



# The Yukon Legislative Assembly

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## **HANSARD**

**Thursday, May 1, 1986 — 1:30 p.m.**

Speaker: The Honourable Sam Johnston

# Yukon Legislative Assembly

SPEAKER — Honourable Sam Johnston, MLA, Campbell

DEPUTY SPEAKER — Art Webster, MLA, Klondike

## CABINET MINISTERS

NAME	CONSTITUENCY	PORTFOLIO
Hon. Tony Penikett	Whitehorse West	Government Leader. Minister responsible for: Executive Council Office; Finance; Economic Development; Mines and Small Business; Public Service Commission
Hon. Dave Porter	Watson Lake	Government House Leader. Minister responsible for: Tourism; Renewable Resources.
Hon. Roger Kimmerly	Whitehorse South Centre	Minister responsible for: Justice; Government Services.
Hon. Piers McDonald	Mayo	Minister responsible for: Education; Community and Transportation Services.
Hon. Margaret Joe	Whitehorse North Centre	Minister responsible for: Health and Human Resources; Women's Directorate.

## GOVERNMENT PRIVATE MEMBERS

### New Democratic Party

Sam Johnston	Campbell
Norma Kassel	Old Crow
Art Webster	Klondike

## OPPOSITION MEMBERS

### Progressive Conservative

Willard Phelps	Leader of the Official Opposition Hootalinqua
Bill Brewster	Kluane
Bea Firth	Whitehorse Riverdale South
Dan Lang	Whitehorse Porter Creek East
Alan Nordling	Whitehorse Porter Creek West
Doug Phillips	Whitehorse Riverdale North

### Liberal

Roger Coles	Liberal Leader Tatchun
James McLachlan	Faro

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**01 Whitehorse, Yukon**

Thursday, May 1, 1986 — 1:30 p.m.

**Speaker:** I will now call the House to order.  
We will proceed with prayers.

*Prayers*

**Speaker:** We will proceed at this time with the Order Paper.

**DAILY ROUTINE**

**Speaker:** Introduction of Visitors?

**Hon. Mr. Kimmerly:** I rise to comment that today, May 1, is May Day, which is a significant day in the labour movement around the country and the world, and to congratulate Shirley Carr, the first woman president of the Canadian Labour Congress.

**Speaker:** Are there any Returns or Documents for Tabling?

**TABLING RETURNS AND DOCUMENTS**

**Hon. Mr. Penikett:** I have for tabling the Government of Yukon Annual Report, April 1, 1984 — March 31, 1985.

I also have the Business and Employment Opportunities Accord between the Government of Yukon Territory and Curragh Resources.

**Speaker:** Are there any Reports of Committees?  
Petitions?

Introductions of Bills?

Notices of Motion for Production of Papers?

Notices of Motion?

Statements by Ministers?

**02 MINISTERIAL STATEMENTS****Employee Assistance Program**

**Hon. Mr. Penikett:** The Employee Assistance Program was created by the Yukon Government with the Yukon Government Employees Union and the Yukon Teachers' Association. It provides confidential assistance to employees who are experiencing personal problems. Yukon Family Services Association had been contracted by the Public Service Commission to provide counselling at no cost to the employees.

Problem areas requiring assistance have included marriage, parenting, depression, alcohol, drugs and finances. The assistance for personal problems may be obtained directly by employers or by employees at the request of their supervisors when there is obvious deterioration in work performance.

The long-range goals of the Employee Assistance Program are:

1. To increase productivity in the public service by reducing absenteeism, accident rates and employee turnover that result from personal problems.

2. To improve the well-being of employees by identifying and treating personal problems.

3. To support departmental human resource management by improving individual work performance and by providing an alternative to discipline.

A review of the Employee Assistance Program in 1985 by the Public Service Commission and the joint Union-Management Advisory Committee has resulted in program development and a proposal to review the existing policy.

I am pleased to announce today that the Public Service Commission, within the next six months, will develop a new policy and will recommend improvements for the Employee Assistance Program. The new policy will integrate the present treatment approach with preventive measures to improve the quality of life in the Yukon public service.

The intent of a preventive approach is to foster awareness, to influence attitudes and to identify alternatives. This will help

employees make informed choices and change their behaviour to improve physical and mental well-being.

We will focus on stress management, family relationships, alcohol and other drug use, cardiovascular health, and financial planning. Prevention strategies will include researching employee needs, developing resources, and distributing information. Management and employees together will develop the new policy by determining needs and priorities.

Because we are concerned about the well-being of Yukon Government employees, we are embarking on this preventive policy, as well as treating existing problems that are costly in terms of productivity and human resource management.

**Mr. Phelps:** The Employee Assistance Program has been, and is, a very worthwhile program. We look forward to, and welcome, any improvements that might come about because of this.

**Speaker:** This then brings us to the Question Period. Are there any questions?

**QUESTION PERIOD****Question re: Curragh Resources, labour**

**Mr. Phelps:** I have a question dealing with the present labour climate at Curragh Mine. It has been alleged by a good many people who have been coming back from Faro in recent days and weeks that there is a great instability in the workforce there. In fact, it has been alleged that there have already been over 2,000 employees since they started up earlier this year. Has the Government Leader looked into this problem?

**Hon. Mr. Penikett:** I have not looked into the problem in the terms that the Leader of the Official Opposition puts the question, the matter of industrial relations and the question of the turnover. I am interested in the question, obviously, and it is hoped that the accord and the process that is contained in it, which we signed recently, will contribute to an improved situation.

However, the Leader of the Official Opposition will be aware that it is not uncommon in new mines, and this is, in many ways, a new mine, for there to be quite a high turnover rate at the start-up period.

**Mr. Phelps:** The reason I am bringing this to the attention of the Government Leader is simply that this seems to be a huge turnover rate in the given circumstances. In fact, our understanding, from what recent employees have said, is that an awful lot of the employees come from outside the Yukon on a 90-day contract, they have 45-day parties with every intention of leaving within the 90 days. Then they return to Saskatchewan, or BC, able to collect unemployment insurance. Would the Government Leader look into that issue as well?

**Hon. Mr. Penikett:** I will look into it, and I hope that the provisions and the circumstances of the accord will permit us to look at a global situation, not only individual cases, which is the situation up to now. I am advised, as of this morning, that the clear majority of employees hired by Curragh, permanent employees for the mine, are Yukon residents. I believe it is the company's sincere hope that, as employees move into the housing and settle into the community, the workforce there will stabilize quite quickly.

Just to emphasize the point about the turnover rate on new operations, I recall very well one mine, which I worked at in the territory, even some time after it was started up, had a three-month average length of employment in the mills, six months in the mine, and nine months at the maintenance shop. I think it was not until the mine was really established and running smoothly that the stability of the workforce was achieved.

**Mr. Phelps:** Most of the employees to date have not been hired by Curragh. Could the Government Leader tell us how many employees Curragh has hired at the mine site?

**Hon. Mr. Penikett:** I cannot give an exact number. It is such numbers that we hope, as a result of the accord, to provide regular public reports on. I have no hesitation, whatsoever, in putting that question to Curragh and coming back to the Member.

**Question re: Curragh Resources, labour**

**Mr. Phelps:** The reports that keep coming into us are that a very small fraction of the overall workforce is resident in Yukon. People insist that it is down around 10 percent of the total workforce. Has the Government Leader looked into that aspect of the situation?

**Hon. Mr. Penikett:** There was a similar allegation put by the Member for Porter Creek East yesterday during Question Period, which I had cause to have officials check into. I was advised that, as of this morning, a clear majority of the permanent hourly staff hired by Curragh for the mining project are Yukon residents.

**Mr. Phelps:** I would like the figures for all of the people working at the mine because the vast majority of them do not work for Curragh. They work for the catering companies, the leasing companies and the contracting companies. I am wondering whether or not it would be possible for the Government Leader to check into the total percentage.

**Hon. Mr. Penikett:** I will certainly look into the facts as they relate to Altus Construction, which has had the job of opening up the property.

Our agreement with Curragh makes that information in the future more relevant. In the mining development plan, as they near the production phase as they are doing now, the employees who are there now will be permanent. They will be Curragh's employees, and the people who have been involved temporarily only in construction, Altus employees, will decline in number progressively over the next period.

**Mr. Phelps:** The final issue that the Government Leader may wish to look into, particularly because of the second mortgage against the units up there, is the allegation that many of the employees feel they cannot afford the rent.

Accordingly, they are purchasing campers and are setting up tents and so on to work for the summer. Then they will leave as soon as it gets too cold. Perhaps there is a problem. I wondering if the Government will look into that.

**Hon. Mr. Penikett:** If the situation is as the Leader of the Official Opposition describes it, yes, I would call that a problem.

The Leader of the Official Opposition will know that we have a perennial problem in this area with transient workers who do not rent permanent dwellings or require housing. Some of them, over the years, have been on construction jobs, they have come into town and have lived in the Robert Service Park or other such places.

If it is because someone is going going back to work, and has been unemployed for a period of time and has a lot of bills and may not be able to afford housing, it is a problem that we hope can be solved in the very near future as people are able to get steady pay cheques.

If, however, the problem is of a different kind, that the people are not prepared to make a commitment to the Yukon Territory, a commitment to Faro, or to become permanent residents and taxpayers or contributing members of the Community of Faro and the Yukon, then that is a different kind of problem.

**Question re: Carmacks industrial lots**

**Mr. Coles:** I wonder if the Minister of Community and Transportation Services could advise us of the status of the new industrial lots in Carmacks, and perhaps explain why they have not been put on the market yet?

**Hon. Mr. McDonald:** I thank the Member for giving me notice on the question. We had discussed once before and brought to light that the additional telephone service to those industrial lots would be over \$24,000. Because there would only be five lots released, it was thought by the government and by the Village of Carmacks that that additional charge would be too much for the purchasers of the lots to bear because there would be only five lots released.

I understand there was a delay in whether or not the telephone service would be put in. It was the department's plan to release the lots by the end of April. We now hope to have the lots go on sale in early June by public tender of the lots, near the third week of May.

**Mr. Coles:** This question is to the same Minister. I believe that a letter was hand-delivered over two weeks ago, by the Mayor of

Carmacks, suggesting that the telephone service need not be put in place. Why is it going to take six weeks for the government to set a price on the lots, from then until the time that they do go in the beginning of June?

**Hon. Mr. McDonald:** There are a variety of factors that can cause delay in the sale of lots. The Mayor of Carmacks may have hand-delivered a letter to someone; he did not hand-deliver a letter to me. In any case, I will take as an article of faith that what the Member says is true. There was also, I understand, a discussion as to whether or not the Village of Carmacks or the Yukon government would be selling the lots. The Village had initially expressed an interest in doing that. We have had discussions with the Village, and have determined that it would be the Yukon government selling the lots.

**Mr. Coles:** I have spoken with the Mayor of the Village of Carmacks and all four councillors, and they have assured me that no one on that council has ever expressed an interest in selling lots. I do have a constituent who is renting property and is losing that property as of yesterday, and has no place to put their equipment or trailer or any of their possessions. Could the Minister suggest a place where they could park that stuff for the next month-and-a-half?

**Hon. Mr. McDonald:** I am not that well versed in available space in the general Carmacks area. We are going to attempt to put the lots on sale as soon as possible. There are a number of places that I could think of, but it would be purely frivolous to suggest where some heavy equipment could be placed.

We will attempt to get the lots on sale and get the tender documents forward as soon as possible. They will clear Cabinet, and the lots will be on sale as soon as possible.

**Question re: Young offenders studies**

**Mr. Phillips:** I have a question for the Minister of Health and Human Resources. The Minister tabled a document in this House this week with respect to the young offenders studies. Can the Minister tell this House why no actual reports were submitted when \$90,000 of the taxpayers' money was spent?

**Hon. Mrs. Joe:** With regard to those contracts, as the Member knows from reading the information I gave him, the first contract was one that was signed by the previous government to go ahead with the proposed plans for the \$7 million complex. When we decided not to go ahead with that, that was the end of the study, for which we paid him \$19,000.

