN: Mr. Speaker, \$18 million sounds like a lot of money, but in the context of the department's whole budget, it isn't. The fact is that the department is committed to providing a safe operating surface, and that's not what we have. Can the Minister give us an estimate of what it would actually cost to provide a safe operating surface from Yellowknife to Behchoko?

HON. WALLY SCHUMANN: We already provide a safe operating surface if you drive to the speed limit that is posted on the highway. It is a posted speed limit that makes it safe to commute on that section of highway, and we will continue to monitor the situation going forward.

MR. SPEAKER: Masi. Oral questions. Member for Yellowknife Centre.

MS. GREEN: Thank you, Mr. Speaker. Mr. Speaker, the NWT Housing Corporation won't build additional housing without additional operations and maintenance money. Has the Department of Infrastructure considered this approach? What is the point of pouring money into new roads like the Inuvik to Tuktoyaktuk Highway and the Whati road where there obviously isn't enough money for maintenance? Mahsi.

HON. WALLY SCHUMANN: When we put these proposals forward, it's the mandate of this Legislative Assembly what we bring forward. We have three sections of highway that are put forward for infrastructure; the Whati Road, the Mackenzie Valley Highway, the Slave Geological Road. That is not a decision that I've made on my own; that is a

decision that all Members in this Assembly have addressed to bring forward as a commitment of this Assembly, and we will work within those parameters and try to figure out where the money can come from to build these roads. That's what I've set out to do in my mandate, and I will continue to do that, and we will work within those parameters.

MR. SPEAKER: Masi. Oral questions. Member for Hay River North.

QUESTION 902-18(2):
RENAMING OF MARINE TRANSPORT VESSELS

MR. SIMPSON: Thank you, Mr. Speaker. The GNWT is now the proud owner of a fleet of marine transportation vessels. As I spoke of earlier in my statement, they're named after people who aren't necessarily reflective of the entire Northwest Territories. My one question to the Premier is: would you be onboard with helping solicit stories from the communities and nominations of names so that we can rename these vessels to better reflect the entirety of the Northwest Territories? Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Honourable Premier.

HON. BOB MCLEOD: Thank you, Mr. Speaker. The renaming of MTS vessels to better reflect the Northwest Territories' long history of marine shipping is a very good idea, worth pursuing; however, we have to be respectful of some of the existing names on existing vessels and the reasons behind them. Also, we have to confirm what vessels we will be keeping in the long term, and would only consider renaming vessels in our core fleet.

I have since directed staff of Executive and Indigenous Affairs and Infrastructure to start drafting some guidelines about naming and a process for soliciting nominations. Thank you, Mr. Speaker.

MR. SIMPSON: I understand there are a lot of technical issues, they don't know what ships they're keeping yet and all that kind of stuff, but it's great to hear that the Premier is moving forward with a way to solicit nominations, and I'll be letting my constituents know to start getting their stories ready. Does the Premier have a timeline of when we can expect either this process to begin or the names to change?

HON. BOB MCLEOD: We will be developing a process for renaming these vessels and will bring forward proposed names for the Executive Council's consideration.

There are some other considerations; for example, in the guidelines for naming of government

buildings, we require that it not be named after living persons and other considerations, so those kinds of things have to be developed. I expect that, in the very near future, probably within a couple of months, we would be able to develop a process.

MR. SIMPSON: Since this is the government's first foray into naming vessels, I hope that they look at different ways of doing it and don't just transfer the rules from naming buildings to vessels. I know that in Hay River, for example, we have a family, the Loutits, where they have son, father, grandfather; they're all legendary river pilots, so to have an SS Loutit would be to name after it after a family, so it would be a little different. I think we should be open to that. Will the government look at being open to different ways of naming and not just transferring the system from buildings to the marine vessels?

HON. BOB MCLEOD: We're very open to looking at different ways, as long as we stick to the original intention of naming vessels to help recognize the long history of marine shipping.

One name that comes to mind when I look in the United Kingdom or in England where they had a competition to name a sea-going vessel and they came up with a name like Boaty McBoatface, or something like that. I think we want to make sure we have a process that we come up with names that recognize the long marine history in the Northwest Territories.

MR. SPEAKER: Masi. Oral questions. Member for Mackenzie Delta.

QUESTION 903-18(2):
FORT MCPHERSON SENIORS NINE-PLEX
HOUSING PROJECT

MR. BLAKE: Thank you, Mr. Speaker. Mr. Speaker, my question is for the Minister responsible for the Housing Corporation. Can the Minister explain the Housing Corporation's rationale for halting construction on the nine-plex building in Fort McPherson? Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Minister responsible for the NWT Housing Corporation.

HON. CAROLINE COCHRANE: Thank you, Mr. Speaker. The nine-plex in Fort McPherson was an interesting process, actually. We did have a contractor originally scheduled to complete it. There were some issues. We had to dissolve that contract. Then I entered into a negotiated contract with a local company, which fit the true definition of negotiated contracts in that it was about building capacity for the contractor and providing in the community, so we were really eager to actually begin that process.

The difficulty was that, in trying to do that negotiated contract, the contractor actually came back at more than double the projected budget that we expected it to be, so part of the negotiations to bring that price down was to look at cost-saving measures.

The contractor stated that it would be more expensive to actually have to build in the winter because of the additional costs, the additional costs to heat, power, et cetera, and so it was a negotiation that we would actually agree that they could stop the process during the winter months to actually be able to come closer to what we projected the budget should be. Thank you, Mr. Speaker.

MR. BLAKE: Mr. Speaker, this is a problem that we constantly run into, having contractors underbid projects. Mr. Speaker, it's not the fault of the new contractor that just took on this project here, the reason being that the first contractor underbid this project by quite a lot. I would like to ask the Minister: when does the Housing Corporation expect that the Fort McPherson nine-plex will now be completed and opened to residents?

HON. CAROLINE COCHRANE: As stated, the projected budget that the Housing Corporation had estimated for the construction of that building was not based on a low bid. It was actually based on a cost analysis that is done for a building within each community that takes that into account. We are hoping that the building will start up again in April and that it will be done as soon as the contractor can do that. However, if the contractor wishes to build over the winter and can promise me that he will be able to do that contract within the negotiated contract price, then I am willing to allow the contractor to move forward.

MR. BLAKE: That probably would have been possible if the department actually gave the contractor the price they were initially trying to get, which included all the costs for working through the winter months, but I will leave that there. Mr. Speaker, can the Minister give me other examples of when the Housing Corporation stopped construction through the winter months?

HON. CAROLINE COCHRANE: As stated earlier, this is an exceptional agreement that we made. This was a negotiated contract. We do set budget amounts when we put buildings out to tender. If we had gone with the normal contract procurement process where the bids are open to the public, then we would expect that the bids would have come in at a more reasonable figure, closer to our projected budget. We did make the exceptions because of the negotiated contract, and so therefore, because of the great discrepancy between the estimated amount and the amount brought forward to us, we

had to look at ways that we could actually bring it in. I have 2,400 public housing units, 200 market housing units. I cannot go more than double the budget for any one complex, and expect to address the core need that we experience within the Northwest Territories.

MR. SPEAKER: Masi. Oral questions. Member for Mackenzie Delta.

MR. BLAKE: Thank you, Mr. Speaker. Mr. Speaker, I will ask the same question because I did not get an answer there. Can the Minister give me an example or examples of other contracts ever put on hold during the winter months, like we are having in the case of Fort McPherson?

HON. CAROLINE COCHRANE: My understanding is that the Hay River hospital actually went through the same process and therefore did have to stop construction over the winter months. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Nahendeh.

QUESTION 904-18(2):
FORT LIARD RIVER CROSSING LOAD
RESTRICTIONS

MR. THOMPSON: Thank you, Mr. Speaker. Mr. Speaker, on September 21st the Department of Infrastructure released a public announcement saying that on Friday, September 22, 2017, load restrictions would be affected for the Liard River crossing due to low water levels. In the release, it stated that loads will be restricted to no more than 64,000 kilograms and service would be interrupted if conditions deteriorate. I would like to thank the department and regional staff for getting this information out to the public, businesses, and leadership across the region. However, this is a huge concern for my riding. This is a service that has a huge impact on all communities in my riding and surrounding areas. The scary thing is the 15-year average closing date is November 3rd, but, if the water level continues, we will see a closure for the first time in 25 years. Mr. Speaker, can the Minister of Infrastructure please tell the House what the department is doing to address this issue beyond reducing the weight of the loads to 64,000 kilograms?

MR. SPEAKER: Minister of Infrastructure.

HON. WALLY SCHUMANN: Thank you, Mr. Speaker. I would like to thank the Member for commending the department. They are doing a great job communicating the situation that is taking place there on the Liard ferry. They are using our public communications through our Twitter feed and our websites and stuff, and reaching out to industry

within the community. They have already had a number of discussions with industry, the Northern Store, the local contractors, and such. From my understanding, most people are well aware of this situation and have got everything into the community that is needed. There is a little bit of bulk fuel that needs to be brought in, and that is going to be addressed in the next few days, as far as that going forward. We will continue to work with the community on the low water issues and advise them what is going on.

MR. THOMPSON: I thank the Minister for that answer. Mr. Speaker, can the Minister advise us if the issue is the drafting capabilities of the MV Lafferty Ferry? Would the situation be alleviated by recommissioning the Merv Hardie ferry to this crossing?

HON. WALLY SCHUMANN: The MV Lafferty Ferry in Fort Simpson is a low-draft vessel. The other vessel is not. There is about a three-foot difference in draft on these two boats, and so the Merv Hardie ferry would not work in the Fort Simpson area, particularly at this time of year. I know the captain of the ship is doing the best he can. They have put on the least amount of fuel they can to keep their bilge as dry as possible and are keeping their fresh water to a minimum, as well, to be able to keep the weights up. They will continue to monitor it as we move forward.

MR. THOMPSON: I thank the Minister for his answer. I have to agree. The staff for his department are doing a great job in that community. Mr. Speaker, in the past, I have had the opportunity to submit some ideas from my constituents, myself, to the Minister. He has said that he and the department would look at them. Mr. Speaker, can the Minister advise if they are looking at moving the ferry crossing to the Mackenzie River side, or that it goes into town, or onto another location of the Liard River?

