



The Yukon Legislative Assembly

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HANSARD

Monday, May 5, 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 Penkett	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 Kimmery	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.

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New Democratic Party

Sam Johnston	Campbell
Norma Kassi	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**
Monday, May 5, 1986 — 1:30 p.m.

Speaker: I will now call the House to order.
 We will proceed at this time with prayers.

Prayers

DAILY ROUTINE

Speaker: We will now proceed with the Order Paper.

INTRODUCTION OF PAGE

Speaker: It gives me great pleasure to introduce to the House a page who will be serving the House for the duration of this session. She is Nicole Arsenault from Christ the King High School. I would like to invite her to join the House at this time.

Applause

INTRODUCTION OF VISITORS

Hon. Mr. Penikett: Under Introduction of Visitors, I would like all Members to make welcome the former leader of the opposition in this Legislature, and the former Member for Riverdale South and my colleague from those days, Ian McKay.

Applause

Speaker: Are there any Returns or Documents for Tabling?

TABLING RETURNS AND DOCUMENTS

Hon. Mr. Porter: I have for tabling an answer to questions raised earlier by the Member for Kluane.

Speaker: Are there any Reports of Committees?
 Are there any Petitions?
 Introduction of Bills?
 Are there any Notices of Motion for the Production of Papers?
 Are there any Notices of Motion?
 Are there any Statements by Ministers?

⁰² That then brings us to Question Period.

QUESTION PERIOD

Question re: Furniture, locally made

Mr. Phelps: My understanding was that no executive furniture was purchased by the government in previous years. Is that correct?

Hon. Mr. Kimmerly: No. It is not correct. There was a demonstration project that involved a demonstration of both administrative and executive furniture in the year 1985-86. There may have been additional purchases of executive furniture in the year. I am unaware as to the specific positions or the specific amounts, but I would expect that in the previous year there was a purchase of executive furniture.

Mr. Phelps: The Minister is, of course, quite correct. I forgot about that when I formulated the question. Aside from that, my understanding is that no executive furniture had been bought. Can the Minister tell us exactly who will using the new executive furniture once it is obtained by the government?

Hon. Mr. Kimmerly: The exact allocation has not been made. I will explain exactly why. We are contracting for 20 sets of furniture. I am anticipating that the bulk of that will end up in the Philipsen Building in the next year.

The specific classes of positions that are entitled to this kind of furniture are the subject of a specific government policy, which is not a new policy at all. It has been in existence for many years. It is modelled essentially on the federal civil service policy. Specifically, it is classes 1 to 6 that are entitled to executive furniture. That includes Ministers, Deputy Ministers, the Leader of the Official Opposition, MLAs and Directors of programs.

⁰³ **Mr. Phelps:** I must say that the furniture that the Opposition MLA's have would not be classified as furniture. I could stand to be corrected, not that I would be all that keen on this very expensive furniture. What is going to become of the furniture that has been replaced, once the 20 sets of executive furniture is provided to the government?

Hon. Mr. Kimmerly: The furniture in the office of the Leader of the Official Opposition, clearly and definitely, needs upgrading. I recognize that.

The specific question is about the use of the furniture that will be replaced. Let me say, first of all, that the 20 sets will not be entirely replacing existing furniture. There are some new positions requiring new furniture, but there will be some furniture replaced. Some of it will go into the general government's pool of furniture, and some will be sold at public auction. Some specific information: in these categories, that is, categories one to six, and presently in the government, we have 209 units that are 10 years old or older. It is our policy, which is based on the federal policy, that the furniture will be analyzed at 10 to 15 year intervals. In that category, there are now 209 units. Some of those will be replaced, but not all.

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Question re: Furniture, locally made

Mr. Phelps: The sets of furniture that the government is going to be purchasing for the executive level, I understand, are going to cost \$6,699 per set, based upon the quotation spreadsheet that has been prepared by the government itself. In view of the fact that adequate furniture can be purchased for any office for less than \$2,000, and that is what you find in private enterprise, can the Government Leader tell us why, in his opinion, a select group of people working in the government and the Cabinet Ministers should have furniture that is worth three or four times as much, and more, as what business people are accustomed to? Specifically, I understand that the Minister himself is enjoying furniture worth \$11,000. The furniture, as I have said, is going to be \$6,699 per suite. How does the government justify this huge expenditure for a select few people in Yukon?