We expect that the third contract for Hector MacKenzie was to develop some kind of plan for a wilderness-type program to complement the young offenders program. That is a development of a plan that, if we do have that plan in place, will be something that we will keep in our department and will not proceed to table in the House, at this point in time anyway, because it would be information that we would like to keep confidential within the department.

The other contract, for \$55,000, is an ongoing contract, and a number of things were listed in the return that I tabled. It explains what sort of work that person was doing. She is still on contract with us and is still continuing to work with us in helping us to develop some kind of a young offenders plan. She is also doing other work in the department. Those did not require a study at the end. We did table one in the House that was done by that person. That is for the record for anyone to see. It is ongoing, and there are different things that she is doing that do not require a study.

**Mr. Phillips:** I think the Minister, with the documents she tabled the other day and with her statements today, has left the House rather confused. I would like to read into the record what the Minister said on April 28, when she was asked by the Member for Riverdale South: "The Minister told the House that she would table the three studies done. Will the Minister be tabling these three studies this week, so we can use them in the O&M debate?"

Before I go on with the answer, I would like to remind the Minister that she just told us that one was ongoing and the other one was cut off because they decided not to go ahead with it. Here is the Minister's answer, "I have read them and they are quite lengthy. I will table them if the Member wishes."

What studies did the Minister read, which she says are not even finished yet, and when will she table those studies?

**Hon. Mrs. Joe:** What I meant was that the answers to the questions were quite lengthy, and that I did not want to read them into the record. That is the reason I tabled them in the House.

**Mr. Phillips:** That is not what the Minister said on April 28. She was asked, "Will the Minister be tabling these studies this week so we can use them in the O&M debate?" She said, "I have read them. They are quite lengthy. I will table them if the Member wishes." What studies did she read?

**Hon. Mrs. Joe:** I believe the question was asked with respect to the contracts that the Member for Riverdale South asked about. At that time, I mentioned that I had them here, I had read them, and that I would table them in the House. These are the answers that I received, and those are the things that I was going to table in the House.

**Question re: Young offenders studies**

**Mr. Lang:** I think there is a legitimate concern here. We have spent \$90,000 of the taxpayers' money on a planning and policy study. We do not have any results from that \$90,000, as far as we can make out, or at least from what we have been told. We have since purchased a \$187,000 home with a swimming pool with a crack in it that we cannot use.

In view of past events, why are we still carrying on with the same consultants, as far as seeing what further options we have, if that is what our track record tells us so far?

**Hon. Mrs. Joe:** We have not given up on a plan to do something about our young offenders program. Because things have not turned out the way they were supposed to did not mean that we had to get rid of all the people who were working for us. That would be very irresponsible of us, especially when the work is being done in a manner that we were looking for.

We have an ongoing contract with a person who we agreed to hire last July, and her work is continuing. We did not stop the young offender program. We would hope to continue with it. The \$15,000 contract with Hector Mackenzie was to develop some kind of a plan for a wilderness-type program to complement that young offenders program. We are still looking at all the options. We may have had \$90,000 worth of work done on contract, but we would have had our plan in place if there was not all this controversy. Everything else that we had done was done in the right manner. As a result of all the controversy, there is going to be difficulty in doing anything with the proposed treatment centre now.

**Mr. Lang:** This is why I thought we paid people with certain expertise, to ensure the proper steps were taken. We are in a situation where one particular contract was to look specifically at zoning, and how to apply for zoning. How much more money, from April 1 on, are we putting out for contract for looking at various options for young offenders' facilities?

**Hon. Mrs. Joe:** We have hired that person to work with us on the young offenders program. We are still trying to implement a young offenders program through facilities in the City of Whitehorse. We are looking at all sorts of options. Things have had to slow down simply because of a decision that was made by the City of Whitehorse Board of Variance. We will continue to look at all the options, and we are going to need a person with the expertise to help us do that. That is exactly what we are doing.

**Mr. Lang:** We have spent \$90,000 to look at the options for a young offenders secure and open custody facility. It is very clear in the contract: "including open and secure alternative measures". Could the Minister table the various alternatives that have been put to the government besides 501 Taylor Street and the Assessment Centre that is not an assessment centre?

**Hon. Mrs. Joe:** A lot of those decisions were as a result of Cabinet decisions, and the Member knows that those kind of reports are confidential. I do not have anything that I can table in this House. Decisions like that have to go to Cabinet, and a lot of those decisions were made by Cabinet.

**Question re: Education - Regional Superintendent**

**Mrs. Firth:** I have a question for the Minister of Education

regarding the Regional Superintendent's job. Yesterday, when I asked the Minister about this position, he replied that the position has not been filled and also that he did not know if the job had been advertised yet. However, the Minister did say that he plans to fill the position from the ranks of the teaching staff in the Yukon now.

I would like to know if this is going to be another political patronage job like the Land Claims Community Liaison job?

**Hon. Mr. McDonald:** The charge the Member is making is entirely unsubstantiated. The position, as I said, has not been filled and will follow the hiring practices established by this government with respect to the certification process, going through PSC, the same sort of process we go through for hiring public service positions over the past 11 months and over the past many, many years. I will stand to be corrected, but I do not remember saying that I did not know when it was to be advertised. I think it was an assumption that perhaps the Member for Riverdale South imported from my answer.

In any case, the time-honoured method of hiring people will be adhered to. There will be no political interference in the appointment. I would be happy to engage in a discussion about political interference in public service positions in Mayo, because there has been interference of that type in the past with the previous Conservative Government.

**Mrs. Firth:** The Minister did not answer the question yesterday about the advertising. If he had, I would not have made the assumption that he did not know. He made the assumption that he does know when he does not answer the question. He did not answer the question yesterday, either. Is the job going to go through the Public Service Commission? When it is going to be advertised, and when is the Minister expecting it to be filled?

**Hon. Mr. McDonald:** As soon as possible.

**Question re: Carmacks industrial lots**

**Mr. Coles:** In the past, all lots in Carmacks were sold, as I imagine in most communities in the territory, at a set price that was set by the government. We have been informed in the last few days that the new industrial lots are going to be going to tender in Carmacks. Could the Minister tell me exactly how that is going to work?

**Hon. Mr. McDonald:** The sale price will be development costs or market value, whichever is greater. In this case, it is development costs. By public tender, I meant that they would be advertised for sale.

**Mr. Coles:** That is definitely not the impression that we have been given from officials of the Minister's department. Would the Minister go back and check with his officials to make sure that they are on the same wavelength as he is on this issue?

**Hon. Mr. McDonald:** Generally, we are on the same wavelength. If someone has stated something that is either incorrect, or has misled the Member in some way, we will certainly clear up the situation.

**Mr. Coles:** Would the Minister just inform the House as to why the country residential lots, the new ones in Carmacks, are still not on the market either? The development and everything that would need to be done to the lots was finished last August, I believe.

**Hon. Mr. McDonald:** I will take that question under advisement.

**Question re: Wood bison**

**Mr. Brewster:** On April 28, I asked the Minister of Renewable Resources several questions about the general health of the wood bison. He replied the animals were healthy. However, on April 30, the Minister responded that a veterinarian was sent out to the bison compound a week earlier, and hair samples were sent to Regina for analysis. Will the Minister tell us what situation prompted him to send the veterinarian in the first place, and why were hair samples taken?

**Hon. Mr. Porter:** The reasons why a local veterinarian was dispatched to the compound site came about as a result of the monitoring activity that is being conducted in the area. The departmental staff noticed that the wood bison were shedding their hair. There are a number of reasons for that. They were rubbing

themselves up against the fence and the poles. It was determined that it was earlier than normal for the bison to be shedding their hair. The extrapolation made by our people as to the reasons were primarily that the climatic change from Alberta to the Yukon would have caused it. There is some speculation that the removal of the wood bison from the Alberta location to the Yukon location, and the stress that was involved in that move, could have caused the bison to shed their hair earlier than normal.

<sup>10</sup> **Mr. Brewster:** I seem to be getting some answers. It takes two or three days, but I am getting there. Will the Minister confirm there is something of concern happening to the buffalo? What other steps is he now taking?

**Hon. Mr. Porter:** The report to me is that everything is okay with the wood bison. There is no need for any action at this point given the situation.

It has been a long established policy observed by previous governments that in situations where we do import animals from other jurisdictions, there is an insistence on our part that the province of origin must have a document signed by a registered veterinarian that the animals are in good health. Otherwise, those animals are not accepted.

**Mr. Brewster:** Could the Minister explain to me why the difference in air between northern Alberta and the Yukon is such that it would create a hazard?

**Hon. Mr. Porter:** The question is of a very technical nature. I have never been trained as a biologist, and I have no aspirations to be one. If the Member would like to correspond with a biologist or with the veterinarian from CWS, I am sure they can give a detailed technical account because that is what the question invites.

I do not pretend to know a great deal of technical data with respect to animal care. I think that the question is a premature one.

#### **Response re: Wildlife Advisory Council**

**Hon. Mr. Porter:** I would like to take the opportunity to address a couple of the questions that were asked before. The Member for Riverdale North asked me yesterday about the appointments to the North Slope Wildlife Management Advisory Council. I am happy to report to the Member that the Yukon's representatives are: nominated as Chairman, Steven Frost from Old Crow, whom I am sure he will concur with, and the Director of Wildlife for the Yukon, Mr. Hugh Monaghan.

#### **Response re: Elk**

**Hon. Mr. Porter:** I will also go back to another question about elk and parasites. My information about the elk that were shipped into the Yukon is that those elk are disease free.

#### **Question re: Wood bison**

**Mr. Brewster:** I would think that if we spend \$100,000 of taxpayers' money, we would be a little more interested in these animals being transplanted. Can the Minister confirm that the Yukon biologist who was hired to watch over the bison transplanted on March 6, will also maintain the fence to keep the wolves away?

**Hon. Mr. Porter:** If the question is can I confirm for the record that we indeed have somebody hired to stay at the compound and to monitor the wood bison, the answer is yes. I would agree that that is a correct reporting of the situation.

**Mr. Brewster:** That is part of the question anyway. Can the Minister provide us with some details or general objectives of the wolf study that is being made on the Nisling River that he referred to on April 14?

**Hon. Mr. Porter:** In a general way, my recollection of the data that we were concerned with was that we wanted to monitor the activities of the wolves in the area inasmuch as we have imported wood bison to the area. We had a responsibility to ensure that they would be well maintained.

<sup>11</sup> In terms of any further particular detail as to the results of the study objectives, I will research the department for what other detail there might be, but, for the most part, it was to monitor the activity of the wolves in that area and any interrelationship between them and the wood bison.

**Mr. Brewster:** If the biologists are keeping the wolves under

control, could the Minister explain to me how it is possible to conduct a meaningful study of the wolves.

**Hon. Mr. Porter:** I may have a hard time understanding the question. If he is asking us if we are controlling wolves in the Nisling River area, that is not my understanding. We are not taking wolves out nor controlling their behaviour in any particular way, scientific or otherwise. We are simply attempting to assess the numbers of the population of wolves in the area and their patterns and their use of the land and wildlife resources in the area. We are not out to, as I understand it, control the wolves in the area.

#### **Question re: Cheque cashing service in Faro**

**Mr. McLachlan:** My question is for the Minister of Justice. On March 25, the Yukon Liquor Corporation began a cheque-cashing service in Faro for ordering some cheques in small amounts, but they were limited to Altus, Curragh and federal and territorial government cheques. I am wondering why a list of whose cheques were authorized was kept so small?

**Hon. Mr. Kimmerly:** I have no specific personal knowledge about that. I will check on it. I can speculate, however, because the answer appears obvious. I will find out specifically.

**Mr. McLachlan:** There are, of course, a number of other contractors, some of whom are very large, but my concern has to be for a number of local businesses who cannot have their payroll cheques or their cheques honoured by the government-cashing system. I am wondering if the Minister can check to see, especially since we have just signed a business accord yesterday that is designed to promote business in town, if that list could be expanded to the local business people.