HON. WALLY SCHUMANN: I have the information on these three options that were put forward. The first option was to relocate the ferry from the existing location to haul to Fort Simpson. That would be a \$16 million price tag, capital cost, to do this, and the length of the ferry trip would be definitely too long because it would be over an hour's sail versus a seven- to eight-minute sail.

The second option we investigated was to relocate the existing ferry location to deep water upstream of the Liard River, with a capital cost of \$3 million. This option would not likely increase operating season, mostly to do with the ice floes in the area.

The third option was to relocate the crossing to the island on the Liard River and install a causeway. This was deemed not very viable, as well, because

of the fluctuations of low waters and high waters as such could be up to 13 metres in that area. None of these ideas have been very viable, and we continue to stick to our current location.

MR. SPEAKER: Masi. Oral questions. Member for Nahendeh.

MR. THOMPSON: Thank you, Mr. Speaker, and I thank the Minister for his answer. It is great to hear that the department has been looking at it. I can now share this information with my constituents. Mr. Speaker, if these options are not workable, which the Minister says they are not, will the Minister look at the idea of building a bridge across the Liard River or look at the idea of a floating bridge similar to the one in southern BC?

HON. WALLY SCHUMANN: I think the idea of a bridge across the Liard River would be someday considered at some point, but I think right now the mandate of this Assembly is the Mackenzie Valley highway, the Slave Geological Province, or the Whati road. I think if we get the opportunity to build the Mackenzie Valley highway at some point and have it completed, and industry picks up in the region and the amount of traffic would come up to warrant a bridge across there, we could do that, but for us to spend the money on a bridge right now versus completing the Mackenzie Valley Highway, I do not think is something we want to consider at this point. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Kam Lake.

QUESTION 905-18(2):
INVESTMENT IN THE KNOWLEDGE ECONOMY

MR. TESTART: Thank you, Mr. Speaker. In my Member's statement, I talked about the knowledge economy. In the future, when we look at how technology is changing Canada's economy, we can see that, where new technologies have been introduced, there is a demand for highly skilled workers, particularly highly skilled information and communications technology workers. I would like to ask the Minister of Education, Culture and Employment if the department has a plan to harness potential information and communication technologies, and what they are doing about that field and how it can transform our economy. Thank you.

MR. SPEAKER: Masi. Minister of Education, Culture and Employment.

HON. ALFRED MOSES: Thank you, Mr. Speaker. As the Member knows, we are going through a foundational review that is going to help identify some of the priorities and program services, which we are going to be working on with the Aurora

College in regards to education here in the Northwest Territories, but we also have the Aurora Research Institute that hands out research licences every year. On average, it is about 200 licences that are given out. Recently the Aurora Research Institute just completed a new strategic plan, and it focuses on things like research priorities, partnership, knowledge, management, education, and outreach. As you heard earlier this week, with the new fibre optic link coming into effect, that is an opportunity to promote some of this kind of research and education. Thank you, Mr. Speaker.

MR. TESTART: I am glad the Minister brought up Inuvik. A perfect example of how knowledge economy is changing Canada is the City of Calgary. It is one of Canada's fastest-growing cities, and it has some of the highest incomes in the country. What most people don't know is that 40 per cent of its workforce is in the creative industry, and that is the fourth in the country, just ahead of Toronto. The entire City of Toronto, there are more creative people working in this knowledge economy information communications technology. Inuvik has this fibre optic link. Is there a plan to develop a knowledge cluster using the Aurora Research Institute, using Aurora College, and using funding from ECE to develop a knowledge hub in Inuvik that can take advantage of the amazing things with information technology that is taking place in the community?

HON. ALFRED MOSES: I believe Aurora Research Institute is already doing that type of work and continuing to promote other types of education opportunities, as I mentioned. The mandate, actually, for the Aurora Research Institute is to improve the quality of life for NWT residents by applying scientific, technological, and Indigenous knowledge to solve Northern problems and advance social and economic goals, which is a goal and a mandate of this government. I believe Aurora Research Institute is already doing this and will continue to promote innovative ways of education. Thank you, Mr. Speaker.

MR. TESTART: This is why I made the statement. What Aurora Research Institute is doing is good, solid research that is advancing scientific knowledge, but what a knowledge economy is, is using the skills and expertise of these hubs to build economic opportunity, and that is exactly what we are talking about. It cannot just be up to ITI. I think we are hearing about a lot of good work that is going on in the natural resource economy, but we need to focus on building a knowledge economy.

What the Minister is saying is not quite right. I am wondering if he will commit to developing a knowledge economy strategy, working with his department to identify both labour market demands, skills and training that can fuel those demands, and

access the opportunities that currently exist and develop them into full-blown economic opportunities that can create jobs and growth in our communities. Will the Minister commit to a plan that does exactly that?

HON. ALFRED MOSES: As Members know, we do have the Labour Market Information Report that talks about the needs that we have in the Northwest Territories. We are using that to adjust job creation as well as focusing on residents in the North so that they can get into the workforce. We will work with our departments to address those needs, and we will continue to support Aurora College and Aurora Research Institute. We are working on an overarching legislation that will allow other institutes to come up in the Northwest Territories and create some of those opportunities that the Member is referring to.

MR. SPEAKER: Masi. Oral questions. Member for Kam Lake.

MR. TESTART: Thank you, Mr. Speaker. Again, the Minister is looking at what we have currently got in play. Embracing one economic model does not mean abandoning the other. The work they have done is about existing economic opportunities in the Northwest Territories. I am talking about creating new economic opportunities.

Let us go with the Minister has said here. We need to bring in more universities and more post-secondary institutions. When is the Minister going to develop legislation to enable these post-secondary institutions to operate in the Northwest Territories? I am talking about an overarching post-secondary act for the Northwest Territories so we can get institutions like Dechinta, like College nordique, and any other university that wants to come up north, train students, and contribute to our economy. When is that legislation going to come forward to this House? Thank you.

HON. ALFRED MOSES: We are currently working on that legislation. I don't have a time frame for right now, but once I do get more details, I will share it with the Member. Thank you.

MR. SPEAKER: Masi. Oral questions. Member for Tu Nedhe-Wiilideh.

QUESTION 906-18(2):
GNWT LAND LEASE RATES

MR. BEAULIEU: Marsi cho, Mr. Speaker. Mr. Speaker, I have questions for the Minister of Lands. I would like to ask the Minister if he can briefly explain the equity lease. Thank you.

MR. SPEAKER: Masi. Minister of Lands.

HON. LOUIS SEBERT: Thank you, Mr. Speaker. Equity leases were leases that were entered into between the Government of Northwest Territories and individual residents on Commissioner's land. Essentially the lease set out a program of payment which enabled the lessees, the individuals, to make up-front larger payments of the lease amount and then a nominal amount through the term of the lease. I must say that there are many interpretations as to what rights that gave the lessor and lessees. Thank you.

MR. BEAULIEU: What can the Minister do to create more certainty around the equity lease or leasing in general? I think it was indicated there is something to whether or not the rights issue was considered or contemplated. The simple question is: what can he do to create more certainty?

HON. LOUIS SEBERT: One of the things I can do is ensure that no more equity leases are granted because of the very confusion that the Member opposite has mentioned. As I say, there were many different interpretations as to the rights of the lessees at the end of the lease, and the obligations of the government also. There will not be any more equity leases granted.

MR. BEAULIEU: I would like to ask the Minister if Regular Members will have an opportunity or a chance to have input in the land leasing policy that is in place now.

HON. LOUIS SEBERT: Yes, of course, Mr. Speaker, and in fact, in January of this year I appeared before committee to discuss this very issue and correspondence was exchanged with respect to the very issue raised by the Member.

MR. SPEAKER: Masi. Oral questions. Member for Tu Nedhe-Wiilideh.

MR. BEAULIEU: Thank you, Mr. Speaker. Mr. Speaker, as I indicated in my Member's statement, the leasing policy seems to be a counterproductive policy. I was wondering if the Minister can commit to the House that he will meet with his colleagues, the Ministers responsible for Housing, MACA, and Finance, to see if a more appropriate and lower leasing rate can be attained from meeting with his colleagues to ensure that individuals are able to apply for programs in those areas. Thank you.

HON. LOUIS SEBERT: I do realize the importance of this matter, and I certainly will just be discussing this matter further with the Minister for MACA. I cannot guarantee what the result of those conversations will be, but I agree to undertake them. Thank you.

MR. SPEAKER: Masi. Oral questions. Member for Frame Lake.

QUESTION 907-18(2):
CANNABIS LEGISLATION

MR. O'REILLY: Merci, Monsieur le President. My question is for the Minister of Justice, who is responsible for leading our government's efforts on cannabis legalization. We face a unique set of challenges, as I mentioned in my statement earlier today. Can the Minister provide an update of the current state of this work, including the remaining time frame and milestones we can expect? Mahsi, Mr. Speaker.

MR. SPEAKER: Masi. Minister of Justice.

HON. LOUIS SEBERT: As this House will know, there have been a series of public meetings, there have been eight through the Northwest Territories, so at this point, the information obtained at those meetings is being collected, along with the information we received online. I understand more than 1,100 responses. I hope to have a "what we heard" document soon and we will, of course, provide that to Members as soon as I have received it. Thank you.

MR. O'REILLY: Thanks, Minister, for that. It sounds like the engagement was well received, and I look forward to getting the compilation of it. I complimented the Minister earlier for the meeting that I attended here in Yellowknife.

Not unlike liquor distribution and sales, our response to cannabis legalization has to take into account that most communities are too small for their own sales outlets. It is likely that some legal arrangement for shipping of products will be needed, and there may be a desire for additional restrictions by local governments. How does the Minister plan to address these complexities with a system that is locally responsive and respectful?

HON. LOUIS SEBERT: Yes, we do realize that we do face some logistical challenges that other jurisdictions do not have, and we realize also that we do have challenges in addressing addictions of abuse of alcohol and drugs as it is in the Northwest Territories. We do recognize that some communities may want to have authority to regulate cannabis within the community. My concern, if we should follow that route, is that generally speaking it creates confusion and complexity if you have a patchwork of laws. It would seem to be generally speaking better, and I would have to wait to think about this further to discuss it with my colleagues, is that generally speaking it is better to have a uniform law throughout the jurisdiction. As I say, you could have a patchwork of legislation which may be overly complex.