Hon. Mr. Kimmerly: There were a number of questions. I will try to answer them. There were a number of wrong assertions of fact or understandings of fact as stated by the Leader of the Official Opposition. The government is interested in promoting, indeed establishing, a local cottage industry for the local manufacture of furniture. The reason is that there are six times as many jobs in local manufacture than there are in local retailing of this furniture project. We are interested in stimulating the development of the use of local woods and local materials generally. It can be seen as an economic development project.

Let me explain specifically about the furniture that I am using. The figure of \$11,000 is wrong. The appropriate figure for the complement I have is \$8,067, which, incidentally, is cheaper by \$613.24 than the furniture that I had before it was replaced.

⁰⁵ **Speaker:** On a point of order.

Point of Order

Mr. Lang: In reference to the rules, a preamble to a question is allowed, and a short response is allowed. I just want to bring to the attention of the Members opposite that we would appreciate short and expeditious answers.

Speaker: On the point of order.

Hon. Mr. Kimmerly: On the point of order, first of all I was asked an opinion, which is contrary to the rules. I was asked, in an argumentative way, with a clear representation about facts and a policy. I have explained the policy very briefly. I am in the process of explaining the facts, and correcting the preamble of the Leader of the Official Opposition.

There was a clear statement that there was furniture that cost \$11,000. I am explaining the real cost, and how it came to be that way. That is specific, factual information that I was asked for.

Speaker: On the point of order.

Hon. Mr. Penikett: On the point of order, a number of times during this session the Member for Porter Creek East has interrupted the free-flow of Question Period with spurious points of order. Let me make the obvious point. Even though we have been

extremely conservative in the way we have been answering questions, and the Members opposite have been quite liberal in the sentence structure they have used in their preambles, what is perfectly clear is the kind of questions that are now being asked are more appropriate for the Estimates debate than they are for Question Period. Witness the rules, if you want to be perfectly fair. It is not possible to answer detailed questions of policy, and to respond as well to fallacious information contained in the preamble of questions, if you have strict adherence to the rules of Question Period.

Since the Members opposite are not strictly observing the rules, Mr. Speaker, I hope you will be equally as liberal with us.

Speaker: On the point of order, I would rule there is no point of order, as the opposite side is asking questions for information, and this is what I see is coming from that side.

Hon. Mr. Kimmerly: Thank you, Mr. Speaker. Before the experiment on local manufacture, the purchase price of the furniture that I had in my office, which was purchased under the previous government, was \$7,710.24.

⁰⁶ The purchase price of the demonstration project of the new complement was \$7,097; however, there was an addition of a wooden two-drawer file cabinet that was not included with the original furniture that cost \$970. The furniture that I have —

Mr. Lang: Mr. Speaker, I want to refer to the rules in the Standing Orders of the Yukon Legislative Assembly, which you have a responsibility to enforce in this House. In view of the ruling that you have made, we have just witnessed a filibuster of the Question Period. Number nine of our rules is clear: a reply to a question should be as brief as possible, relevant to the question asked and should not provoke debate.

I think this side of the House has been more than cooperative with the side opposite in trying to permit you to run the business of this House. This is far and beyond anything I have ever witnessed in this House. When I see a Minister of the Crown stand up and give a speech when a point of order has been raised.

I ask the Speaker to kindly refer to rule number nine and bring the Member opposite into line.

Hon. Mr. Penikett: On the same point of order and more wasted time for the Member for Porter Creek East: if you want to look for the record established for lengthy answers in this House, I believe you should look to the Member for Porter Creek East during the times he was in the ministry. That is not the point. Question Period is designed to ask specific questions of policy, witness the rules. We have not been asked specific questions about policy. We have been asked for detailed information, which the Minister is giving as a courtesy for the Members.

They cannot have it both ways. If they ask questions that require detailed answers, they have to sit and listen to them. If they want to ask questions of this kind in the proper place, they should be asking them during the estimates debate, and we will be happy to give the same information.

This is not what Question Period is designed for.

Speaker: There is a point of order. I would like to remind the Members that when asking a question, please be brief. If there are going to be lengthy answers like this, they should be tabled so as to save time in Question Period.

Hon. Mr. Kimmerly: I will be extremely brief. The Member opposite asked me about the furniture in my office. It is \$613.24 cheaper than the furniture that the previous government purchased and that is good business.

Mr. Phelps: We have been provided with the spreadsheet. The cost of furniture purchased from a retailer in town — and this is top quality executive furniture for all 20 offices — comes out at \$68,400. The government's purchase is going to be in excess of \$133,000. Standard, ordinary, good furniture would probably only cost about \$40,000 rather than \$133,000 plus. Why does this government, as a policy, insist on buying such expensive furniture for a chosen few bureaucrats and Ministers?