**Hon. Mr. Kimmerly:** I understand the Member's representation, and I note it.

**Mr. McLachlan:** In the Minister's considered legal opinion, I wonder if a letter of guarantee or a letter of credit, similar to that requested by a bank, would be of any use in helping the local employer getting cheques cashed if the government was worried about cheques that may not be honoured.

**Hon. Mr. Kimmerly:** I thank the Member for that suggestion. It appears that the government is in the banking business, at least temporarily, and I hope it is only temporarily.

#### **Question re: Bilingualism legislation**

**Mr. Phillips:** I have a question for the Minister of Justice. On March 6, Daniel St. Jean postponed his court case over traffic tickets over cited bilingualism, and bilingualism of the Yukon government. He said he had been approached by unnamed government officials promising bilingualism legislation in the near future.

Can the Minister tell us what he has done in this regard?

<sup>12</sup> **Hon. Mr. Kimmerly:** I thank the Member for the question, because it is interesting that today the Supreme Court of Canada decided, in two other cases, one from Manitoba about an English traffic ticket, and one from Quebec about a French ticket, that unilingual tickets were quite legal.

I have not seen the decision, but it would appear, on the face of it, to cover the St. Jean situation. Despite that, the government is negotiating with the federal government for funding to increase services in French in the Yukon.

**Mr. Phillips:** Will that, then, remove us from the commitment we made to Daniel St. Jean at the time? If the government is going to proceed with bilingualism legislation, when can we expect it?

**Hon. Mr. Kimmerly:** The federal Minister of Justice and I agreed to talk about bilingualism legislation. At no time has the government made a specific commitment about legislation. The negotiation is ongoing about expanding French services, at the moment.

**Mr. Phillips:** In the *Whitehorse Star* article, an official from the Yukon government said, in response to Mr. St. Jean, that they were drafting, or would be bringing forward in four months, some bilingualism legislation. Is that still the plan of the government? Will it come forth within the next two months?

**Hon. Mr. Kimmerly:** That *Star* story quotes Mr. St. Jean talking about what somebody else said. It is about a triple hearsay.

The fact of the matter is that the federal government and the territorial government are negotiating about an agreement to expand French services and provide for federal funding for those French services. That is the total of it, at the moment.

**Question re: International Relations Senate Committee**

**Mrs. Firth:** A couple of weeks ago I asked the Government Leader a question about a Cabinet document that was prepared through this government by an individual who used to work for the government. The document cost \$4,900, just to refresh the Government Leader's mind. It was regarding the International Relations Senate Committee. Can the Government Leader tell us if that document has been perused by Cabinet? Has a decision been made yet regarding the presentation the government is going to make?

<sup>13</sup> **Hon. Mr. Penikett:** When the Cabinet has completed its deliberations on that question and it communicates its views to the committee, I will advise the House and make that information public.

**Mrs. Firth:** Since the contract was completed some six weeks ago, and the Special Joint Committee on Canada's international relations has been here and gone, could the Government Leader tell us approximately when he expects to have that decision made?

**Hon. Mr. Penikett:** Soon.

**Mrs. Firth:** Will the Government Leader be making that report public for the opposition and other Yukoners to view?

**Hon. Mr. Penikett:** As I just said about a minute ago, when the Cabinet has concluded its deliberations on the question and has communicated our views to the Chair of the committee, as I have indicated twice before, I will make that information public.

**Speaker:** Time for Question Period has now lapsed. We will now proceed with the Orders of the Day.

**ORDERS OF THE DAY**

**GOVERNMENT BILLS**

**Bill No. 88: Second Reading**

**Clerk:** Second reading, Bill No. 88, standing in the name of the honourable Mr. McDonald.

**Hon. Mr. McDonald:** I move that Bill No. 88, entitled *An Act to Amend the Apprentice Training Act*, be read a second time.

**Speaker:** It has been moved by the honourable Minister of Education that Bill No. 88, entitled *An Act to Amend the Apprentice Training Act*, be now read a second time.

**Hon. Mr. McDonald:** I rise today to discuss amendments with respect to the *Apprentice Training Act*. I wish to note that these are minor changes of a housekeeping nature that I assume will require very little time to the Assembly in passing.

Amendments have been made to Section 3 of the Act. This section now allows the Director to appoint members to various advisory committees as established pursuant to this legislation.

The second amendment is to Section 9. It clarifies the provision for making regulations pertaining to advisory committees. This section legitimizes the existing advisory committee and allows for the creation of new ones when required. I look forward to quick passage of the legislation.

**Mrs. Firth:** As it has been our habit, we will be giving speedy passage and we will be very cooperative with this bill. If the Minister wishes, we could pass it and carry it all through today.  
*Motion agreed to*

**Hon. Mr. Porter:** I move that the Speaker do now leave the Chair and the House resolve into Committee of the Whole.

**Speaker:** It has been moved by the honourable Government House Leader that the Speaker do now leave the Chair and that the House resolve into Committee of the Whole.  
*Motion agreed to*

**COMMITTEE OF THE WHOLE**

**Chairman:** The Committee of the Whole will now come to order.

We shall have a short recess.

*Recess*

<sup>14</sup> **Chairman:** I will now call Committee of the Whole to order. We are on Department of Community and Transportation Services, general debate continued.

**Bill No. 5 — Second Appropriation Act, 1986-87 — continued**

**Hon. Mr. McDonald:** I believe the information was complete with respect to the questions asked on the Skagway Road, and has been delivered to all Members of the House. I might have some help for Members with respect to a few other questions that were posed yesterday.

The Member, at one point, having had people do a *Hansard* check for me, asked whether we could double-check municipal finance figures to ensure that they were accurate. That has been done, and they are accurate.

The Local Employment Opportunities Program is in Community and Transportation Services. This department is the delivery agent for LEOP. If the Member would like to discuss it now, we could, or we could wait until later, until we get to a line item. On second thought, we cannot, can we, because that is capital.

The special project officer was doing special project work of an administrative nature in the department. It was a contract employee in a permanent position. The LEOP duties were added to that existing full-time contract position. Since last session, the contract position has been made permanent in the department. The person, right now, as a matter of information, is helping put together the five-year capital plan.

<sup>15</sup> **Mrs. Firth:** Is that a position that was specially designated in the beginning to work with the Local Employment Opportunities Program? From what the Minister had said in previous debate, I got the impression that that person was already there doing some other clerical duties and it evolved into a position of managing the Local Employment Opportunities Program. Did the salary dollars come out of the O&M Budget or the allocation of the \$2 million capital funds for the program itself?

**Hon. Mr. McDonald:** The \$2 million capital funding did have an item that was referred to as a cost of administration of \$25,000. That was more to advertise the program and purchase pamphlets and that type of material. There was the feeling that if any costs beyond that were to be incurred that they would be borne by the Department of Community and Transportation Services. My understanding is that there have been no further costs. I am not even sure the full \$25,000 was spent in the printing of pamphlets and making of signs.

The Special Project Officer had this added to her already ongoing duties. The reason she is referred to as the Special Projects Officer is that she undertakes various projects, such as LEOP, in addition to Five-Year Capital Plan, et cetera. The position was not created, nor was it monopolized by the LEOP.

**Mrs. Firth:** Does that mean that the LEOP was an existing PY within the department or was a new PY created?

**Hon. Mr. McDonald:** It was an existing PY.

<sup>16</sup> **Mr. Lang:** So which position did we eliminate in order to make this individual permanent?

**Hon. Mr. McDonald:** I do not believe anybody, but I can check on the history of that person-year if the Member wishes.

**Mr. Lang:** How many person-years do you have in your 327.3 complement that you are asking us to approve that are not positions that you intend to fill, or how many are positions that are there to fill when you feel like it?

If you did use an existing person-year, then what position did you eliminate? When you are checking on that, could you see how many other person-years are there that are not filled and can be utilized for other positions that they were not initially intended for?

**Hon. Mr. McDonald:** There are six person-years for the department. A very thorough analysis was done of existing positions to determine whether or not these positions were actually necessary. There will be vacancies throughout the year. There is a vacancy now as a result of the unfortunate death of one employee. There is a position in Municipal Engineering. That is an ongoing function, and it will be filled.

I would presume that the administrative function, which had been fulfilled prior to the filling of the Special Projects position as a contract, was an ongoing position long before I came on the scene.

I understand the Member's point. I can research this person-year, and we can determine who was there before and what he was doing. If there was a Special Projects Officer on a permanent basis, I can find that out.

<sup>17</sup> **Mrs. Firth:** We would like the Minister to follow up on that. This is my concern: if this individual now had previous responsibilities and is doing some of them and is working on the capital plan as the Minister said, should the Local Employment Opportunity Program be continued, or another allotment of funds be identified, we will bring in another person, another special projects officer to look after the Local Employment Opportunity, because the previous person will be occupied with job tasks. Before you know it, we are growing and building and it goes on and on.

The bureaucracy is very effective in helping that system out. They are a lot more clever than the politicians sometimes in justifying why they need these positions.

We come to my next question about the Local Employment Opportunity program. Is that program going to carry on? I recognize that there are some funds that still have to be spent. Has the Minister decided whether that program has been successful enough that he is going to continue it?

**Hon. Mr. McDonald:** I will deal with the Member's last point first. I think I indicated in Question Period or in the Supplementary Estimate debate that we intended to do an analysis of the program, once all of the information was in. It is my understanding that some of the projects will not be finished for a month or two. We will do an assessment of the projects and get a general feeling around the territory of how successful the communities and the community organizations feel the project has been.

We will also determine what the employment opportunities will be like in the coming winter. Because there was not much in the way of special winter works projects over the course of the winter, the LEOP was originally meant to, among other things, resolve an employment problem in all the communities.

The Member made a point about the tendency of the civil service to grow. I can assure the Member, at least in the system for which I am responsible, that there has been a very determined effort to keep the number of person-year growth to an absolute minimum in a very large department. We can discuss the requests for the six new person-years listed here, but, in any case, on a government-wide basis, I believe the Government Leader had indicated that there is now central control of requests for contracts. Traditionally in the government, a department will simply issue a contract, engage in a certain activity over a long period of time and then request, almost as an afterthought, that that person be made permanent, thereby sort of surreptitiously drawing people into the civil service permanently.

We now have more of a central control of that activity. Certainly, this department falls within the realm of that control.

<sup>18</sup> **Mrs. Firth:** The comments made by the Minister stimulate two questions. Who will be doing an analysis of the LEOP? If it is going to be the Special Projects Officer, I have some concern about that, because it is the individual who worked on the project and there may be some bias there. I would like to hear what the Minister has to say about that.

Could he elaborate on the central-control system he talked about? The civil service is somehow going to have a control over its growth?

**Hon. Mr. McDonald:** An analysis of how this situation works would better come from the Government Leader who is responsible for the Public Service Commission.

The Member makes a good point on the analysis. I will admit I have not given it the same consideration as the Member has

obviously given it. There may be a conflict with having the Special Project Officer, or somebody directly associated with the administrative function, supporting LEOP. There may be a conflict of interest there. I take the Member's point as being valid and will consider it when the decision is made as to who will be evaluating.

**Mr. Lang:** While we are talking about this program, I want to go on the record and say it seems that the left hand does not know what the right hand was doing, or that there was so much money we just had to spend it. I will take one project, the Guild Hall, which is a good program and one that all Members supported, but to put \$100,000 into that particular structure this past year, when a theatre for the Whitehorse area is already in the planning stages, seemed to be a questionable expenditure. I think, if this program is going to be initiated again, you are going to have a tighter control and review process over the necessity and practicality of projects going ahead. It seemed to me that the government was in such a rush to get money out that some of the long term benefit of some of these projects to the taxpayer was questionable.

I am not saying this disparagingly. The people involved with the Guild Hall are mostly volunteers, and they do a good job, but \$100,000 is a lot of money.