MR. O'REILLY: I thank the Minister for his reply. The NWT is always complicated, and I am glad to

hear that he has been giving some thought to these issues. Another complex element of this undertaking is pricing and revenue. Other jurisdictions have embarked on this legalization in recent years, and there are lessons to be learned. I am just wondering if the Minister can tell us whether his department is doing any research into the experience and lessons of other jurisdictions that have legalized cannabis, and whether that research might be made public.

HON. LOUIS SEBERT: Yes, research has been done on the history of this type of legislation in other jurisdictions, I think primarily those in the United States. We are also looking at the models that have been proposed in other Canadian jurisdictions. I know that Ontario has come forth with a model, as has the Province of New Brunswick.

MR. SPEAKER: Masi. Oral questions. Member for Frame Lake.

MR. O'REILLY: Merci, Monsieur le President. Thanks to the Minister for that. Glad to hear some research is being done. Perhaps that can be rolled into the "what we heard" report. Is there some sort of discussion paper that might accompany it so we can have an informed discussion or debate around that? Lastly, it is my understanding that the initial federal legalization will not deal with edible products or oils. What process will our government use for the regulation of these cannabis products? Mahsi, Mr. Speaker.

HON. LOUIS SEBERT: Of course, the general legislation will come into effect in July 2018 which will deal with production, distribution, sale, and possession of cannabis. I understand that the regulation of edible cannabis products will follow approximately six months after that date, so we are going to have to see what that legislation looks at before we prepare a response. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Yellowknife North.

QUESTION 908-18(2):
NORTHERN CARBON TAX REGIME

MR. VANTHUYNE: Thank you, Mr. Speaker. Mr. Speaker, my questions are for the Minister of Finance. We know that the federal government, through the Pan-Canadian Framework on Clean Growth and Climate Change, is going to ask the country to implement a carbon pricing scheme of some kind. Our government has signed on to that agreement. I would like to ask the Minister, since public consultation has now come to an end, what is the government's vision for the new carbon tax regime? Are we looking at a tax, or are we looking

at a cap and trade? Can the Minister give us an explanation to that effect? Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Minister of Finance.

HON. ROBERT MCLEOD: As the Member noted, the consultation period just ended and we are currently reviewing all these results. We are also working with the Government of Canada to better understand the impact of carbon pricing in provinces on cost in the NWT. There is a lot of our material and a lot of our goods come from southern jurisdictions. Once we have all this work done, we will be in a position to make decisions about the approach that the NWT plans on using. Thank you, Mr. Speaker.

MR. VANTHUYNE: If one was to take a look at the decision paper, the decision paper honestly guides the reader more towards a carbon tax rather than a cap and trade system. It seems like it would be a little more costly to put in cap and trade. We already have infrastructure in terms of administrative support and what have you on other tax systems. It seems like we might be heading towards a tax rather than a cap and trade system.

The Minister mentioned that we have talked to the federal government and we have asked them to pay attention to our special needs as a highly expensive jurisdiction, but to date, as far as I am aware, there has not been any change in the amounts that are being proposed; \$10 per tonne in year one, and up to size 50 in year four. I'm wondering: what can the Minister explain to this House as it relates to this resulting in a major increase to the cost of living? What is the government's intention to reduce those effects?

HON. ROBERT MCLEOD: Mr. Speaker, that was one of the core questions, and we have to determine what any carbon pricing revenue we use in the Northwest Territories, whether we use it in green energy programs, and how much will be used to offset the high cost of living and doing business in the North. We all know how expensive it is in the North, so we have to take all that into some serious consideration as we determine a mechanism going forward.

MR. VANTHUYNE: I appreciate what the Minister has shared with us, but is there any indication at this point as to what the government's position will be to direct the revenues raised by this carbon tax? This government is feeling the effects of it. It is having major effects on our budget. It is arguably one of the biggest impacts that we have as a government going forward in terms of building infrastructure and trying to maintain it. Will we be able to help low income earners, even help middle income earners neutralize their income through a tax adjustment? Can we get some of this out to

businesses and homeowners to seek alternative energy sources? Mr. Speaker, is there something the Minister can share with us along those lines?

HON. ROBERT MCLEOD: As I noted before, what we do with any revenues from the carbon pricing will still need to be determined, and this was one of the questions that we consulted with Northerners. We had over, I think over 300 responses to our online survey, and that was one of the questions that we had on there. We had some very good feedback. As I said before, we had just closed the consultation period, so we would like to have a look at a lot of the results because the government's vision for the Northwest Territories is really not a government vision for the Northwest Territories. It is actually a Northwest Territories vision for the Northwest Territories. That is why we want to analyze the results of the survey and see how we can incorporate the thoughts into any plans we have moving forward.

MR. SPEAKER: Masi. Oral questions. Member for Yellowknife North.

MR. VANTHUYNE: Thank you, Mr. Speaker. Well, we look forward to seeing the results, of course, of the survey and the public consultation that has been going on. That will be important information for this government.

Mr. Speaker, the government's of course next step is going to be that they're going to be bringing forward some proposed legislation to this Assembly sometime in the near future. We expect that the proposal will, of course, include some clear articulation and details on the government's plan, so I'm wondering: can the Minister explain maybe what possible further public engagement opportunities will be provided for Northerners to have their say once they see a little bit more detail? Thank you, Mr. Speaker.

HON. ROBERT MCLEOD: Once an approach is determined, it will be, of course, very critical that we communicate with the public and Members on the reasons for our approach. We all understand that carbon pricing was a federal initiative, where the federal government has actually developed an approach that will be used if a province or territory doesn't implement. That's why it's very important and very critical that we come up with a mechanism that best suits the Northwest Territories, and I believe we're doing the work right now.

We believe in a Northern approach, along with determining where the revenues will be used and how they will be distributed, and again, that goes back to the public engagement survey we just finished and incorporating some of those thoughts into our approach going forward. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Sahtu.

QUESTION 909-18(2):
NWT GEOLOGICAL SURVEY STRATEGY

MR. MCNEELY: Thank you, Mr. Speaker. I'm encouraged by the recent consultation on the new legislation for the first ever Mineral Resources Act. This is valuable information that needs to be shared and is within the strategy, the NWT Geological Survey Strategic Plan, released this past March, Mr. Speaker. My question is: what awareness of this strategy has the department done since? Mahsi.

MR. SPEAKER: Masi. Minister of Industry, Tourism and Investment.

HON. WALLY SCHUMANN: Thank you, Mr. Speaker. The Geological Survey Strategic Plan, which is a five-year plan that was released this year, is a very important asset to this Government of the Northwest Territories. This information is used primarily by industry, but it's used to help inform this government, particularly around environmental land stewardship and climate change issues across this territory for any future development, and to assess the situations that are ongoing right now, such as the Highway No. 3, these types of things, with permafrost degradation and such.

We've just recently opened up the new storage facility out at the airport. We had a grand opening there and had a number of people out there participate and got to show off some of the stuff that this department does. Thank you, Mr. Speaker.

MR. MCNEELY: Part of the consultation questions I heard on the last go-around here on the new Mineral Resources Act consultation was that not everybody could afford to go to the regional centres to participate into the open houses. I'm wondering if we can take the open house sessions to the communities. Will the Minister commit to an open house session on this strategy and how it is inter-linked with other initiatives to the five Sahtu communities? It will be four, now.

HON. WALLY SCHUMANN: Mr. Speaker, we are on the road with our consultation on this. We went to the regional centres, but this initiative that we put forward, we have an extremely important Web portal with interaction where anyone from within the industry or the Northwest Territories can interact with the department and answer a number of questions and put their thoughts forward. They have the mail-in option. They can email us. They can phone the department and we'll have someone discuss these options with them. That's our

commitment, and we will continue to do that, Mr. Speaker.

MR. MCNEELY: Thank you for the response. Would the Minister, through the regional office, make trips of campaign informational sessions, open houses, to the four surrounding communities in the Sahtu, particular Fort Good Hope, Deline, Tulita, and Colville?

HON. WALLY SCHUMANN: I'm not sure what the question was, but we've committed. We went out to all the regional centres. We just concluded with Behchoko here the other day. Once we develop a "what we heard" document we will be reaching back out to everybody.

It's a six-step process, and we will be also going out to section 35 consultation on this, as this has the potential of affecting Aboriginal rights and we're going to make sure we're not doing that. We will be reaching out to all of them at the same time.

MR. SPEAKER: Masi. Oral questions. Member for Sahtu.

MR. MCNEELY: Thank you, Mr. Speaker. My last question is: I know the department is working on that mineral conference. Would the Minister look at holding that session, if and when it happens, in the community of Tulita? Thank you, Mr. Speaker.

HON. WALLY SCHUMANN: I'll have to take that under advisement. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Nunakput.

QUESTION 910-18(2):
NUNAKPUT AIRPORT INFRASTRUCTURE

MR. NAKIMAYAK: Thank you, Mr. Speaker. Mr. Speaker, earlier I spoke about airport infrastructure in Nunakput, and my questions are for the Minister of Infrastructure. Mr. Speaker, can the Minister explain how the Department of Infrastructure monitors territorial gravel runways to ensure regular maintenance and safe operations? Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Minister of Infrastructure.

HON. WALLY SCHUMANN: Thank you, Mr. Speaker. The Department of Infrastructure works closely with all our airport maintainers and airlines to monitor maintenance operations at all our airports across the Northwest Territories. We also conduct detailed airport inspections and assessments twice a year on all airports within the Northwest Territories and every year in the Nunakput region. We just finished a detailed inspection actually at the end of July with a number of personnel who went up there. We had engineers,

electricians, surface specialists, and operations managers assessing each airport in the region. Thank you, Mr. Speaker.

MR. NAKIMAYAK: I appreciate the response. Mr. Speaker, under the current monitoring and maintenance plan, when will the Nunakput Airport runway surface next be rehabilitated?

HON. WALLY SCHUMANN: At all our runways, we already have a number of stockpiles of gravel specific to airport runways, so this is already in place. With an effective maintenance plan in place and a drainage management plan in place, this helps extend the life of all the runways in the Northwest Territories. We also have an EK35 program which we put on all the runways, the gravel ones, in the Northwest Territories to help tighten up and stabilize and bind the gravel that's on the runway and keep the dust down.

To specifically answer the question of what we're doing in Nunakput, in the 2018-2019 capital plan we have drainage improvements specifically at the Sachs Harbour runway.