⁰⁷ **Hon. Mr. Kimmerly:** The quality of what we are buying is far superior and makes the purchase cost effective. Secondly, it is creating local jobs. We were elected to create local jobs. That is

what we are doing.

Mr. Phelps: What the Minister is saying is that we are spending an extra \$80,000 over and above what we need in order to create some jobs. That is not a sound business practice. Would the Minister change his mind, reverse his decision, and buy reasonably priced furniture for these positions?

Hon. Mr. Kimmerly: The information contained in the question was wrong. The Member, to some extent, is comparing apples and oranges. We are buying an extremely good quality, locally-made Yukon furniture for senior managers. By doing so, we are keeping the Yukon government's dollars, taxpayers' dollars, in the territory and circulating them to local manufacturers.

Question re: Faro school books

Mr. McLachlan: I have a question for the Minister responsible for books.

What is the official position of the Department of Education regarding the provision of books to Grades 10, 11 and 12 in Faro for this coming school year?

Hon. Mr. McDonald: As Minister responsible for books, the government's position, as related to the question at hand on books for grades 10, 11 and 12 in Faro, is that we will provide those books should there be students to use them and teachers to teach from them.

Mr. McLachlan: That is why I asked the position of the department, hoping that the Minister would be able to provide a straightforward answer. There is a feeling that he is attempting to come down the middle on this one and play both sides of the table. Can the Minister advise me if any applications are being taken or solicited from teachers for Faro who are capable of teaching the high school grades?

Hon. Mr. McDonald: At this time of year, it is generally the practice that we start to establish student enrollments for the following year. At this time of year, we are doing the same for Faro. Should there be sufficient numbers of students projected for Faro in grades 10, 11 and 12, we will ensure that there is proper teaching staff and a sufficient number of books to carry on proper course programming.

Because there is inadequate and incomplete information coming from the operators of the mine and from the community, it is extremely difficult to make that kind of projection accurately. We will do our best. Should the numbers be there, the grades will be there.

⁰⁸ **Mr. McLachlan:** Is the Minister now telling me that he needs a specific number of students in each of the grades before he will commit the department to grades 10, 11 and 12? What is he saying are the numbers if that is the policy of the department?

Hon. Mr. McDonald: That is the policy that is undertaken on a territory-wide basis. In every community, for every school, we project student enrollments for all classes, in all subject areas.

If, in the case of even a Whitehorse school, we project so many students taking so many science courses in a particular school, we will then project our staffing needs for that school. The same is true for Faro. Faro will not be treated any less beneficially than any other school in the territory.

Question re: YTG Annual Report

Mrs. Firth: Last week, the Government Leader tabled the Annual Report. I would like to know if he could tell us today why the Annual Report, for the year ending March 31, 1985, was not completed and tabled until May 1, 1986, over a year later?

Hon. Mr. Penikett: I cannot give the Member a detailed explanation why, but I will come back with one. All I can tell her now is that it is not going to take anything like that long for the next one.

Mrs. Firth: It took over a year. Since this is a statement of record, for which the government is obliged to have factual information in the report, could the Government Leader explain why the decision was taken to exclude all the Members of the Legislative Assembly, when it has always been the practice to highlight it in the past?

Hon. Mr. Penikett: I think the delay was 14 months. The

decision to exclude the Members of the Legislative Assembly was not taken at the political level. I do not know the reason for that, but I will find it out. The Member can be sure that the next report will not only have the Members' names and constituency, but I think, if we can arrange it, a picture too.

Mrs. Firth: The Government Leader, who has always expounded on the issue about politicization of the Public Affairs department and takes it very serious, has now given the impression that the Annual Report is being used as a propaganda weapon. Why is the Government Leader just standing aside and allowing this to happen to this report?

Hon. Mr. Penikett: The Member is talking nonsense. I have not expounded on the subject of the politicization of the Annual Report ever before. The only concern I have ever had about the Annual Report is the timeliness and the accuracy of the information. When it comes to using it as a political document, there may be some expertise opposite that I am unaware of, but I do know that, for my own part, I do not think I have ever had any more than the back of my head in it.

Question re: YTG Annual Report

Mr. Lang: Just following up, in view of the words of the Minister who is not aware of what was in the report that he tabled, and wrote a letter of transmittal, on behalf of the government of the day in 1984-85, in which the Cabinet of 1986-87 is prominently displayed: if he had no knowledge of it, is it true that the government bypassed the lowest tender for the purpose of the printing of the Annual Report? Was it the Management Board that made that decision, if that is true?