We should ask the communities for the projects now, not in the fall, and get some tentative ideas for practical projects. If you go through the approved projects, you would be very reluctant to invest your own money in the manner it was, in some cases.

I am not saying that in a partisan manner. There was a similar program a couple of years ago, and the same thing happened in a couple of cases. It is a question of planning and being able to look at programs in a long-term prospective. I do not think it works when you start in the fall and ask for applications to be filed within two weeks so you can approve the money. That does not do the job.

Perhaps some thought could be given this spring to asking communities what projects they would like to see go ahead if there is money available.

<sup>19</sup> **Hon. Mr. McDonald:** Much of what the Member said, with respect to the requirement for lead time and the requirement for planning, is quite true. The problem that we faced this last year was that the Capital Supplementary, under which this program was funded, passed the Legislature in November. In order for there to be an effective winter works program, the guidelines, the work application forms, getting the thing going, took some lead time at a very busy time of the year, around the session, as it is now. We were very pressed to do as good a job, in a new venture of this sort, as we could. I know that the Member does not mean to suggest that there was some sort of administrative incompetence. I think we all recognize that the people who were responsible for putting this program together, and were responsible for monitoring it, did a heck of a good job.

For that reason, the situation was more rushed than we would like it. Normally, we like to leave a lot of lead time for capital projects.

With respect to the justification for individual projects, if the Member has a list of projects, and a list of reasons why, beyond the Guild Hall, they are questionable, I would not mind hearing his remarks. We felt that because it was not likely that the Yukon College would come onstream, and we were convinced by the Guild Hall proponents that the clientele whom they would be servicing would be not only slightly different, but would also want to be provided some service over the course of the next two, three or four years, while waiting for a theatre to be built, we felt that the justification for this expenditure was appropriate.

We would like to provide ourselves with as much lead time as possible, because one of the problems associated with the LEOP program was exactly that: the insufficient lead and planning time to get projects on the move. It was a question of working out of necessity to put the project together, and to get projects onstream.

All in all, the program has been seen extremely positively around the territory. We did our best to coordinate projects in a given community, to ensure that the money was not frivolously spent. We realized the extent of our responsibilities there. Generally speaking, at this point at least, the project was well received. In the final analysis, what will be done this summer, will tell the tale.



**Mr. Lang:** I did not want to stand here and have the Minister justify the Guild Hall. I used that as an example. I was the Minister who stood up and sponsored \$40,000 for that particular organization three or four years ago.

My point was that the government had the prospects of a theatre in its plans for the college. We had \$100,000 committed to a planning process for a new theatre in Whitehorse. At the same time, for the taxpayer to read in the newspaper for what we deem to be Whitehorse, Yukon's only theatre, the Guild Hall, we see another \$100,000 going towards it.

<sup>20</sup> The point I want to make, in a constructive way is, in view of the fact that you have all these policy and planning people within the administration, maybe you could put a call letter out to the communities telling them that you are looking for perspective projects. I do not think that you have any choice right now. You can only throw so much money into these communities halls until you have got the Taj Mahal.

This side is making representation to the Minister that if there are monies available in the fall, you could approach the communities and say, "We may have a winter works project. Could you give us some ideas now?"

The Yukon Association of Communities is getting together fairly soon. There are a number of vehicles available. I think we are on the same track. I am not trying to put the Minister on the spot by having to justify the past dollars. Perhaps, I should, but I am not going to.

I think we have a lot of other things to talk about. Perhaps the Minister could undertake to give us a yes or a no, so that we can see a judicious use of whatever monies are made available in the fall.

**Hon. Mr. McDonald:** I have already stated what the requirement was for planning for the future. It is interesting to note, under this capital project, that the program was oversubscribed by at least two and-a-half times the amount of funding that was actually allocated for it. There was a significant interest in the program.

I will admit that I am hesitant to put out a call suggesting perhaps there will be a capital works program next winter and ask for proposals. I have had enough experience on the job to know that when you even state that maybe sometime in the future it might be nice to see Carmacks have a swimming pool, then right there on the spot, you have made a commitment of some sort. They have interpreted it as a commitment, and they think you have to live up to what they perceive as a commitment.

I think getting an analysis of the projects from the communities, the societies and organizations that took advantage of them would be a very valuable exercise. They might be able to tell us without inciting expectations. They might suggest, of their own free will, that there are some things that might justify a program of that sort in the future.

**Mr. Lang:** The final test, and the final day of reckoning is here in this House. We will not take you to task for corresponding with the communities or the organizations in looking ahead and approaching them very carefully so that you are not seen to be making a commitment, but so that you can examine their ideas now.

I cannot speak to my good colleague to the left, and understandably so, but we will not take you to task if in the fall you present us with a budget that is contrary to what we are talking about here. I think it is good for the Yukon if you proceed in that manner. I take it that the Minister is going to consider it, and we can carry on with other subjects.

Perhaps, we could go on to a topic that is of concern to a lot of us, the Carcross-Skagway Road.

<sup>21</sup> Was there ever any thought of having the trucks switch in Carcross, as opposed to Fraser? Was there any thought or consideration given to that? I know at one time it was discussed, and it really never went any further. Was there any cost done on such a switch, as opposed to using the Fraser Camp for switching?

**Hon. Mr. McDonald:** I have no costing figures in front of me. Yes, there was a discussion that various break points may be necessary. When looking at the options, which were discussed over the course of the winter when we were looking for a way out of the bind that we were placed in, we did do a brief analysis of the

various break points. It was determined that a break point at Carcross would lend more cost, by adding — I cannot remember how many hundred kilometres — to a round trip, to the operation of the ore concentrates. For that reason, because there was nothing preventing it from happening, we suggested that an area could be set aside at Fraser Camp to allow for the break to occur.

**Mr. Lang:** I noticed in the information that was provided us, we talked about the road structure, and we appreciate some of the work that has been done here.

Has any further consideration been given to escape ramps on the American side? Are there discussions underway with the Americans at the present time?

**Hon. Mr. McDonald:** Discussions have initially taken place. The determination of what escape ramps would, or could, be necessary has been made. The feeling is that, at this point, escape ramps are not immediately necessary. We would insist that we be involved in any decision to put in an escape ramp, if the Americans wanted to cost-share such a venture.

Right now, we do not believe there is a necessity for further work of this sort. If it is determined, subsequently, between the engineering staff on both sides of the border, that one is necessary, given the trucking conditions, given the capability of the trucks, et cetera, then we would be in a situation where we would cost-share the construction of an escape ramp. We would have to be satisfied as to its necessity.

<sup>22</sup> **Mr. Lang:** Do I take it that there is a common agreement between the two governments that at least until there is some experience on the road, further escape lanes will not be necessary? Is that what the Minister said?

**Hon. Mr. McDonald:** Essentially yes. The Americans could come to us at any time with any request, but we would want some real proof that it was necessary before we would consider cost sharing it.

**Mr. Lang:** In the agreement tabled by the Minister in October, I notice that the commitment was going to be \$150,000 or 50 percent on the Alaskan side, and on the May accord, which he told the House was a better agreement, it was going to be \$250,000 with an asterisk. In view of the fact that the Alaskans are going to be doing the maintenance, how can he justify that it is going to be only \$100,000 more for start-up costs in view of the fact that they require a snowblower. Are we not going to have to pay 50 percent of it, as opposed to the October 1985 agreement, because we have been using the other snowblowers.

**Hon. Mr. McDonald:** The increase from \$150,000 to \$250,000 refers to the additional grader. The \$150,000 itself would represent 50 percent of the cost of any Alaskan equipment necessary to open the roads. There will be things like snow poles and equipment, which will be necessary to open the road in any case. The figures you see before you essentially show that terms for the capital cost of start-up, as of May 1, 1985, is \$250,000. They anticipated the necessary equipment it would take to open the road. We felt that, if we were going to maintain the six kilometres, maximum, the Alaskans would not have needed an extra grader. For that reason, as of October 28, we did not feel that it would be an expenditure we would have to cost share, because they simply would not need it.

Because the Alaskans are going to be maintaining their side of the road, it will be an expenditure that we have agreed they will have to make, so we revert to the May 1 cost.

**Mr. Lang:** The figure I am questioning is the \$150,000 mentioned October 28. My understanding was that the Government of the Yukon Territory was going to have to maintain that six kilometres of road with existing snowblowers that had been purchased. Why do we have an extra \$150,000 in the agreement of October 28? Why would you need extra equipment for an extra six kilometres?

<sup>23</sup> **Hon. Mr. McDonald:** I suppose the reason for a base figure of \$150,000 was that there are such things — and I believe they are stipulated in the agreement and was just looking for it — as an Oshkosh snowblower; certain things that are necessary because the road has not been maintained in the winter before. As the Member knows, the drifts are very high in the area. The snowblower, I believe, is a necessary expenditure. I think it was the Oshkosh

snowblower and the snow poles that we are referring to.

The sort of capital needs are covered under 7(b) of attachment A of the Agreement. Snow poles, the Oshkosh truck with a plow — it is not a snowblower, I am sorry — belly blade and sander. We have added the road grader as a result of the six kilometres. My understanding of the area, because it is in essentially a mountain pass, is that it requires fairly heavy maintenance. That is probably why the costs associated with maintaining this particular road are as high as they are. It is good deal shorter than the Dempster Highway, but I think, on proportionate terms, is more costly to maintain.

**Mr. Lang:** I am not going to belabour that side of it. It seems to be an expenditure that I would question for that October agreement, the validity of it. Does the Minister have any ideas at all of the long term costs? We have 50 percent of the Alaska long term costs unknown. Has there been any indication by our technical people of the ability of the road to stand up to the loads that are going to be coming from Fraser?

**Hon. Mr. McDonald:** My understanding is that the roads will be able to stand up to the loads, for one thing, because the Alaska government is not willing to change its weight restrictions on any highway in their jurisdiction, because they feel that it would compromise federal funding. I do not think that the heavy load itself will hurt the pavement. The pavement, I understand and have been told, is in very good condition and is, essentially, brand new. The long term capital costs would have to be costs that we would agree were absolutely necessary for safety reasons for the hauling of the ore on the road. It is not possible, really, to identify what they would be, or how much they would be, but we would have to be satisfied that they would be as a result of the movement of ore.

**Mr. Lang:** It has been reported that there are 26 jobs guaranteed by Trimac to the State of Alaska vis-a-vis the port and maybe some trucking jobs. It was not made clear what areas were involved.

Does that agreement stand for the present trucking organization that has taken the contract from Curragh? Does it still mean 26 jobs or is going to mean more jobs?

**Hon. Mr. McDonald:** My understanding is that the guarantee that Trimac provided to the State of Alaska stated that the 26 jobs could be had on the American side for port activity. They included the handling of the ore, the administrative function and the backhaul to the mine site. That agreement was not automatically transferrable from one company to another.

The Alaskan government presumed that 26 jobs would be necessary to handle the concentrate and to engage in backhaul activities at the port. There was never any guarantee of any sort from anybody about trucking jobs. That was something that the Alaskan government did seek. It never came to our attention that Lynden Transport has provided a similar guarantee to the Alaskan government.

**Mr. Lang:** Could the Minister refresh my memory? Did he not say last evening that the cost of the American customs was going to be borne by the USA?

**Hon. Mr. McDonald:** I did say that. The feeling of the State of Alaska is that that is a federal expense, as it is in Canada. They anticipate that the operations of the custom service will be borne by the federal government, as it is elsewhere in the US, as a matter of course.

The Agreement before us states that we will cost-share Alaskan costs. If the Alaskan government does not bear those costs, we will not incur any cost-sharing costs.

**Mr. Lang:** When will you know that? I notice that in Section 2 of the Agreement it is very clear that we would have to bear 50 percent of the customs and immigration staff. When will we know whether or not we do have any responsibility? We are almost to the point where we are starting to operate. Are we going to incur any costs for weight enforcement personnel or public safety personnel in this forthcoming year on behalf of the State of Alaska? If so, how much?