MR. NAKIMAYAK: I appreciate the response. Mr. Speaker, has the Department of Infrastructure previously explored paving or chipsealing runways at one or more airports in the Nunakput region?

HON. WALLY SCHUMANN: The department has investigated the advantages and disadvantages of doing this to the runways across the Northwest Territories. One of the cons of this whole thing is, if we were to even do this, say, in the northern region, put chipseal down and the chipseal peels up, it could cause delays on those runways and disrupt service to them; but the other side of it is the cost of the equipment that would be needed to repair these. We're not going to go out and buy paving equipment for each community to be able to address this thing.

Based on performance around that, Transport Canada does not treat runways any different if they are chipseal paved versus gravel, so there's no advantage to doing that. I believe the Province of Saskatchewan has done this and we are working closely with them and seeing what they have done, because they've already returned a number of those runways that they did back to gravel.

MR. SPEAKER: Masi. Oral questions. Member for Nunakput.

MR. NAKIMAYAK: Thank you, Mr. Speaker. I appreciate the response. Definitely travelling around northern Canada you see the advantages and disadvantages of having gravel runways, and definitely the limitations to the certain types of planes that they're allowed.

Mr. Speaker, my final question is: how is the GNWT's partnership in the Northern Transportation Adaptation Initiative being used to leverage funds and other support for stabilization and enhancement of airport infrastructure in our most northern communities? Thank you, Mr. Speaker.

HON. WALLY SCHUMANN: We've worked with Northern Adaptation Initiative administered by Transport Canada and we've done a significant amount of research with their help to understand climate change and the impact on our airports and runway system across the Northwest Territories. We've also invested in drainage improvements, as we expect that this will become increasingly more challenging with permafrost degradation, and we will continue to work with them.

The other thing where we do work within the federal government is the Capital Asset Assistance Program, and we're always in discussions with them on how we can utilize that source of funding to help northern airports. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Frame Lake.

QUESTION 911-18(2):
UNIVERSAL AFFORDABLE CHILDCARE

MR. O'REILLY: Merci, Monsieur le President. My question is for the Minister of Education, Culture and Employment. Will the Minister post the feasibility study of universal affordable daycare in the NWT to the Department of Education, Culture and Employment website, yes or no? Mahsi, Mr. Speaker.

MR. SPEAKER: Masi. Minister of Education, Culture and Employment.

HON. ALFRED MOSES: Thank you, Mr. Speaker. I am well aware of the feasibility study that was tabled in the House in the last government. We can put a link to that Tabled Document on our website. Thank you.

MR. O'REILLY: I'd like to thank the Minister for his answer and his response. Thank you. Did the Department of Education, Culture and Employment undertake any work to produce the universal childcare implementation plan called for in the 2016-2019 mandate of the Government of the Northwest Territories, yes or no?

HON. ALFRED MOSES: Yes, we did start doing some work on the action plan. I do want to inform the Member and Members of the House that we're currently in negotiations with the Government of Canada on a bilateral agreement that will include an early learning and childcare action plan that does outline spending over a three-year period that

will take us to the end of this government. Mind you, it's not a universal childcare action plan, but it will be an action plan that will help guide us in early childhood programming and services to the end of this government.

MR. O'REILLY: Again, I'd like to thank the Minister for his answer. Has the Department of Education, Culture and Employment calculated the value of the reduction in costs for universal childcare given that junior kindergarten has started this year, yes or no?

HON. ALFRED MOSES: We're still getting the enrolment rates for junior kindergarten students, so we don't have an exact number. What we did look at, though, was every family was going to be saving anywhere from \$8,000 to \$12,000 a year, and that's what we've got now, but we don't have the full enrolment rates of junior kindergarten at this time.

MR. SPEAKER: Masi. Oral questions. Member for Frame Lake.

MR. O'REILLY: Merci, Monsieur le President. I'd like to again thank the Minister for his answer in the House, and I guess once we get those enrolment figures we can look at what rolling out universal childcare would actually cost.

My next question: will the Minister prepare a detailed action plan, including deliverables and completion dates, for the introduction of universal affordable childcare in the Northwest Territories, yes or no? Mahsi, Mr. Speaker.

HON. ALFRED MOSES: On universal childcare, not at this time. I can't commit to that. As I did mention, we are in bilateral negotiations with the Government of Canada to get some funding that will roll out early learning and childcare action plan. As I mentioned, that will take us to the end of this government, and we will be sharing that with committee once that bilateral agreement is signed. Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Oral questions. Member for Nahendeh.

QUESTION 912-18(2):
SMALL COMMUNITY EMPLOYMENT PROJECTS

MR. THOMPSON: Thank you, Mr. Speaker. Mr. Speaker, I'd like to congratulate the Minister of Education, Culture and Employment for his Minister's statement today about small community employment. It's great to see. When positive things are happening we should recognize that commitment. I thank the Minister for that and his work in there. I realize this is short notice, so he may not have this information available, but can the Minister tell us how many projects have been used to date with this program? Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Minister of Education, Culture and Employment.

HON. ALFRED MOSES: Thank you, Mr. Speaker. The Member is right; I don't have the exact numbers in front of me, but I can get that information and break it down by region for other Members who want to know how much of the Small Community Employment Fund was actually being utilized in their communities, and I'd be more than willing to share that with the Member. Thank you.

MR. THOMPSON: I thank the Minister for his answer and look forward to that information. With that information, could they put the value that the department has put into these projects as well?

HON. ALFRED MOSES: Yes, we can get the values for the projects, but some communities might have had multiple projects; others might have just had one, but we can get some of the exact numbers. It varies from community to community as well as from project to project. As I said in my Member's statement, we will be meeting with the rural and remote communities to get some direction and work on how we move forward with the strategy as well as with the fund.

MR. THOMPSON: As a member of that committee, I look forward to working with the Minister and Cabinet as we move forward for the small communities. Mr. Speaker, can the Minister explain what is going to happen to these projects that have already put applications in? Are they going to be able to be processed?

HON. ALFRED MOSES: The communities that have already applied for projects, we'll continue to support them. Obviously, we're creating employment, we're doing skill development, and we're doing job training, and we want to continue to support that with the communities that have applied for this program, and obviously the projects in the small communities will continue to get support from this fund.

MR. SPEAKER: Masi. Oral questions. Member for Nahendeh.

MR. THOMPSON: Thank you, Mr. Speaker, and I thank the Minister for that commitment, and look forward to working with him on this. I guess I'm looking at the regional centres that have already been applying for this program. Will the Minister, I know it sounds hypocritical of myself, but commit to follow through on those projects that they've already applied for in good faith? Will the Minister be willing to work with those projects they've committed to? Thank you, Mr. Speaker.

HON. ALFRED MOSES: Yes, as I mentioned, our mandate is to close the skill gaps in the Northwest Territories, create jobs, create employment, do skill

development and training for residents in the Northwest Territories. Previously, when we made those enhancements, we were looking at these regional centres. I do believe to date we have five regional centres that have applied on the program. We funded their projects.

We want to continue to support those projects because they do have employment, they do create employment as well as training, but we have taken a new focus now. We heard from Members that we want to make sure that this fund is directed to small communities, and we will work with the Rural and Remote Committee as well as our community leaders, Aboriginal governments, businesses, on how we roll out this fund for the remainder of this fiscal year.

MR. SPEAKER: Masi. Oral questions. Member for Yellowknife North.

QUESTION 913-18(2):
NEW GENERATORS FOR YELLOWKNIFE
POWER PLANT

MR. VANTHUYNE: Got in under the radar. It just wouldn't be oral question period without a question to the Minister responsible for the Power Corporation. Mr. Speaker, we have been going back and forth on some dialogue with regard to this. I want to ask the Minister: if we never were to receive these generators from Viridi Power, if there is no recovery of costs lost from Viridi Power, if, as the Minister as indicated yesterday, all of this ends up having to be a write-off, then someone has to pay. Is it the intention of the Power Corporation to put forward another rate application or another rate increase application and/or ask this government for another subsidy if those costs have to be recovered? Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Minister responsible for NWT Power Corporation.

HON. LOUIS SEBERT: Thank you, Mr. Speaker. The simplest answer is that I am not sure. We are still optimistic that we will be receiving at least some of the generators. If we do not, clearly there will be costs or losses incurred. I do not think we are very likely to succeed if we have to litigate this in California, but we would have to take advice from our legal counsel in that state. I have not really thought through the possibilities. Either directly or indirectly, I suppose, the government and people of the Northwest Territories would have to absorb this one way or another. Thank you.

MR. VANTHUYNE: Just one final question. I mean it seems to me that there will be some degree of loss here, and it is going to be significant. There is no small number involved in this. This is very important. Either taxpayers or ratepayers, one or

the other, are going to probably end up having to pay. Is the Power Corporation at least starting to plan and take next steps as it relates to how they will recover some of these lost costs?

HON. LOUIS SEBERT: Yes, of course, the Power Corporation is doing that. As I say, there is always the possibility of litigation for breach of contract, but I am not terribly optimistic as to how that would result. I will speak again to management at the Power Corporation and could perhaps, after that, privately address this issue more fully with the Member opposite.

MR. SPEAKER: Masi. The time for oral questions has expired. Item 8, written questions. Item 9, returns to written questions. Item 10, replies to Commissioner's 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. Minister of Education, Culture and Employment.

Tabling of Documents

TABLED DOCUMENT 459-18(2):
GOVERNMENT OF THE NORTHWEST
TERRITORIES RESPONSE TO COMMITTEE
REPORT 10-18(2) - REPORT ON THE REVIEW
OF BILL 16, AN ACT TO AMEND THE
EDUCATION ACT

HON. ALFRED MOSES: Thank you, Mr. Speaker. I wish to table the following document entitled "Government of the Northwest Territories Response to Committee Report 10-18(2) - Report on the Review of Bill 16, An Act to Amend the Education Act." Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Tabling of documents. Minister of Environment and Natural Resources.

TABLED DOCUMENT 460-18(2):
NWT CUMULATIVE IMPACT MONITORING
PROGRAM 2016-2017 ANNUAL REPORT

HON. ROBERT MCLEOD: Thank you, Mr. Speaker. Mr. Speaker, I wish to table the following document entitled "NWT Cumulative Impact Monitoring Program 2016-2017 Annual Report." Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Tabling of documents. Honourable Premier.