**Hon. Mr. McDonald:** All of the O&M costs that we anticipate have been totalled up and provided to the Members. The reason for the customs wording in the Agreement was that, on the wildest

chance that the federal government would request the State of Alaska to engage in cost-sharing of custom services — it is not expected, and it is not practiced anywhere else — it was something that Alaska wanted in the agreements should they be faced with the wildest chance that they would be forced to cost-share any customs costs. We do not anticipate that to be the case.

<sup>25</sup> The O&M costs are shown here. They include all the various and sundry minor costs associated. Sometimes we are talking about cost-sharing a fraction of a person-year, who is already doing a job, but who would be required, on occasion, to provide a weigh scale service to heavy trucks. Relatively speaking, we are talking about miniscule sums of money. The total cost to Alaska is twice \$173,000. Our share would be \$173,000.

**Mr. Lang:** That is in Canadian dollars, is that correct?

**Hon. Mr. McDonald:** That is correct.

**Mr. Lang:** On a general question of trucking, we talked about jobs. I notice this section of the agreement is pretty clear about the quality of opportunity, both American and Canadian, as a principle.

When will we know from the company what the breakdown is going to be? They must be at a point now, if the trucking company is going into operation as early as June, to know how many people we are talking about. On the breakdown at Fraser, are there going to be American truckers at Fraser when those trucks split — all those kinds of questions — does the Minister have access to that information? Does he have it available? Could the Minister make it available to us if he does have it?

**Hon. Mr. McDonald:** With respect to Lynden's operation, we do not have the kind of information that we had gleaned from Trimac's operations. Trimac, as the Member will remember, intended to fully adhere to the terms of the agreement, which would simply state that for any haul between Faro and Skagway there would not be any discrimination based on nationality for the purposes of hiring. That is the extent of what the Agreement states.

Trimac indicated to us that they felt that the economies were all on the Canadian side, that it would make wholly good sense to provide the administrative service and the central workshop service, in Whitehorse, which is midway. It is the closest community midway between Faro and Skagway. They felt that it was necessary to provide that administrative support function midway.

They felt that they would be prepared to hire American truckers, if the American truckers were prepared to work within their operational plan. This meant that they would operate out of Whitehorse, and that they would be prepared to work for Canadian dollars and Canadian wages, both of which are less than what the Americans experience. The trucking wages in northern Canada are less than what they are in Alaska. The exchange rate between the Canadian and the American dollar demonstrates that it is cheaper to pay people in Canadian dollars.

For that reason, Trimac and our own government determined that the economies would be located on the Canadian side, and it made only good sense to place the operation in Canada and pay people in Canadian dollar and Canadian wages.

We took a reading from Canada Immigration to determine what they would allow in terms of American drivers on the road. It became apparent that American drivers operating between Whitehorse and Faro would probably not be acceptable, but that American drivers operating between Whitehorse and Skagway would be permissible.

<sup>26</sup> We did not know, to any degree of certainty, what Trimac would do about hiring Canadian truckers. We knew what the economies were on the Canadian side and presumed that, in the interest of good business practice, which is what the agreement encourages, they would probably be hiring Canadians. The Alaskans wanted some guarantees in the agreement that they would be hiring Americans. We resisted that successfully and there are no such guarantees. There is no discrimination based on nationality in the agreement and if Americans are willing to work under the conditions I have stated, they will not be discriminated against by the company or the deal is in jeopardy.

**Mr. Lang:** I appreciate what Trimac is going to do, but Trimac is not here. I wanted to know if the Minister had been provided a breakdown of their logistical plans, the numbers of people involved

and where they were going to be located. I thought that information would be available, if not now, very soon. Does the Minister have that information?

**Hon. Mr. McDonald:** The Member is making one representation and asking one question. Whether or not we have a proposed operational plan, the answer is yes, subject to negotiation, because it refers to the operations on the Skagway Road, and we will certainly indicate to the company what our bottom-line position is with respect to the safety limitations of the road proposed on their operational plan. With respect to Trimac's commitments and Lynden's commitments, as I indicated, the economies were on the Canadian side. Lynden assumed, more than likely, that given those economies, given the fact that American truckers probably would not want to live in Whitehorse, probably would not want to work for Canadian wages in Canadian dollars, it is more than likely they will be hiring Canadians.

We have no guarantees and we did not want to issue any guarantees to the Americans, but we did not have an operational plan that specified who would be hired and that type of detail. We did not have that from Trimac and we do not have that from Lynden.

**Mr. Phillips:** The Minister made a comment about discrimination based on nationality of the truckers. He also commented that there would be discrimination based on nationality. The contract says there will not be, but the Minister says that Immigration Canada says there will be from Whitehorse to Faro. Can the Minister explain whether there is or is not discrimination, and did the Americans agree to just the Whitehorse-Skagway part of the run or did they agree to the whole run for the hiring of American truckers?

**Hon. Mr. McDonald:** In determining what was possible, given the federal laws, we knew that we could not alter federal laws on either side of the border. If an American was to live and work in Whitehorse without a work permit, he could not operate between Whitehorse and Faro. That was a preliminary indication from customs. If he wanted to work jointly between the two jurisdictions, Canada and the United States, it would probably be acceptable. So within the regulatory framework on both sides of the border we agreed that there shall not be discrimination based on nationality.

**Mr. Lang:** I never got an answer to my question. I am not after guarantees. All I asked was if he had an operating plan from the companies of how the truck is going to operate with the number of people involved? We are within a month of operation so we should by now have an idea of where the workforce is coming from. I am not asking for the safety plan that we requested the government put together, I am asking about the operations of the company just to give us an idea of what we are talking about. Are they going to be based in Whitehorse or Skagway? How many? Does he have that information?

<sup>27</sup> **Hon. Mr. McDonald:** I believe I said yes that we do have an operational plan from the trucking company. It may be compromised by whatever safety restrictions we may decide to put on the road. I did say that they submitted an operational plan to us. It does show that they wish to operate out of Whitehorse. They want to base their operations in Whitehorse. Last month, they were seeking a site on which to put their operations. They have identified a number of locations that they thought would best fit the logistics of their operations.

They need a very large area that is easily accessible to the highway, and it cannot be on a curve. We encouraged them to speak to the city, because I understood that the city wanted Yukon-Alaska Transport to locate within city boundaries. They are presently working out a location with the city.

**Mr. Lang:** Maybe it is your long association with the Minister of Government Services, but at times, it does not seem that you answer the questions. There is no malicious intent. Can we see the operational plan for the workforce and where they are going to be located? How many drivers are we projecting? That is of interest to people in Porter Creek East since there are people there who do drive trucks.

**Hon. Mr. McDonald:** There are people who drive trucks around the city; I am sure it will be of interest to them, as well. I

will undertake to ask Yukon-Alaska Transport whether or not they would be prepared to have this divulged publicly. If they are willing to do that, I am happy to do that also. There may be some amendments to the operations as they are anticipated between Carcross and Skagway.

**Mr. Lang:** This is like playing cat and mouse. Are all the truck drivers going to be located in Whitehorse?

**Hon. Mr. McDonald:** If the Member fancies himself the cat and I am the mouse, then I am a very slow and sluggish mouse, because I have answered yes, there is an operational plan; yes, they are going to be based in Whitehorse. I gave a description of what was happening between Curragh, Lynden, Yukon-Alaska and the City of Whitehorse.

If the Member wants details of their operational plan, I will ask Curragh if they would be prepared to make the details of their operational plan public. If they are, I have no problems of making it public. I cannot see myself divulging details of that plan until I have made that request.

**Mr. Phelps:** I am a little confused, too. I just recently had a conversation with the trucking company officials. My understanding was that truck drivers could live in Faro or Skagway or start their jobs from Whitehorse. That would not be a problem. If there was a serious housing problem, for example, in Whitehorse, they could live in Faro and switch trucks. I think that is an important element to people looking for jobs.

<sup>28</sup> **Hon. Mr. McDonald:** It may be true, if it is part of their operational plan. I will ask Curragh, or Yukon Alaska Transport, whether or not they would be prepared to divulge the whole plan, or any part of the plan, to Members, so that we can resolve some of the questions that the Members raise. I have indicated that I am committed to do that.

**Mrs. Firth:** I want to follow up on that, not on the operational plan. Since the government is taking the lead role in the safety plan, can the Minister give us any idea where they are with it? They have 13 or 14 days left before they are to make it public, and I would like to know how it is coming along.

**Hon. Mr. McDonald:** It is fine, just fine. Curragh, for its part, has contacted all the four operators, the Yukon Visitors Association and many interested parties. Based on that consultation, they have submitted an operational plan. They have discussed their operations with them. We have expressed our concerns to them. The preliminary indications are that, in a large part, their operational plan seems to have covered many of the bases.

Just this week, we have met with Curragh and a number of major interest groups — Westours, Holland-America West Tours, Atlas, et cetera, various tour groups — to ask them what they think of the operational plan. We are going to be meeting with Curragh and Yukon Alaska Transport again, to discuss further their plan. We will be making some decisions very soon with respect to what we feel are necessary measures to take to ensure the safety of the travelling public.

Things are proceeding very smoothly. We are well within our deadline.

**Mrs. Firth:** I heard the Minister say that Curragh was meeting with everyone. Is the trucking company also meeting with these groups of people, and so on?

**Hon. Mr. McDonald:** I apologize. I am using the designation of the companies such as Curragh, Yukon Alaska Transport and Lynden interchangeably. In most part, it is the principles, who include such persons as Marvin Pelly, Mr. Mickey, Robert Grant, who are all working together to state the company's position, and to demystify their operations. I did not mean anything special, that Curragh was doing something that Yukon Alaska Transport was not.

**Mrs. Firth:** Do I understand it correctly that if I went to one of these public meetings, or these safety planning meetings, I could find out some of the details of the operational plan, but I cannot find out from the Minister in the Legislature?

Is that true?

<sup>29</sup> **Hon. Mr. McDonald:** You might be able to find out some of the details of the operating plan. You may not find them all out. What they have given to us, I would have no trouble, myself, releasing to the Legislature. However, when a company gives an

operational plan, which gives very detailed information about its private operations, then I have to be careful in releasing that to the public. I will be.

**Mr. Lang:** I am sure the Minister can get it prior to Monday, because he will be working tomorrow.

I would like to go onto another subject, if everybody is finished with that. The Member for Riverdale South has one more question.

**Mrs. Firth:** I have one more question, as I gather we are leaving the Carcross-Skagway Road now.

No? Okay. I will allow the critic to continue.

**Mr. Lang:** I have some more questions. I want to swing over to bridges. I will reiterate my concern about the structural strength of the bridges in question. I do it on good account, because of my experience within government and the reservations about the bridges, that have been expressed over time, that perhaps further work had to be done.

I appreciate the Minister going to the trouble of tabling this particular document. I notice it is dated February, 1985. It is by Mr. Evans, "Trucking on Klondike Highway Bridges". The area that concerns me is the statement here, "A list of the bridges affected by trucking operations was obtained by telephone from the Department of Public Works, Whitehorse, together with the number of spans per bridge, the length of each span, and type of deck construction."

Was there an on-site inspection of the present structures of the bridge, in conjunction with this? It is one thing to have a set of plans and go through them and say what would be, but it is another thing, after those bridges are 25 years of age, or in some cases 30, to inspect them and say that work has to be done. Was there on-site inspection by the individual involved, in conjunction with this report?

**Hon. Mr. McDonald:** I do not know whether someone has made a special trip to a particular bridge. My understanding is that the bridge engineers in Yukon have a fairly good working knowledge of all the bridges. There is an ongoing O&M plan that has re-decking, repainting, — there is repainting of bridges in our capital plan right now — which indicates that they have a fairly good working knowledge of what the bridges are like.

I am not a bridge engineer. Even if I were to read an engineering textbook, it would not improve my understanding one bit. I would probably have to consider taking a number of years off. Perhaps even then I would not be competent to make a determination on the matter.

All I am trying to say is that, with the expertise that we have, they have given indication to me — they have good reputations in this territory — that, with the exception of the Takhini Bridge, which requires some support work over the long term, the bridges will be able to withstand the loads.

It is important to note that the loads, because of the axle loading and the length of the trucks, should not be much greater than what exists today.

<sup>30</sup> My information from the technical people who have been providing services to this government for years is that the bridges will survive. If the Member has technical information to the contrary, put it on the record, and I will have the department look at it.

**Mr. Lang:** At one time, the Pelly River Bridge, just outside of Faro, had moved a couple of inches or somewhat, and there was cause for concern. Maybe they had another look at it and it did not occur. I think it should be double-checked. It is important, and it concerned me when I read this that it was done by telephone.

I have respect for the bridge people in the territory as well. I do know, however, that these structures are getting on in age and that there are problems in some areas. I just forewarn the Minister, and I am putting it here because of my background knowledge more than anything else. I can run a pile driver too, if the Minister wants a demonstration.

I would also go further. We were told that the length and GVW was not a sure thing until they had seen the truck and had seen it operate. When is the first truck due? When is it going to be tested? Who is going to be doing the testing to ensure that it meets the safety requirements of the department? Will that happen within the

next couple of weeks?

**Hon. Mr. McDonald:** The first trailer is off the assembly line in, I believe, Regina. We did not decide to wait to bring it to the Yukon to do some highway tests. We sent an engineer to the site to watch the truck in operation because this prototype will be exactly that: it will be the basis on which the structural integrity and the workability of the other trailers will be determined. Practical road tests will be undertaken while the engineer is on site. It is happening now.

**Mr. McLachlan:** Is the road test being conducted in Saskatchewan loaded? The only loading of concentrate that is available is here in the Yukon.

**Hon. Mr. McDonald:** There are other ways to put weight on a truck besides putting lead-zinc concentrate in the box. I believe you can fill the trucks with something else of equal weight to have the same affect. I am not an engineer, but I would presume that would be the case.

**Mr. McLachlan:** Certainly that is the case as long as the materials are of the same density; 12 tons of wheat and 12 tons of heavy lead concentrate would make a difference to the whole test.

If the temperature gets to minus 40 or 48 degrees Celsius, as it has done in the bridges at Faro and at Carmacks, does the Minister remember a conversation regarding the crystallizing of steel or the extraordinary effect that cold weather has in putting strain on the bridge decking and bridge members?

<sup>31</sup> **Hon. Mr. McDonald:** I believe I was present when an expert was talking about the impact of conditions, including weather conditions, on the bridges. There was no note of concern expressed at the time that that would be anticipated to be a problem. It is important to note that any operational plan of the trucking company would insure that they would only have one truck on the bridge at any given time. There will be a minimum distance of a quarter-mile to a mile between trucks to insure that there will not likely be more than one truck on a bridge. I have not been given any indication of any special concern in the Carmacks or Faro area because of slightly colder weather. I understand it can get pretty cold in other parts of Yukon, as well. On the Takhini River Bridge, I presume there are times when it can get down to 50 below. I have not been given any indication that it is a problem that will cause us concern.

**Mr. McLachlan:** The two things that cause problems on bridges are weight and the speed at which they hit the bridge. We cannot do anything about the weight once they are loaded but can the Minister advise if there is going to be a controlled or a regulated speed at which trucks cross bridges. My concerns are caused by the bridge at Faro because there is a hill right after the bridge, and in order to get a good run at the hill, away they go. If that control is not in place we will have problems. Do you remember anything about speed?

**Hon. Mr. McDonald:** Yes, there will be speed limits for crossing bridges. There will also be speed limits for turning sharp corners because big trucks have a tendency to drift more than smaller vehicles, so there will be limits in some areas to cover the concerns the Member has mentioned.

**Mr. Lang:** It is one thing to have a speed limit and another thing to enforce it. The hill at Faro is a concern for all truckers. I hope that when you look at the safety element of the operation you take into account the power that is going to be needed for a number of those hills between here and Faro, not Whitehorse-Skagway, in order to pull these weights. I know that is a concern to truckers from an operational and safety point-of-view, and especially in the winter.

**Mr. Brewster:** I just came back from a meeting with the Lodge Association on the North Highway and apparently all the 50 and 60 kilometre signs between the lodges are being taken down because the department says it cannot enforce them. Now you turn around and tell us you are going to put them up around bridges. How are you going to enforce that when you could not enforce the ones that were already up?

<sup>32</sup> **Hon. Mr. McDonald:** That was a very good question. I would be worried if there was not a solution. The trucks that are going to be used for the truck haul, as has been mentioned a couple of times in the papers, are going to be equipped with very modern on-board

computers, which can identify the speed limit on a given bridge at a given time, once an analysis is done on the on-board computer run after the trip is over.

Apparently, the on-board computers are sophisticated enough to know whether or not the trucks adhered to speed limits going through Carcross, or whether or not they adhered to the speed limit over a particular bridge, or whatever. There will be some on-site inspection but, as all Members must know, it would not be satisfactory. We are depending, in part, on the on-board computers to provide us with that kind of information, to help us understand and know when they may have transgressed speed limits.

**Mr. Brewster:** I think that is well and all fine, and I hope the computers work. However, I have lived among these truckers on this highway, up and down, all my life. They put governors on, and they put everything in the world on to control them, and within a month and a half the truckers figure out how to rig that thing up so that he can fix the thing. We often used to see him bring the plate into the coffeshop and fix up their speed limits, and then put it back in. I hope these new modern ones are not in the same position.

**Hon. Mr. McDonald:** I was told that some of the earlier versions of on-board computers were quite manipulable. I have been given some assurance, and our technical people will review it, that these computers are more reliable and will give us more reliable information. I can assure Members that if truckers are found, at any time, to be transgressing the rules and breaching safety, then the weight of the world will come down on them.

**Mr. Lang:** Talking about weights, I would just like to explore something with the Minister. Assuming that we are going to 160,000 GVW, do I take it that all our roads have been tested by the so-called experts, and that the green light has been given to the Minister directly that it is not going to affect our roads? Is that correct?

**Hon. Mr. McDonald:** At one point, during Supplementaries, I explained that the green light would only be for the road between Faro and Skagway, in any case; that we could not make an exemption for a trucking company, but that we could, without changing the *Highways Act*, make an exemption for a particular route. We are anticipating that it will be between Faro and Skagway.

With respect to the integrity of the road between Faro and Skagway, the first leg between Faro and Carmacks is a road that is easily maintained. There is only one test section of BST, which has held up remarkably well, considering it was very much a test section. The road surface there, I have been told, has held up even though the road base has not. That is encouraging for those people who are believers in chipseal and the chipseal program.

With respect to the road between Carmacks and Whitehorse, there are sections that are not expected to hold up at all. They are not holding up right now, either, without the trucking activity, because the chipseal was laid down on existing road and no significant basework was done. The chipseal is breaking up and is expected to break up even further with the result of more heavy truck traffic on the road.

<sup>33</sup>That is why, in part, there is some capital work, passed in the Capital Budget in November, to go back to the area south of Carcross and to start doing it again, or doing it right.

The chipseal was put on there for a good reason, as dust control. Apparently it is cheaper, in some instances, to put the chipseal on for dust control, rather than to apply calcium. In any case, if it is going to hold trucks of any size at all, it is going to have to be redone. We are intending to go back and redo it.

On the Whitehorse to Carcross stretch, there is no problem anticipated with the heavy trucks. The surface is designed to handle that kind of trucking activity. Between Carcross and the Canadian border, the situation is almost anybody's guess. The engineers feel that it should be upgraded significantly, and that is the reason why we are engaging in the capital program to do that work.

There are areas where the road base is good. There are areas where it is questionable. In any case, it was foreseen.

**Mr. Lang:** If it was foreseen, what is the predicted cost of the reconstruction of those points that the Minister has been told will not take the 160,000 GVW?

**Hon. Mr. McDonald:** As I stated once before, the cost of the road construction between Carcross and the border is in the neighbourhood of \$20 million. That is the funding approval for this coming year. That is what we are expecting from Treasury Board. The work that we are going to be undertaking between Whitehorse and Carmacks, or Twin Lakes and the pavement, was work that was on the capital plan last summer. That was resolved in the determination of the Capital Budget in July. This was before the real negotiating started on the Skagway Road maintenance agreement.

It was felt that because the pavement was breaking up anyway, under the limited trucking activity that was taking place right now, that it would have to be done properly. We were going to, and we are going to, include that section of the road, in any case. We will make sure that the road is constructed to a standard equivalent to that of the Whitehorse-Carcross Road.

**Chairman:** At this time we will recess for 15 minutes.

*Recess*

<sup>34</sup>**Chairman:** The Committee of the Whole will now come to order. We will continue with general debate, Department of Community and Transportation Services.

**Mrs. Firth:** Just before we leave the Carcross-Skagway Road, I would like to ask the Minister if he remembers what day it is today, May 1? I would like to know if he has an answer about Treasury Board yet since he will not be able to answer us tomorrow, May 2?

**Hon. Mr. McDonald:** Believe it or not, I did check on that at 3:00 Ottawa time. The report from the Treasury Board had not been issued. They issue minutes the way the Management Board issues minutes. Apparently, we will receive the information at the earliest tomorrow, and more likely it will be on Monday.

**Mrs. Firth:** Could the Minister bring any information back to us on Monday so that I do not have to use up a question in Question Period by asking him the same question?

**Hon. Mr. McDonald:** I will not put the Member to all that work of having to ask a question in Question Period. If we have the information on Monday, I will deliver it to her and to the Member for Porter Creek East.

**Mr. Lang:** What does the Minister see wrong with the *Highways Act*, the *Motor Vehicles Act* and the *Motor Transport Act* to require major revisions of the bills since he assumed office? What is the problem with these?

**Hon. Mr. McDonald:** The result of various agreements that have been struck recently, and those which will be struck as a result of the freedom to move initiative, which has been explained to me as being one of the major economic initiatives in this decade, suggests that there are some good reasons to do an overhaul of these acts.

<sup>35</sup>The *Highways Act* and Regulations and the *Motor Transport Act* and Regulations and the *Motor Vehicles Act* and Regulations all have what are considered to be significant shortfalls in terms of their currency. It is interesting to note that most other jurisdictions are undergoing an entire revamping of their highway acts and transportation acts at great expense in order to fall in line with the terms of some of the agreements being struck. It is for that reason, in general terms, we are looking at overhauling the three acts. I would anticipate they would come forward in 1987 if we get our work done in time.

**Mr. Lang:** I may understand the need for changes in the *Motor Transport Act*, but I question the need for major revisions in the *Highways Act* and the *Motor Vehicles Act*. The *Motor Vehicles Act*, if I recall correctly, had major amendments done within the last three years and it seems to be a lot of money going in this direction that could be better spent elsewhere.

Has the Minister been in contact with Alaska to see whether or not there could be an extension of time for the opening of the Top of the World Highway during both the spring and fall? Perhaps two weeks on either side of the present timeframe permitted would be possible.

**Hon. Mr. McDonald:** I have discussed this informally with the

Commissioner of Transportation, as recently as the date of the signing of the Skagway Road Agreement. At that time, we did discuss future plans for that route to Fairbanks and he has given an indication that he is interested very much in upgrading the Taylor Highway significantly.

<sup>36</sup> The Alaska government, to date at least, has reserved judgment with respect to any increase in time that they would anticipate for passage. Let me put it another way. They will reserve judgment on whether or not they are going to open the road earlier, or close it later. We have indicated a joint interest in upgrading that particular corridor to Alaska, or encourage more of a circle route for tourists, rather than what is now considered to be a less reliable circle route. We have provided for O&M funds here to improve our service on our stretch of the road. We are going to engage, when I have the time, in discussions with the Commissioner on concrete action on the State of Alaska's part to undertake to improve the Taylor Highway.