TABLED DOCUMENT 461-18(2):
MIND AND SPIRIT: PROMOTING MENTAL
HEALTH AND ADDICTIONS RECOVERY IN THE
NORTHWEST TERRITORIES – CHILD AND
YOUTH MENTAL WELLNESS ACTION PLAN
2017-2022

HON. BOB MCLEOD: Thank you, Mr. Speaker. I wish to table the following document entitled "Mind and Spirit: Promoting Mental Health and Addictions Recovery in the Northwest Territories, Child and Youth Mental Wellness Action Plan, 2017-2022." Thank you, Mr. Speaker.

MR. SPEAKER: Masi. Tabling of documents. Item 15, notices of motion. Item 16, notices of motion for first reading of bills. Item 17, motions. Member for Yellowknife Centre.

Motions

MOTION 36-18(2):
EXTENDED ADJOURNMENT OF THE HOUSE TO
OCTOBER 3, 2017,
CARRIED

MS. GREEN: I MOVE, seconded by the honourable Member for Inuvik-Twin Lakes, that notwithstanding rule 4, when this House adjourns on September 28, 2017, it shall be adjourned until Tuesday, October 3, 2017;

AND FURTHER that at any time prior to October 3, 2017, if the Speaker is satisfied after consultation with the executive council and Members of the Legislative Assembly, that the public interests require that the House should meet at an earlier time during the adjournment, the Speaker may give notice and thereupon the House shall meet at the time stated in such notice and shall transact the business as it has been duly adjourned to that time. Masi, Mr. Speaker.

MR. SPEAKER: Masi. The motion is in order. To the motion.

SOME HON. MEMBERS: Question.

MR. SPEAKER: Question has been called. All those in favour? All those opposed?

---Carried

Masi. Item 19, first reading of bills. Item 20, second reading of bills. Item 21, consideration in Committee of the Whole of bills and other matters: Bill 27, Committee Report 12-18(2), Minister's Statement 186-18(2), Tabled Document 416-18(2), Tabled Document 419-18(2), with the Member for Hay River North in the chair.

Consideration in Committee of the Whole of Bills and Other Matters

CHAIRPERSON (Mr. Simpson): I will now call Committee of the Whole to order. What is the wish of committee? Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, committee would like to consider Tabled Document 416-18(2), Capital Estimates, 2018-2019, with the Departments of Infrastructure and Education, Culture and Employment. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. First we will take a short recess.

---SHORT RECESS

CHAIRPERSON (Mr. Simpson): I will now call Committee of the Whole back to order. Minister McLeod.

HON. ROBERT MCLEOD: Thank you, Mr. Chair. Mr. Chair, over the last few weeks Members of the Legislative Assembly have been working hard on reviewing the departmental capital budgets for the 2018-2019 fiscal year.

As part of their review, Members of this House have recommended that investments to capital projects needed to support the implementation of junior kindergarten be advanced in 2018-2019.

I have considered this request with my Cabinet colleagues and offer the following commitment:

\$1.255 million to advance projects associated with the implementation of junior kindergarten in 2018-2019. This amount includes the re-investment of the \$400,000 identified for the synchro-lift at the marine transportation facility in Hay River, which will now be funded from the Marine Transportation Services Revolving Fund.

The additional funding for junior kindergarten projects and a negative supplementary appropriation related to the synchro-lift funding will be included in 2018-2019 Supplementary Estimates (Infrastructure Expenditures), No. 1, 2018-2019, which I will table for consideration by the Legislative Assembly during the October 2017 session. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Committee, we have agreed to consider Tabled Document 416-18(2), Capital Estimates, and we have agreed to begin with the Department of Infrastructure. Minister of Infrastructure, do you have witnesses you wish to bring into the Chamber?

HON. WALLY SCHUMANN: Yes, I do.

CHAIRPERSON (Mr. Simpson): Thank you. Sergeant-at-Arms, you may escort the witnesses

into the Chamber. Minister, please introduce your witnesses for the record.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. On my left is Jayleen Robertson, assistant deputy minister; and on my right, is Mr. Paul Guy, deputy minister of Infrastructure.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. The Department of Infrastructure can be found beginning on page 43 in the capital estimates. We will defer the departmental total until after consideration of the activity detail, but first I will open the floor to general comments, keeping in mind that we will have time for further discussion when we have the activity detail. Opening comments. First, I have Mr. Blake.

MR. BLAKE: Thank you, Mr. Chair. Glad to see there are a few projects in my riding, especially the James Creek campground; not the campground, but the new maintenance camp that will be built. It is a good opportunity, like we did in the past, to hopefully negotiate with one of the Gwich'in companies to install this. It is getting a little ahead here, but also there is a bunch of work planned on the Dempster as well, which from what I recall is resurfacing from Tsiigehtchic northbound towards Inuvik.

I am really looking forward to that, but I am disappointed. I know I was hoping to see, it is a little complicated; the way it used to be for public works, they were responsible for schools and buildings like this. It would have been nice if it was pretty simple. Just keep schools under education. For that project, I am very disappointed, as I said before. It is between this department and the ECE that the decision was made to postpone Moose Kerr School. For the past six years, as I mentioned, it has been on the books on the red flag list to be up for major retrofit or replacement. For it to be taken off just over the summer months is pretty disappointing, but hopefully we can correct this injustice, if you will, by next year. I will be sure to ask questions again a little later. Thanks.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Blake. Next, Mr. Thompson.

MR. THOMPSON: Thank you, Mr. Chair. Mr. Chair, I am looking at Highway No. 1 and some of the concerns. Again, it talks about reconstruction. I have a section of road from N'Dulee Crossing all the way to Wrigley that I would love to trade Highway No. 3 for at any given day and so would the residents because there are some lines of sight that are problems. It's like a rollercoaster on that road and your stomach can actually go up to your throat in some points.

I'm trying to look at the Minister and I'll be asking some questions about Highway No. 1 and what they're going to be doing on that and the extent. I have to give credit where credit is due. The maintenance is done and the department is working with the contractors to do a good job, but again, there are a lot of issues with that part of the road that need to be fixed. As well, I'll later on probably be asking the Minister, I don't know where he's going to find it, but I asked him some questions and I'd like to get some information on where he got the cost analysis and if he could share that information with me.

Overall, I'm quite happy. Highway No. 7, which was always a big issue for the former Member for my riding, I see Highway No. 7 has been worked on getting improved. I mean, there are a few more issues there, but I'd like to thank the department for that. That will be the direction where I'll be asking some questions on that. Those are my comments. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Thompson. Anything further for opening comments or general comments from committee? Seeing none, we can move into the detail. The first activity summary can be found on page 44, with information items on pages 45 and 46. Infrastructure asset management. Do we have comments or questions from committee? Mr. Testart.

MR. TESTART: Thank you, Mr. Chair. I note that this area of the department includes airports. Where can I find the Yellowknife Airport infrastructure item? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Testart. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Because it's a revolving fund, that will be coming forward through the business planning process. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Testart.

MR. TESTART: Thank you, Mr. Chair. I was aware of that and I'm pleased that we have that clarity from the Minister; however, business planning is a closed-door process and members of the public won't be able to see or hear exactly what is being planned for this, so what is the plan to allow for transparency on this plan? The government was quite keen on selling the changes to the airport based on enhanced infrastructure services, et cetera. When are we going to see detailed plans on infrastructure improvements at the Yellowknife Airport?

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. When we bring forward the business plan for the YZF, it will be published publicly. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Testart.

MR. TESTART: Thank you. I thank the Minister for that. When is the plan coming forward and to be published?

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Testart. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Actually, we are just finishing that up here very shortly and then, once we get the business advisory committee having their first meeting and run some of this stuff through them, later on this year we'll be publishing that. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Testart.

MR. TESTART: Will there be an opportunity to table this in the next sitting; not the current sitting, but in the third session of the House? Or will we have to wait until next year? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Testart. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. I think even before we share it publicly, when we go through business plans we'll probably share them with committee beforehand. I hope that addresses the question. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Testart.

MR. TESTART: Just for the record, Mr. Chair, the business planning is scheduled for November, so I suppose we'll have to wait potentially into the New Year before we see that plan. I eagerly await it and hope that there's some nice good news for Yellowknife, because airport wait times and the quality of facilities have been a live issue in this Assembly, and they remain unresolved for the most part. Thank you very much. Nothing further.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Testart. Would the Minister like to respond?

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The Economic Advisory Committee is going to be meeting on November 2nd and, probably sometime maybe in late November, that's when we'll be able to share it with committee or with Regular Members. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. The Member forgot to mention the controversy about the hours of operations of the airport.

---Laughter

Next I have Mr. Thompson.

MR. THOMPSON: Thank you, Mr. Chair. In my opening comments here I talked to the Minister about the Highway No. 1 section from N'Dulee Crossing to Wrigley and the shape it is and the areas of concern. Can the Minister advise: has the department looked at these issues and is this part of the plan here, or will it be part of the plan in the future? Thank you, Mr. Chair. That's on page 46.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Thompson. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. We'll be addressing some of these things going into the future, but some of the questions that the Member raised in the House are definitely going to be addressed through some maintenance. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Thompson.

MR. THOMPSON: Thank you. I appreciate and thank the Minister for his answer. Can the Minister provide that information to myself and the community of Wrigley, when it's going to be done, when the maintenance and that is going to be done in the upcoming year? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Thompson. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. We can pull that information together in the next few weeks and get that to the Member. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Thompson.

MR. THOMPSON: Thank you, Mr. Chair, and I thank the Minister for the commitment on that and look forward to getting that information and getting it to the communities.

The next question, I guess, and I don't know where you'd find it, but it would be in regards to the ferry and the potential I talked about utilizing, changing locations, and the Minister was pretty clear in his message in the House today during question and answer period, the cost of it. Is the Minister able to provide the capital cost of the ferry to me? I assume this is the section I would be asking the question. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Thompson. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. I just want to get some clarity on the question. I think his question is based on the three answers I gave him on the three options that were brought forward in the House today. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you Mr. Thompson.

MR. THOMPSON: Thank you, Mr. Chair, and I apologize to the Minister. Yes, that's correct, the three options the department has worked on. If we can get that information so I can share it with the constituents, so they're aware of what we're trying to address. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. This stuff was put together internally, and we will get those figures together and present them to the Member. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Thompson.

MR. THOMPSON: Thank you, Mr. Chair. My next set of questions are about Highway No. 7 and the reconstruction. Honestly, I have to say that the department has done a really good job of addressing some of the concerns in that. Can the Minister advise exactly what part of the section of road they're talking about reconstruction or working on for the upcoming fiscal year? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Thompson. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. For 2018-2019 we want to produce and stockpile material at Quarry 80.6; resurfacing and distress repair work from kilometre 137 to 155; and drainage improvements on 137 to 155, as well. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Thompson.

MR. THOMPSON: Thank you, Mr. Chair, and I thank the Minister for that answer. Can I get that information provided, a little clarity on it, so I can share that with the community of Fort Liard as well? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: We can certainly share the resurfacing, distress repairs, and the

drainage improvements with the Member for sure, Mr. Chair. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Nothing further from Mr. Thompson. I would like to take a moment to welcome our visitors in the gallery. It is always nice to have an audience taking in these exciting proceedings. It is so much better live. Next I have Ms. Green, I believe.

MS. GREEN: That is correct. Thank you, Mr. Chair. Mr. Chair, I have some questions that follow on from my Member's statement and the questions and answers earlier today. My questions have to do with how the allocation of money to Highway No. 3 is determined.

It looks like there are two different pots. There is the New Building Canada pot, which is \$18 million over four years ending in 2019, and then there is, let us say, own-source money for structural rehab and chipseal, which comes from the GNWT. I guess I will just start by saying: is that correct? There are the two streams of money for maintenance on Highway No. 3? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Ms. Green. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The work that is committed on this section of highway is done through a structural assessment of all highways of the Northwest Territories. I think I mentioned in the House here today how much money has been allocated towards that, but above that, there are also the large culvert replacements on the section of highway, chipseal overlay, along with the BCP money that has been allocated towards this section of highway. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. Could the Minister tell us the total dollar value that is anticipated for repairs to Highway No. 3 in this capital plan? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Four and a half million dollars from BCP and roughly \$3 million from various other programs; like I said, the culvert replacement and the chipseal. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you to the Minister for that answer. What concerns me is that the amount of

money that is allocated to this road is disproportionate to the amount of use this road gets. Why does Highway No. 3 not get more money, considering that it holds 40 per cent of the territory's vehicle traffic? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. This highway gets more money than any other highway in the Northwest Territories, Mr. Chair. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. This section of highway has 40 per cent of the traffic. Is it getting 40 per cent of the rebuilding money? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Ms. Green. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. This is not based on the amount of traffic; it is based on structural assessments, as I said, for all highways in the Northwest Territories. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. How does the structure of this road compare to the other roads? I am trying to find a rationale for the volume of traffic, the condition it is in, and why it gets so little money compared to the overall highway budget. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Ms. Green. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Many Members in this House have heard me talk about permafrost degradation and the number of different scientific stations we have placed on this highway. This road is going to continue to settle probably for a number of years, and we are doing the best we can with the allocation of money we get from the federal government to maintain the highway system in the Northwest Territories. We have put significant resources into this road. I have been quoted as saying we could spend all of Infrastructure's DOT money on this section of highway, and we would still be behind the eight ball. We have to prioritize this money among roads across the whole Northwest Territories. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. I do not know what evidence the Minister has, and I am interested in knowing that money will not make a difference to this road. That is not the information that I have. What evidence does he have that money will not make a difference? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Ms. Green. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The data we have on permafrost degradation indicates this road is continuing to settle and will probably be continuing to settle for the foreseeable future. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. I read a small section of an engineer's report on the road, and I see that it says it is settling. Climate change is making a difference in the temperatures, and the permafrost is thawing, and so on and so on. Is there no way for the government to make strategic investments to improve this road? I mean, the road really is terrible by anyone's estimation. Even within the confines of the melting permafrost, is there nothing more that can be done? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. If you look at the money that has been spent on this road since 2015 coming forward, the worst sections were tackled first, and we continue to work on them as we come forward. 2017-2018 and 2018-2017 involves addressing the latest sections that have the most difficult situations with them, and we will continue to invest in this highway to make it as safe as possible for residents in the Northwest Territories. As I have said, there are a number of considerations put into place, but it is a structural assessments of all highways in the Northwest Territories and the amount of money that we have allocated to this department to address the needs across the broader Northwest Territories. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. I understand what the Minister is saying. I want to move on to managing expectations. That seems to be one of the major issues with this road. There is no write-up about it in Spectacular NWT. There is nothing that prepares the driver for the condition of this road until they are driving this road. Is there something more the Minister can do to communicate the condition of the road to the people who are using it

who are coming to the road for the first time? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Ms. Green. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. I do not think any jurisdiction in Canada is going to go out there and publicize in their tourism information pamphlets the condition of their highways across this country. What is posted is the speed limits, and that is what is posted along the highway. It is based on the condition of the highway for safe-travelling public to travel on this section of highway, and that is what we will continue to do. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. I appreciate that the Minister does not want to advertise that the road is in terrible condition, but what if, in addition to the speed limits, there was some sort of information about permafrost degradation, like a sign in a roadside pull-out that explained what was going on with the road so that people had some understanding of why the road is a roller coaster? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Ms. Green. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. I can take that back to my officials and have a look at that. Maybe we can look at at least posting it on our web site and get that type of information out there. We will have that under advisement. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Ms. Green.

MS. GREEN: Thank you, Mr. Chair. I appreciate the Minister's willingness to take it back to his department. I think that we know that climate change is real in the North. This is an example of how real it is, and I think it would be informative for motorists to know that this is what climate change looks like.

My last area is about operations and maintenance money for the new roads, the Inuvik to Tuktoyaktuk highway and the Whati road. Are those costs factored into the road? We are saying we need \$67 million for the road to Whati. Does that include maintenance money, or is there a segment of the budget that does include that? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Minister. One minute left.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The \$67 million is part of the capital costs for constructing the Whati road. For O and M maintenance, that will be built into the O and M budgets. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green.

MS. GREEN: What I want to understand is whether the O and M and the additional capital costs of repairs are built into the total costs of this road right from now. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. If we are talking about the Whati road, that is built in with the P3 project. They are responsible for that road for the next 25 years. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Ms. Green, nothing further? Thank you, Ms. Green. Next, I have Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, my first question is an indication that the estimated completion date of Highway No. 6 will be this fiscal year 2018-2019. Is that still the case? Does the Minister anticipate any issues with that completion date?

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Highway No. 6 will be completed in 2018-2019. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, on the bridge rehabilitation and replacement, BCP, bundle number 2 various, has the rehab and replacement to be completed in 2022. I am assuming that the one on Big Buffalo River will be completed soon as they are working on it. What is the schedule for the Hay River and Frank Channel bridges?

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The Member is right. The Buffalo River bridge is almost completed. The tender for the Hay River bridge will be coming out shortly for its procurement for the rehabilitation of that bridge. Frank Channel bridge has been deferred. We are thinking about having another look at that after we went out to public consultation, and there were a number of concerns about us rehabilitating that bridge and

having a full canopy on it as the way it is right now; it is a bottleneck of the whole system of anything coming north of Yellowknife, and we are having another look at it. I think we are going to be looking at doing some work to stretch that out for another five years, and see if we can figure out if we can get some money through the new infrastructure pots of money to possibly put a new bridge there. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I know it is probably pretty early to get into procurement at this point on the Frank Channel bridge, but I would like to ask the Minister if there would be any consideration given to building the Frank Channel bridge in the Northwest Territories. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. That's probably a fairly technical challenge to do that up in the Northwest Territories, but all I can say is, once we have the engineering done and the design of it, we can have a look at what the challenges and possibilities of doing that in the Northwest Territories are. I think that would cause a significant challenge for some contractor to be able to fulfil that in the Northwest Territories. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I have no further questions for the Minister. Thank you, Mr. Chairman.

CHAIRPERSON (Mr. Simpson): Thank you. Next, we have Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. I guess I would like to start by picking up one of my colleagues' questions about the Yellowknife Airport capital plan. The Minister mentioned that one of these committees that his deputy minister appoints, I think, is going to hold its first meeting in November. Can the Minister actually provide us the names of the individuals who were appointed to those three committees by his deputy minister? Can he commit to provide that information to us? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. We cannot release those names publicly until after

the first meeting, but we can let committee know the names of those people. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. I am just trying to figure out: what is the rationale for not being able to provide the information to Members until after they have met? Surely, if you are going to put out a news release or something, you can at least provide us with the names in confidence? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. No, sorry, for the misunderstanding. That is not what I meant to the Member. We can give the committee the names here right away before even the first meeting. We are just not publicly releasing the names until after the first meeting. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly.

MR. O'REILLY: Thank you, Mr. Chair. Glad we were able to clear that up. I just want to go on to the Tlicho road. The allocation is \$67 million. It is the largest single item in our budget, the capital budget. It really dwarfs almost everything else. I just have some questions about it. Can the Minister tell me, at a fairly high level, what is the \$67 million actually going to do? Thank you, Mr. Chair. Can I get some assurance that it is actually going to get spent this year? Because I think this project is still in an environmental assessment. There have been no contracts signed. Is the money actually going to get spent, and what is it for? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. To give you a high level on it, there is \$67 million allocated for this road this year. We are still going through the environmental assessment process. We have to get the permits in place once that is done. Most of the cost is going to be around engineering and construction of this in the first year, depending on who is selected as the proponent to build this section of highway. Some people might escalate the speed of construction of road versus the others, and there are also some soft costs internally tied to it. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. I am not sure I am feeling terribly reassured about this. Maybe I

will just change tack here a bit. I believe the names of the three firms, or groups or whatever, that were deemed to be qualified have been released. Can the Minister tell me whether any of those groups has any Tlicho companies? Are there any joint ventures or anything involved in any of that? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. All three proponents that have been selected that are short-listed for this project are going to have Tlicho companies involved in the construction of this road. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. The three names that I have seen here, if I can find them again, are Aurora Access Partners, NAE Transportation Partners, North Star Infrastructure. The Minister is telling me that there are Tlicho companies or joint ventures of some sort that are in these three groupings? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. All three are believed to have Tlicho involvement, but when we do the evaluation of the three proponents when the bids come in, that will be part of the evaluation process. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. Can the Minister, without breaching any confidence, tell us what are these Tlicho companies? Because that is not the information I have been provided with to date. Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The details of this will be when they put in their full proposal to submit their bid. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. What we know now, though, the members of these groups, none of them are Tlicho companies. Can I confirm that with the Minister? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly. Ms. Robertson.