**Mr. Lang:** Is there any upgrading on the North Canol Highway being proposed for this forthcoming year?

**Hon. Mr. McDonald:** I believe so. I would have to think back to the capital. I will check as to what would be expected on the capital side for the Canol under the Engineering Services Agreement.

**Mr. Lang:** I am going to leave that area. I do not have any more questions on general debate, but maybe some of my colleagues do.

**Mrs. Firth:** Just to follow up a bit on the review of the acts that is going to be done, is that going to be done in-house, or is the Minister going to be requiring some services of some special consultants? What are his plans in that area?

<sup>37</sup> **Hon. Mr. McDonald:** I would presume that there are people in the department who possess the necessary expertise to review the acts, if they have the time. The department is very much pressed to the limit given the amount of work that has been loaded on them from the O&M side and with the management of the capital plan, as well. I would anticipate that the funds expected to revamp the acts would be put towards persons other than those who are currently on staff. It would require a fair amount of legal work.

**Mr. Lang:** Regional Road to Resources program has been announced; guidelines have been established. I am assuming it is the Department of Highways that gives the go ahead for an application. What about the prospects of the 40 kilometres of the Casino Access Road off the Freegold Road?

**Hon. Mr. McDonald:** The prospects are very good. The program shows that, should the projects that have been reviewed by the technical committee or the management committee be approved, approximately \$1 million will be committed to the program. Seven hundred thousand dollars of that would be towards the Casino Trail; \$200,000 would be for Canamex, and \$120,000 will be for Han Fisheries Road under the capital program.

**Mr. Lang:** Which road is the item for \$120,000.

**Hon. Mr. McDonald:** It is the road at 40 Mile to acquire greater access to the highway and the drop-off point for fisherman delivering fish.

**Mr. Lang:** Are these all the decisions that have been made?

**Hon. Mr. McDonald:** I am giving the Member a preview in a sense. They have cleared the technical committee and the management committee.

<sup>38</sup> **Mr. McLachlan:** Could the Minister repeat the amount of money for Canamex?

**Hon. Mr. McDonald:** Two hundred thousand dollars.

**Mr. McLachlan:** That is spent exclusively on the road that leaves the Campbell Highway and goes into their property?

**Hon. Mr. McDonald:** Yes.

**Chairman:** Anything further on general debate?

Then we will go to the first department.

*On Management, Policy and Planning and Administration*

**Chairman:** This appears on page 42. General debate?

**Mr. Lang:** I would like to know how many new positions there are in the Management, Policy and Planning and Administration line item here. It is very difficult to cross-reference to the previous budget, unless I have access to the Department of Finance. It would

take a couple of days to figure out how we combined all the various figures. Would the Minister be so kind as to let the rest of the world know what happened.

**Hon. Mr. McDonald:** Rather than give the Member access to Finance, let me give an indication of what is proposed to happen here. It has not happened yet. This is an estimate for the forthcoming year.

Firstly, the policy capability here will be increased significantly from the current two people who we have on staff, a director and a researcher. I would like to caution Members that this is very much dependent on our ability to locate people who can perform these functions. This is a policy unit that will wither away when the job is done. It depends on whether we can achieve people of the sort we need for short term or whether we can achieve secondments.

The positions, all told, would be an extra 10 term positions, which would include the directors for communications development, policy development, transportation and general policy, as well as the analyst researchers and secretarial support for the unit. There is a permanent person-year increase of one, which is a secretary.

As far as the short term policy unit is concerned, there will be a total addition of 10 term contracts to handle the policy development in the areas of transportation, communications and a variety of areas where we would anticipate requiring assistance.

<sup>39</sup> The one person-year in this section is secretarial assistance to the entire branch, including the Deputy Minister's office and financial administration.

**Mr. Lang:** I think the government has gone berserk. Did I hear 10 term contracts, along with the person-years you have outlined for the purpose of policy in this department?

**Hon. Mr. McDonald:** Whether they are all here at one time or not is yet to be determined. The sort of work they would be undertaking would be in the area of transportation policy development, rural road upgrading and maintenance policy development. I believe Members know that there is no such policy whatsoever in the territory. There is a bulk commodity highway rate and dimension policy development.

There are areas in community services that require policy development. We are going to be revising the *Building Code* in the near future.

Lands policies are being developed. One of the most significant functions we are undertaking, which has never been done previously, is the communications policy, both policy development and program delivery. It is quite an exciting area for the government to engage in and a large part of our efforts would go to encouraging the development of activity under this item.

In the past, with respect to communications policy, the government has simply engaged in the activity of providing hard services of VHS system, which is now becoming obsolete, around the territory to provide a communication link between federal and territorial government departments. That has heightened the interest, in some circles, to expand our capability significantly. Some of the uses for improved telecommunication services are very exciting for the government and the people of the territory. One area we are seriously looking at developing is promotion of distance education through improved telecommunication links. The desire is to improve audio-visual links between communities and we are starting from scratch, essentially.

When I became Minister of Community and Transportation Services, it became very clear to me that there was no communication policy in the government to speak of and that our ability to deliver communication policies was extremely limited.

<sup>40</sup> It was non-existent. There was a desire by various government departments to improve that transmission around the territory. There was a desire by the Department of Community and Transportation Services to upgrade and revamp the VHF system or the communication link.

There was a very clear indication given by people in the territory that they wanted improved television signals to their communities. There was a definite insistence by the government and by people in the communities to improve distance educational opportunities. It became clear that telecommunication policy in the country needed

to be reviewed to support the improved access to satellite services and data transmission services and telephone service.

For those reasons, among others, we have indicated that we would like to tackle this problem head on and improve not only the communications policy involvement function but also the delivery. There were a whole string of areas that have had no work done on them for a period of time.

For that reason, we decided rather than do things in an ad hoc way, we would tackle head on the many, but related, issues in a coordinated manner and, in the short term, resolve this gap. We are prepared to put the resources behind it.

**Mr. Lang:** I had no idea of the aspirations of the Minister, and that all of a sudden he has fallen in love with communication. The people of the territory are going to be very interested to hear of the aspirations of this government.

We are talking about distance education by using a television medium, and we do not have a television studio here. Maybe that is coming down the pike. I have come to the conclusion that we have left you with too much money.

The people whom I represent have some extreme concern about the direction in which the Minister wants to go in this area, about the financial costs and the burden. All I see is that the Minister has announced 10 term contracts at about \$60,000 to \$70,000 a crack that will probably go to 10 retired civil servants out of Ottawa if he keeps up his consistent track record.

They do not even know where Whitehorse is. They might find out where Mayo is because the Minister comes from there.

<sup>41</sup> I question the credibility of that. I am really incensed about that. I do not ever recall having heard any major call, in the area of communication, from the people of the territory through any particular election. For him to say that I have a mandate, all of a sudden, given the broad guidelines that he has set out, to almost eventually get into the TV business, it alarms me.

It is one thing to have authority. It is the next thing to use it judiciously. I maintain that, in this particular instance, that is not happening. I am prepared to support the Minister with the possibility of getting the hardware into Stewart Crossing for receiving CBC radio transmissions.

When I find out that my hon. colleague is going to take over the full responsibility of the CRTC, it really starts to worry me. I recognize that, in some areas, the government has shortcomings, but is that all bad, as far as this particular area is concerned, especially in view of the fact that the authority is a grey area between the provinces and the Government of Canada. That still has not been sorted out.

I have to really question the direction the government is taking us. There almost seems to be a secret agenda here that, all of a sudden, something is going to come out down the road, made in Ottawa by the people who we hired, for the people of the territory.

I do not need a lecture from the Minister, but I would like to know how much the first crack at this is going to cost us, taking into account what was spent last year?

**Hon. Mr. McDonald:** The Member thinks he is going to get away with making a case and then asking a blunt question and thinking he will get a yes or no answer and feel satisfied with himself. That is not the way it is going to work here.

The government has no hidden agenda. The government is interested in providing better service to rural communities. This is part of that effort. The government had indicated in the election that it would be interested in providing better education opportunities to all the communities. It gave indication, and received very clear indication in many of the rural communities, that the education service provided was inadequate. In some instances, grades 11 and 12 were not being provided, educational opportunities were not being provided. It was difficult to travel to Whitehorse to take advantage of course programming at Yukon College. It was up to the government to help provide some solutions to that kind of problem, as expressed by people around the territory.

The government, upon looking at the problem, decided it could handle the situation in a number of ways. If we wanted to satisfy rural concerns, we could build schools, we could build a college in every community, or we could try to handle it with some realistic

sense of how to identify a problem, how to rectify a problem, how to use telecommunications to help in this case.

<sup>42</sup> I want to rectify the problem. If the Member does not believe that that is something rural communities are thinking about, then I invite him to go to those communities because they have expressed it to me as being something that is worth promoting, including Haines Junction.

The Yukon College itself had identified, in the original conceptual plan, an audio-visual function to help deliver educational programming to the communities. At the same time, the Department of Community and Transportation Services was actively looking to replace the VHS system, which was becoming overloaded and was no longer meeting the more sophisticated demands being put on it. With the new MSAT Satellite, the federal government recognized that capabilities of new technology, which meant that people could communicate with each other so much better at a reasonable cost.

We have a choice as a government. We could fall behind, build big buildings around the territory, heat them and provide full service in the old-fashioned way, and not take on anything new, or we could face the problem head on. That is what we have done.

There is no hidden agenda. It completely conforms to our agenda for the territory: decentralization, better communications, better service and better quality of life. It conforms to much of our agenda, and it behooves the government to tackle the problem by developing policies and resolving requests to improve services to the communities like television and telephone, all those irritating problems people around the territory face.

We always want to take responsibility from the federal government and this is something that is already within our responsibility and we decided to do something about it. We decided to provide a solution to some of the problems and use some of the new technology and, at the same time, when we are forced to revamp our VHS system, use the opportunity to develop our understanding of what is coming and to use it to maximum advantage around the territory. That is the purpose of what we are doing.

If the Member wants to distance himself from that activity he can stand up and say so because I am happy to tell the Yukon public that we are going to take this function on, and we are going to improve the quality of life in the territory as a result of it.

<sup>43</sup> **Mr. Lang:** Life just did not start when the Minister took his chair there. He had better start realizing that. There were a lot of services provided to the rural communities over the course of the last 15 years, and they were not from a partisan or a non-partisan point of view.

Look at what has happened in the community of Mayo over the last 10 years. I think the Minister would agree with me that there have been major, major improvements in the last decade. They may not have occurred as fast as some people would have liked, but they were within the economic capabilities of the government.

I see the Member for Old Crow shaking her head back and forth. She was out of the territory for a length of time so she may not have seen it, but there were some major improvements in the community of Old Crow. For the Members opposite all of a sudden to say that rural Yukon has been discovered since the MLA got elected, I think the Minister had better give his head a shake.

The Minister starts to talk about the world of telecommunications. He all of a sudden assumed to be the Minister of Community and Transportation Services. He asks how to identify a problem? I am sure he came up with that slogan from that \$25,000 contract from reality therapy, or whatever it was.

I am beginning to really wonder what the ambitions of the government are. We see hundreds of thousands of dollars going for so-called policies. After asking for six person-years, he tells me there are going to be 10 term positions. Where are you going to put them?

The Member says they cannot go to these communities to build big buildings. Four days ago, he said that he was going to build a new school in Watson Lake, which was a surprise to half the people of Watson Lake. I will say about the Minister across the way, who is presently under scrutiny, he is not in charge of 501 Taylor.

How much money in this budget is going towards telecommunica-

tions? He forget to answer my question, like he usually does.

**Hon. Mr. McDonald:** I did not forget to answer the Member's question. The Member put a question forward that made next to no sense and was based on assumptions, which I chose to challenge. Therefore, I answered the assumptions, and I will get around to answering the questions.

The Member asked a rhetorical question: is that what the people in Mayo want? Do the people in Mayo want better services? Do the people of Mayo want to be able to improve communication links with the rest of the territory? The answer is yes; yes, they do.