MS. ROBERTSON: Thank you, Mr. Chair. Within the evaluation process of the request for qualifications, one of the components was Tlicho involvement and local involvement, and all of these three consortiums did score high in that area. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you for that. Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. One of the three seems to have a Tlicho company. I am happy to get more information from the Minister if he wants to provide it, but that does not sound the sort of Northern content that is often been used to try to drive these quests for large capital road projects by our government. If the Minister wants to provide more information, I would be happy to get it.

I do have one other question. Surely to goodness by now we must have an estimate of what the O and M costs will be on an ongoing basis for that road once it is constructed, even if it is done as a P3. Does the department have any sort of an estimate of what that O and M cost might look like? We have had a lot of discussion here in the House today about the ongoing needs for other highways that are already built. What is the estimate of an O and M cost for this new project? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. We have talked quite a bit about the O and M on this road. On a P3 project, though, that is part of the proponent's bid. Whoever the successful proponent is is going to have to build and construct this road, guarantee it for 25 years, and look after the O and M and capital costs of all the maintenance of that road going on for 25 years. It has nothing to do with us. It is just part of their bid package. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. That is helpful information to have, but surely to goodness we must have some sense of what the ongoing costs are going to be for O and M for this project and what it is going to cost taxpayers of the Northwest Territories. What is that estimate? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. We are not going to know what the costs associated with their bid on that is until they put their bid in. That is part of their total bid package. We have a cost estimate of what we think this road is going to cost us for the total amount over the 25

years, and the only thing that is going to cost the Government of the Northwest Territories over the life of the procurement of this P3 project is a payment we make on an annual basis. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. If the Minister does not want to tell me while the microphones are on, that is great, but can he provide in confidence, then, to Regular MLAs what the expected ongoing O and M or annual payments are going to have to be for the maintenance of this road once it is constructed? Can he commit to do that? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The department will have to have a look at this and see what we can share without jeopardizing the procurement process of this project. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. I am not feeling really comfortable about where we are getting with this, and I know I have had constituents raising questions with me as well about how much this project is actually going to cost us. Maybe we could get a briefing or something from the Minister where he can more freely share information with us. Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. O'Reilly, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. We will go back and have a look at that and see if there is an opportunity to be able to do that and what we can share with the Members in confidence. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. I have no one further on my list. I will call this activity. Oh, Mr. Vanthuyne.

MR. VANTHUYNE: Thank you, Mr. Chairman. Just a couple questions. Let us go back to Highway No. 3 just for a moment. I recognize that there are a number of issues with the road as it relates to permafrost degradation and settling issues. All of us know that, once upon a time, that road was a gravel road. Maybe it was a gravel road for a good reason.

If we know that we are going to have to sit and wait for this road to settle out for an undetermined time, has the department done any work as it relates to

cost benefit versus chipsealing it or going back to gravel and managing dust control with calcium and packing? It would seem to me that operating and maintenance costs would be considerably less. You could get to parts of the road that have degradation much quicker and repair it. It just seems to me that we would be able to have a much smoother ride. Is there a reason why we would not be considering at least maybe even a section, the worst sections, going back to gravel? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Between the questions that I get in the House about this section of road and other pieces of section of the Northwest Territories that are challenging, and the conversations I have with the general public, I do not believe they would be very receptive to the idea of us going back to gravel.

Even though I believe what the Member is saying, that it would probably address some of that stuff in maybe a little different manner, the general public, I think, wants to see chipseal on this section of the highway. We have prioritized the most challenging areas, like we said, from 2015 to now and working our way forward, but that is something we can take under consideration. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Vanthuyne.

MR. VANTHUYNE: Thank you, Mr. Chair. Yes. Nobody is trying to sling mud. It is about trying to get this road into as safe a situation as possible and make it a pleasant road to ride. I am not sure that folks are all that concerned whether it is chipseal or not. If the conditions overall would be improved if it were gravel, then I am sure they would be in favour of that.

Would the department give consideration to going back to a section and putting it under call it a pilot project, and take a 10 kilometre stretch and go back to gravel and monitor it for a period of time? That way, we can make some better decisions long-term for that section of highway. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Like I have said, that is something we can look at considering doing. I would be interested to see what the general public thinks about us doing that. I have talked to lots of people about this section of highway; they are not scared to come up to me and talk to me about this section of highway right across the Northwest Territories, not just Yellowknife, Hay River, general public travelling back and forth, and

it is something we can consider doing. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Vanthuyne.

MR. VANTHUYNE: Well, then, in considering that, which would be well-appreciated, then let us do that, then. Let us reach out to the public. Let us put a survey out there. Let us find a way to consult and get some feedback on that, because that would be well-appreciated. I would appreciate getting that kind of input. That is not a question; that is a recommendation.

Mr. Chair, I would like to move over to Highway No. 4. As we are all very aware, Highway No. 4, of course, is the gateway to the Tibbitt to Contwoyto winter road, and there were a number of incidents and accidents on that road last year. Of course, that was an anomaly to some degree. I want to ask the Minister: were any of those accidents caused, or do we know if there was any cause on our part, as it related to road conditions that we would have been responsible for? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. My understanding is that the two accidents were due to driver inattention or driver error. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Vanthuyne.

MR. VANTHUYNE: Thank you, Mr. Chair. That is good to know, that it was not related to road conditions.

As the Minister is also aware, there was unfortunately a fatality on that road this summer. It happened at a corner that I have actually had personal experience with an accident on. The corner is right before Prosperous boat launch. It is at a corner that has water on both sides of it. It is a rather sharp corner, and it is at the base of a rather steep hill. It is my belief, and the belief of many residents up and down that road, that it is long overdue for some guard rails. I know there was some survey work done this summer. I know there are some reflectors there currently, but I do not think reflectors are going to stop anybody from going off the edge. Do we have plans to put guardrails on that corner? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The Member is correct; we have delineators up there at present. Right now, we're doing a planning

including a survey and design work is currently under way for the installation of guardrails at that particular site, and also at kilometre 13.5 in 2018-2019. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Vanthuyne.

MR. VANTHUYNE: Thank you, Mr. Chair. Thank you for informing us of that, and that's good to know. Just for clarification, kilometre 13.5, is that the corner prior to the one I was describing that is also a similar downhill steep corner? I guess for popular reference there's a beaver dam there with a Canadian flag sticking out of it. We had a major accident there back in early 2000s. Is that the corner we're talking about? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. I believe so. That is the spot. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Vanthuyne.

MR. VANTHUYNE: Thank you, Mr. Chair. Now I want to move over to I believe we're still calling it a section of Highway No. 4. It's the entranceway into town, coming into town right here. It was part of the Ingraham Trail once upon a time. I'm not sure if we've re-determined a name for that section of the road.

Can the Minister inform us of the ongoing discussions or potential possibilities of the City of Yellowknife taking over this stretch of road? What other improvements as well are being identified for pedestrian safety on that road, in particular from the four-way stop by the Explorer Hotel to the new Nova Hotel entrance? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. First of all, on the crosswalk right outside here by the Assembly, by the Nova Hotel, that should all be installed by November 1st. The crosswalk should be put into place. We're in ongoing discussions with the City of Yellowknife on them taking over this section of highway, but we are also trying with the City of Yellowknife to figure out a sidewalk along this section of highway, and those discussions are ongoing. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Mr. Vanthuyne.

MR. VANTHUYNE: Thank you, Mr. Chair, and all that information is well appreciated. Just again quickly, a point of clarification: whereabouts are we

talking about in terms of the sidewalk? Would it be on the side that the Explorer Hotel and Nova are on, or are we talking about the YK Motors side? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Vanthuyne. Twenty seconds, Minister.

HON. WALLY SCHUMANN: Thank you, Mr. Chair. The engineering department is looking at putting a sidewalk on the Explorer side. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Vanthuyne, nothing further from you? I see nothing. Oh, I have Mr. McNeely on my list. Mr. McNeely.

MR. MCNEELY: Thank you, Mr. Chair. It's more of a comment here. I understand on the issue of capital that one of the bridges that was talked about years ago was the Oscar Creek bridge 30 kilometres north of Norman Wells on the application. Now the application has come to this entrance in accounting for it, so I'm satisfied I'm going to get a little piece of the pie. After all the discussions about highways, I feel kind of lost here; and boats. I don't have a boat yet, but nevertheless we'll move on.

All in all, Mr. Chair, I'm quite satisfied with the capital being presented and the avenues to ensure capital allowance and progress and capitalization of funding agencies available such as the Build Canada Fund and tapping into the P3 private financing of projects. I kind of know a little bit about it, and I see that as a nice source of financing available to people and organizations across Canada. Mahsi.

CHAIRPERSON (Mr. Simpson): Thank you. Comments, Minister?

HON. WALLY SCHUMANN: Thank you, Mr. Chair. Just to update the Member, because I know this Oscar Creek bridge has come up a couple of times. In 2017-2018 we're going to do pre-engineered design for a new foundation and access, and tender and award that. Then in 2018-2019 we are going to construct and move the existing bridge to the Mackenzie Valley highway alignment and proceed with that. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Anything further? Nothing further from Mr. McNeely. Having no one further on my list, I will call this activity. Page 44, Infrastructure, asset management, infrastructure investments, \$129,012,000. Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Moving on to page 47, programs and

services, with additional information on page 48. Any comments or questions from committee? Seeing none, I will call this page. Infrastructure, programs and services, infrastructure investments, \$4,090,000. Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Please return to page 43. Infrastructure, total capital estimates, \$133,102,000. Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Thank you, Minister, and thank you to your witnesses. Sergeant-at-Arms, you may escort the witnesses from the Chamber. Committee, we have next agreed to consider the Department of Education, Culture and Employment, which can be found on page 10 of the capital estimates. I will first ask the Minister if he has any witnesses he would like to bring into the Chamber. Mr. Moses.

HON. ALFRED MOSES: Yes, I do, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. Sergeant-at-Arms, please escort the witnesses to the Chamber. Minister, please introduce your witnesses for the record.

HON. ALFRED MOSES: Thank you, Mr. Chair. On my right I have my deputy minister Ms. Sylvia Haener. On my left, assistant deputy minister, corporate services, Mr. Olin Lovely.