The Member suggests that you either build buildings or you have improved telecommunication links between the communities, but he did not suggest that we could have both.

It is as if you could improve telecommunication links between communities, but you cannot rebuild an aging high school, you cannot provide an administration building or you cannot do a number of other things. It is not a question of whether you have either/or of those two functions. You can have both of those functions, but you can balance those functions, if you do it intelligently.

I realize that that may be a real task for some Members. The government is committed to not only developing communications policy, it is also interested in delivering in the communications function. We are committed to it. I will certainly take the Member on at any community he wishes, if it comes to that, on this question.

While I am speaking, the communications policy will be in the neighbourhood of \$130,000. Communications policy development and delivery will be in the neighbourhood of \$130,000 for this year.

**Mr. Lang:** Could the Minister break that out for us, please?

**Hon. Mr. McDonald:** I will attempt to get the information with respect to specifically what that is. There would be at least four person-years. I will check on the details and provide it for the Member.

**Mr. Lang:** Could the Minister tell me when he came to the conclusion that VHF had come to the end of its natural life? Would he table with all Members here the accompanying information that was brought to his attention to come to that conclusion? That is news to this House.

**Hon. Mr. McDonald:** I am surprised it is news to the Member. It came to my attention very early on that not only was it coming to the end of its natural life, but there were some problems in the delivery of the service. The federal government was looking at moving to a new method of communication. If the Member wants the technical breakdown of what has happened over the past many years with respect to the VHF system, I can provide it for him. The information is easily accessible.

**Mr. Lang:** I would like that information, because it is kind of surprising. It was only a number of years ago that we spent hundreds of thousands of dollars to upgrade that particular telecommunication link.

Does this mean that we are now going to satellite, with the elimination of the VHF, if the Minister gets his way?

**Hon. Mr. McDonald:** It is the way of the future. If we can tap into certain satellites for certain purposes in a cost effective way, then it would make delivery of signals more accessible to Yukon communities. That is part of the reason for the review, to determine which is the best way to improve telecommunication links between the communities. The satellite, whether it be MSAT or some other, would be something we would look seriously at.

**Mrs. Firth:** I would like to get back to some general policy discussion. I noticed that the last budget has two program objectives, and the new one has four. The program has been expanded considerably in the description line. It has gone from administration to management policy and planning and administration.

Would the Minister explain the impact of the new objectives, and tell me how they have affected his budget from the previous budget.

**Hon. Mr. McDonald:** The program objectives, as you see stated before you, more accurately reflect, in large part, what has been going on already. The only addition that has been clearly delineated is the communication services, which is the last program

objective on page 42.

Apart from that, the Deputy Minister's office has had the financial administration function for the department and the policy and planning function provided by two people, at least over the last year.

**Mrs. Firth:** The Minister has not answered my question completely, but perhaps it was a rather lengthy question. I am looking at the objectives in the new budget, and I see that information systems assistance has been added. What does that mean?

**Hon. Mr. McDonald:** If I am incorrect, I will get back to Members with the correct answers. The information systems are centralized in the department. There is the development of the FMIS. Community and Transportation Systems is going to be the first taker, I believe. There is a desire to improve the information delivery service and the collating of information to make better sense of what is happening within departments.

One of the reasons, for example in the lands branch, files are handled manually, and that has caused some significant concern in the delivery of service in that department. The information systems throughout the department will be improved under the direction of this branch.

**Mrs. Firth:** Who does the information systems assistance provide assistance to?

**Hon. Mr. McDonald:** It is to provide assistance to the entire department. This is a central branch that provides a service to the delivery branches. The other branches that provide a service to the public: Community Services, Municipal Engineering, Highways, Lands, Housing. It provides a central function, much like the administration unit in other branches and other departments of the government.

**Mrs. Firth:** Where is that objective identified in the dollars within this budget? Where is it, under general expenditures, Other? Where is it in this line?

**Hon. Mr. McDonald:** I am not sure the intent of the Member's question. Is the Member looking for a person dedicated to providing information to other branches of the department, and nothing else, or what? I do not understand.

**Mrs. Firth:** The objectives of the department or of the program are usually found somewhere within the allotments of money that we are being asked to vote. Information Systems is going to require a person-year, or two, or maybe several more. I would like to know how many person-years are involved with it, the dollar allotment for it, and where that comes under the budget.

**Hon. Mr. McDonald:** I can find, I presume, what Other there may be under this line item. It is largely within the personnel function. The FMIS system is sponsored not by this department, but by another. It includes the ability of people to communicate better with each other. I suppose it could be considered part of the entire allotment. For example, the first program objective is to direct the department's programs to meet departmental objectives. If the Member suggested that there is one person who does all that himself, she would be mistaken. It is all the people in the department who are in this branch who are responsible for performing that kind of function; for carrying out that program objective.

If the Member has a very specific question that I cannot answer, I will seek the information.

**Mrs. Firth:** The point I am trying to make here is that I understand the old objectives because they are in the old budget. From past years I have followed that. I am looking at the new objectives. When new objectives are created, there must be some goal in mind and, therefore, you have to look at salary dollars associated with it. We carry that on and on into performance indicators and why we need the program and whether it is efficient, and so on.

The first new objective I have come across is the information systems assistance. I would like the Minister to give me that detail, if he could, or if the Department of Finance is handling the major burden of the dollar cost for that, then he can indicate so.

I will go onto the next new area I noticed. It is not necessarily new, because the old objective did coordinate, plan, develop and



evaluate the policies and programs. However, there has been a bit of a word change regarding this in the third objective: to plan, develop, evaluate, coordinate departmental substantive and administrative policies programs. What exactly is the Minister's intention in this area?

**Hon. Mr. McDonald:** Before I answer that question, I think it is important for us to repeat what I said here once before. The functions of department, apart the discussion we have just had on communications, have not changed in any way. They are restated. They are lengthened. They are perhaps made more accurate because they delineate more clearly what the department is actually doing.

The function, over time, has been improving the information link throughout the department. It is not a new creation of this Minister of this government that this function should be added to the department, added to the government or added to this branch. It simply reflects more clearly what the department is doing. It does not mean there are more dollars because there are more words. It is a restatement about what the department is actually doing.

**Mrs. Firth:** I think the Minister might have put his foot in it a bit here. There are more words and there are a lot more dollars in this department. I am looking at the 1985-86 and the 1986-87 Main Budgets. \$687,000 is going up to \$1,590,000. That has more than doubled. I look at the allotments. Personnel, from \$618,000 is going up to \$1,246,000. I look at Other; it is going from \$60,000 to \$344,000. The total is going from \$678,000 to \$1,590,000. I think that is a significant amount more.

We have one new objective that the Minister has discussed and debated at some length with the Member for Porter Creek East, the one regarding communications. I am asking about the information systems, and the substantive administration policies and programs. I recognize that is delineating functions that may have been there before.

The Minister has to appreciate, however, that the objectives should be reflected in the dollars he is asking for. If there are some word changes, there are going to be some dollar changes. I see those dollar changes.

About this policy that the Minister is talking about, I understand that we are going to have a major policy unit within the Department of Community and Transportation Services. The Minister has talked about 10 term positions that are going to be contract positions. Can the Minister give me a read-out of the titles of those 10 term positions right now and the dollar allotments for them?

**Hon. Mr. McDonald:** The point that I was making, obviously not very successfully, was that more words do not necessarily mean more money. If we look under Highway and Transportation Services, we see a lot of new words but not necessarily more money. The function of the branch is merely restated.

Because we have increased the program objectives from one-quarter page to one-half a page does not mean that we have doubled the branch's budget. It means that we are trying to clarify the functions that are going to operate within the department.

**Hon. Mr. McDonald:** The functions that I mentioned that are the financial administrative function, policy development function and planning function, all existed within the department before. The policy and planning unit was made up of one person plus his assistant. I believe the assistant moved from the old highways branch. That person, even though being capable of doing what we intend should be done in the area of policy development, still fulfilled a policy role, or function. Even if that person could not, by him or herself, do what we wanted, he still fulfilled the role or program objectives, at least in a technical sense.

The only addition that Members can see, straightforwardly, is that the communications policy and delivery function is very clearly delineated, more so than has existed in the past. I would presume it existed in the past in this department because this department went into the VHS system, and probably for no other good reason, perhaps because the arts component of recreation branch was incorporated into the branch itself when it came from tourism or education. That, too, gave it a communication policy flavour. Perhaps that is the reason communications wound up in Community and Transportation Services.

The Member wanted to know what the unit was. I will come back

in seven minutes plus three days and give a breakdown of what they are. I think I remember referring to communications personnel and I believe the Member wants a breakdown with what the people are doing in a more specific way.

**Mrs. Firth:** Could the Minister provide that for us Monday morning, so we have the information and can debate it during the afternoon?

He has also given a commitment that he would bring the breakdown for the communications contract position that \$130,000 had been identified for, along with perhaps four PYs.

I would like to know if this is some kind of master plan. Does each of these ten areas that is going to be examined in this policy unit have a breakdown of its own?

**Hon. Mr. McDonald:** No, I do not want to give Members any indication that there are two PYs, and ten PYs, and four PYs. There are two PYs, ten term contracts, of which the communications function is but one function in that area. There are a whole list of activities in policy development that will be fulfilled. We are not saying there is a transportation policy and we will assign a person to that, it is more complicated.

**Mrs. Firth:** Just for information then, if it has been identified that 10 term contracts are needed, I would like a description and title of those term contracts, the terms of reference and the salary dollars involved, if the Minister would be prepared to bring that?

**Hon. Mr. McDonald:** There may be one limiting factor. I will tell Members now. Unlike the debate we had in Supplementaries, where everything was done, where reports could be tabled, where the terms of references and the dates people were hired, and who was hired, and all that sort of thing could be established and was open for the record, this is an estimate of what we think we should need for the future. Much of it has not been done. Most of it has not been done. No one has been recruited for a term contract. I mentioned at the beginning that it would be difficult to find the people with the necessary expertise in the Yukon, in Canada.

For that reason, I may have been premature in suggesting that if we did everything we wanted, we would have 10 term contracts. Nevertheless, it could be very much dependent upon the work plans that we develop for policy development, and our ability to deliver, our ability to recruit. All those things have to be taken into account when we try to fulfill our obligations to the Legislature that we say we want to undertake. Members are going to have to bear that in mind.

**Mr. Lang:** I look forward to the Government Leader moving the appropriate motion that I know he loves to move.

Could the Minister also provide us with a breakdown of Other in the budget, so that we are aware of where that money is targeted to go. Could he also identify the various travel money available, and the positions that they are designated for. If he could have that available for us Monday, I would appreciate it.

**Hon. Mr. Penikett:** I move that the Member for Porter Creek East be sent for compulsory re-education to — No, I guess not.

I move that Mr. Chairman report progress on Bill No. 5, and that Mr. Speaker do resume the Chair.

*Motion agreed to*

*Speaker resumes the Chair*

**Speaker:** I call the House to order. May we have a report from the Chairman of Committee of the Whole?

**Mr. Webster:** Mr. Speaker, the Committee of the Whole has considered Bill No. 5, *Second Appropriation Act, 1986-87*, and directed me to report progress on same.

**Speaker:** You have heard the report from the Chairman of Committee of the Whole. Are you agreed?

**Some Members:** Agreed.

**Speaker:** I declare the report carried.

**Hon. Mrs. Joe:** I move that the House do now adjourn.

**Speaker:** It has been moved by the hon. Minister of Health and Human Resources that the House do now adjourn.

*Motion agreed to*

**Speaker:** This House now stands adjourned until 1:30 p.m. Monday next.

*The House adjourned at 5:26 p.m.*

**The following Sessional Papers were tabled May 1, 1986:**

86-3-33

Yukon Government Annual Report April 1, 1984 - March 31, 1985 (Penikett)

86-3-34

Business and Employment Opportunities Accord between Government of the Yukon Territory and Curragh Resources, April 29, 1986 (Penikett)