CHAIRPERSON (Mr. Simpson): Thank you. I will open up the floor to general comments from the committee, keeping in mind that there are two activities that comments can also be made on. General comments on the Department of Education, Culture and Employment. I see none. I see Mr. Thompson. General comments?

MR. THOMPSON: Thank you, Mr. Chair. I'd like to thank the department and the government for actually moving on junior kindergarten upgrades to this coming fiscal year. I think it's very smart on the department's behalf, and I greatly thank them for listening to our concerns. Again, it's about safety for our youth, and I know the department and the Minister have been very committed to that, so I appreciate the fact that we're moving these capital projects forward. That will be my comments, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. I'll allow the Minister a response, if he would like. Minister.

HON. ALFRED MOSES: I just appreciate the Member's comments. As a department, moving

forward on these junior kindergarten upgrades and renovations is definitely in the best interest of having a safe school environment. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Minister. We'll move on to the activity detail on page 12, early childhood and schools. There is an information item on page 13. Comments or questions? Mr. O'Reilly.

MR. O'REILLY: Thanks, Mr. Chair. Can anyone from the department tell me whether any of the work on schools has been pushed back? Is all of this still on its original schedule? Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. All projects are still a go except Mangilaluk School, which has been deferred for one year.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. O'Reilly.

MR. O'REILLY: Thanks to the Minister for that. Earlier in my opening comments I expressed some concern about whether we were delaying various projects to come up with the capital for the large infrastructure project that is in the budget. I still remain concerned about that. I do want to thank the Minister, though, for moving forward. The JK capital implementation costs, I think that was a good move. I have similar sentiments from my colleague here from Nahendeh, so I want to thank the Minister for doing that because it saved me from having to deliver a barn burner of a speech. Thanks, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Would the Minister like to comment?

HON. ALFRED MOSES: No, I just appreciate the comments. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Anything further, Mr. O'Reilly?

MR. O'REILLY: No. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I would like to ask the Minister if the Lutselk'e Dene school renovation is on schedule to be completed this fall. Thank you, Mr. Chairman.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. ALFRED MOSES: Phase 2 of the school will be done next year. Just to give the Member a little heads up, we are continuing to meet with the

community, and the school and the staff, just to make sure that they are up to date on how progress is moving, as well as some of the concerns that were brought up last year. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I had talked to a high school student from Lutselk'e, and I asked him why he was in town this time of the year, why he was in Yellowknife. He said "because we have no school." I am wondering what the situation with, I understand this is not purely a capital item, but Mr. Chair, bear with me, I am trying to determine when it would be done, or even if that is the case, that there is no actual high school operating this season. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. ALFRED MOSES: Thank you. Part of the school has been complete; as well, we are still utilizing the community learning centre. We just recently met with the staff as I mentioned, DCNE Infrastructure at the DEA, and we are continuing to update the community moving forward. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chair. Mr. Chair, I realize that they have moved onto Phase 2 of the school, but I am wondering if the high school is operating, or if the students have been relocated to another community. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. Minister.

HON. ALFRED MOSES: Yes, we are still using the Phase 1 classrooms that were completed. As well, as I mentioned, we are still utilizing the community learning centre.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chair. Mr. Chair, when utilizing the Phase 1 that has been completed and the adult learning centre, is one of those places where the high school is located at this time? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. ALFRED MOSES: Yes, that is correct, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chair. Mr. Chair, my next question is what is not here. Under this section, early childhood development in schools, there was a schedule to do the planning study actually this current fiscal year, according to the capital plan for Kaw Tay Whee school. The Minister did respond to me, and it sounded just like there is a shift and that the actual planning study was going to occur in 2018-2019, during questions in the House. I am wondering if I could just get that clarified: exactly when is the planning studies scheduled to be completed? Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. That will be in 2018-2019. We did get a technical status evaluation in March of 2017, and we had to look at the recommendations and put it back in the books, and looking at 2018-2019.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, because it does not appear in this specific capital plan, is it a carryover from 2017-2018 for the planning study for Kaw Tay Whee school in Detah? Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. The planning study itself will be in the 2018-2019 O and M budget. That is where you will see it. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chair. Mr. Chair, I have no further questions for the Minister. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. McNeely.

MR. MCNEELY: Thank you, Mr. Chair. I do not want to interfere with any capitalization of a new building here for the community of Colville Lake in regards to their school. I just want to know if it is on the 20-year needs assessment department, and if there's ongoing discussions for some immediate addressing of the building with the community leadership. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. This is a concern as well, because we really want to work with the community to get a school put in place. The last discussion that we had was the First

Nations wanted to put in a bigger school, so we are waiting for a P3 project. Based on our capital standards, the school size that was supposed to go in there, they wanted a bigger one, so we are looking at a P3 study, and we are still waiting for that report and that information from the Behdzi Ahda First Nation.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. McNeely.

MR. MCNEELY: Nothing further, Mr. Chair. I just wanted to know that the community is progressing along with their capital plan. Thank you.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. McNeely. I have no one further on my list for early childhood and schools. I will call this activity. Education, Culture and Employment, early childhood and schools, infrastructure investments, \$11,008,000. Does committee agree?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Turning to page 14, labour development and standards. Half a million dollars. Does committee have any comments or questions? Seeing none. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I would like to ask the Minister if this is the section where the adult learning centres would appear. Thank you, Mr. Chairman.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. Yes, this is where the community learning centres would appear.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I would like to ask the Minister what the schedule is for the new retrofitted adult learning centre for Ndilo. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. We are continuing to work with the leadership in Ndilo to look at addressing it. As the Member knows, we do have a lot of infrastructure projects within the department, community learning centres, schools. We always review our 20-year capital needs assessment, and sometimes things get put off and then some other things take priority year after year, but we are continuing to work with the leadership on addressing that.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I am wondering if there was any sort of schedule. Whether we are adhering strictly to the schedule or not, I just want to ask the Minister if there was any sort of schedule at all, whether it be a very hard schedule or a soft schedule, any kind of schedule at all, for the adult learning centre in Ndilo. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair. We are going to be doing a technical status evaluation, and that is the first step. Then, once we get that evaluation, we will get the recommendations, and then that goes into our capital needs assessment. It is looked at priority from there.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, I am wondering if the Minister can advise me when the technical evaluation would occur. Thank you, Mr. Chairman.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. ALFRED MOSES: Thank you, and that will be anywhere from now until the end of the fiscal year.

CHAIRPERSON (Mr. Simpson): Thank you. Mr. Beaulieu.

MR. BEAULIEU: Thank you, Mr. Chairman. Mr. Chairman, is the Minister referring to fiscal year 2017-2018? Thank you, Mr. Chairman.

CHAIRPERSON (Mr. Simpson): Thank you. Minister.

HON. ALFRED MOSES: Thank you, Mr. Chair, and yes, that is correct.

CHAIRPERSON (Mr. Simpson): Thank you. Nothing further from Mr. Beaulieu. Anything further for labour development standards? Seeing nothing, I will call this activity. Education, Culture and Employment, labour developments, infrastructure investments, \$500,000. Does committee agree?

SOME HON MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Please turn to page 10. I will call the departmental total. Education, Culture and Employment, total capital estimates, \$11,508,000. Does committee agree?

SOME. HON MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Does committee agree that this concludes our consideration of Education, Culture and Employment?

SOME. HON MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Thank you to the Minister and to your witnesses. Sergeant-at-Arms, you may escort the witnesses from the Chamber. Does committee agree that this concludes our consideration of Tabled Document 416-18(2), Capital Estimates, 2018-2019?

SOME HON. MEMBERS: Agreed.

CHAIRPERSON (Mr. Simpson): Thank you, committee. Mr. Beaulieu.

MR. BEAULIEU: Mr. Chairman, I move that consideration of Tabled Document 416-18(2), Capital Estimates, 2018-2019, now be concluded and that Tabled Document 416-18(2) be reported and recommended as ready for further consideration in formal session through the form of an appropriation bill. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. There is a motion on the floor. The motion is in order and is non-debatable. All those in favour? All those opposed?

---Carried

Thank you, committee. What is the wish of committee? Mr. Beaulieu.

MR. BEAULIEU: Mr. Chairman, I move that the chair rise and report progress. Thank you, Mr. Chair.

CHAIRPERSON (Mr. Simpson): Thank you, Mr. Beaulieu. There is a motion on the floor to report progress. The motion is in order and is non-debatable. All those in favour? All those opposed?

---Carried

I will rise and report progress.

MR. SPEAKER: May I have the report, Member for Hay River North?

Report of Committee of the Whole

MR. SIMPSON: Mr. Speaker, your committee has been considering Tabled Document 416-18(2), Capital Estimates, 2018-2019. I would like to report progress with one motion being adopted, that consideration of Tabled Document 416-18(2) is concluded and that the House concur in those

estimates and that an appropriation bill to be based thereon be introduced without delay; and, Mr. Speaker, I move that the report of the Committee of the Whole be concurred with.

MR. SPEAKER: Masi. Do I have a seconder? Member for Inuvik-Twin Lakes. The motion is in order. All those in favour? All those opposed?

---Carried

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

Orders of the Day

CLERK OF THE HOUSE (Mr. Mercer): The orders of the day for Tuesday, October 3, 2017, at 1:30 p.m.:

1. Prayer
2. Ministers' Statements
3. Members' Statements
4. Reports of Standing and Special Committees
5. Returns to Oral Questions
6. Recognition of Visitors in the Gallery
7. Acknowledgements
8. Oral Questions
9. Written Questions
10. Returns to Written Questions
11. Replies to Commissioner's Opening Address
12. Petitions
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
18. First Reading of Bills
19. Second Reading of Bills
20. Consideration in Committee of the Whole of Bills and Other Matters
 - Bill 27, An Act to Amend the Environmental Protection Act
 - Committee Report 12-18(2), Standing Committee on Priorities and Planning

Report on the Progress Review of the
Mandate of the Government of the
Northwest Territories, 2016-2019

- Minister's Statement 186-18(2), Update on
the A New Day Program
- Tabled Document 419-18(2), Proposed
Mandate of the Government of the
Northwest Territories, 2016-2019
(Revised)

21. Report of Committee of the Whole

22. Third Reading of Bills

23. Orders of the Day

MR. SPEAKER: Masi, Mr. Clerk. This House
stands adjourned until Tuesday, October 3, 2017,
at 1:30 p.m.

---ADJOURNMENT

The House adjourned 5:16 p.m.