Hon. Mr. Penikett: I have no particular knowledge of what the Member is saying. I certainly will find out. It may come as a surprise to the Member who has asked the question that I had no hand in writing, editing it or publishing that.

Mr. Lang: It is the first time I have heard a Minister not take responsibility for a document that he has tabled in this House with a letter of transmittal under his signature. Is it true that the lowest tender was bypassed for the printing and the layout of this document?

Hon. Mr. Penikett: I already said I would check into that. The Member opposite makes another claim that is false. A moment ago he said it was the first time he had ever seen a Minister table a document that he disclaimed. I remember on many occasions when the Member opposite did that, including a report that the government had commissioned for many thousands of dollars, which he rejected before he read it and still tabled it in the House.

Mr. Lang: I could go further on the subject that the Minister is talking about. It is interesting that he does not want to take credit for it now. Does the Minister not recall whether or not Management Board made a decision to go with the second lowest tender on such a document as this?

Hon. Mr. Penikett: I have already answered the question. I do not know the answer at this moment, and I will check back.

Question re: Land Claims Community Liaison position

Mrs. Firth: Does the Government Leader have any knowledge of the Deputy Minister of Executive Council Office making any offer to any particular individual regarding the Land Claims Community Liaison position?

Hon. Mr. Penikett: I do not know what the Member is talking about.

Mrs. Firth: It has come to my attention that the Deputy Minister of the Executive Council Office offered this job to an individual in December, that the individual declined, and that it was the government's position all along that they were going to appoint someone to this job. Why did we have a whole charade about advertising for successful applicants if that was indeed the government intention?

Hon. Mr. Penikett: I do not know what the Member is talking about. I do not know what the charade is. If she wants to discuss a personnel matter with me in some substance on the floor of the House, she knows she can advise me of the facts, and I will check into them.

Mrs. Firth: The Government Leader does know what the whole issue is about. This is a very serious issue about the Land Claims Community Liaison individual at which time wrong information was given to the public about the position.

I would like to know why the Government Leader is standing by and allowing this kind of thing to happen? The issue is wrong information to the public and political patronage.

Hon. Mr. Penikett: There is no case of political patronage. I have already told the Member that the story published in the paper contained wrong information. As far as I knew the correct information, when the question was put to me, I corrected the record. I did not provide any wrong information. I am not accountable for what appears in the newspapers.

Question re: Faro High School

Mr. McLachlan: The community of Carmacks has recently negotiated with the department for high school provision in their community right through to grade 12. Their sum total of students is 13 for those final three grades. May I assume that this is the minimum number that we would have to have in Faro since the department has set precedence for the community of Carmacks?

Hon. Mr. McDonald: In order for me to answer the question adequately, I will have to check the assumptions and assertions that the Member is making with the department. Once I do that, I will be in a position to discuss it with him.

Mr. McLachlan: In answer to a supplementary the Minister provided earlier, am I to understand it is his belief and feeling that the simple provision of books and some qualified teachers is to be interpreted as a substitute for the full qualified spectrum of teachers to teach high school in Faro?

Hon. Mr. McDonald: The Member initially addressed this Minister as the Minister responsible for books in a flippant way and perhaps I made a mistake by assuming that that flippancy was something that the Member would accept in return.

There are a number of teaching aids, a school building and qualified teachers that all go into making the kinds of offerings that the Department of Education provides to students at all grade levels. There are a variety of offerings that go into making up a curriculum and the services provided to students. The sum total of those is what the Department of Education offers.

Mr. McLachlan: Most of the people I have talked to would rather have their students with them in Faro than here in Whitehorse. I would like to submit to the Minister that without the provision of a full high school curriculum in Faro it would be very difficult to do that. How would he really expect that Curragh Resources could recruit a workforce that has children of all ages, from grades one to eighteen, without the commitment of the department to provide a full school system in Faro this year? How does he expect them to be able to carry on operations without a commitment from the Department of Education for that school?

Hon. Mr. McDonald: We are doing our very best to determine what the student enrollment will be in Faro in approximately five or six months time. We have to provide some justification for a level of service in Faro, otherwise we might be in a position where we hire teachers, move to provide a full level of service in Faro and find there are very few students to take advantage of those services. Then, some other Member will ask in the Legislature the obvious question as to why the government would be providing a full high school grade offering when they do not provide it to Old Crow, where there might be more students in those grades.

We will do our very best to establish student enrollment in Faro. We are working closely with Curragh Resources to determine what that enrollment might be. We will provide the same level of service that we would provide to any other community in similar circumstances.

Response re: Faro cheque cashing

Hon. Mr. Kimmerly: I have an answer to a question asked by the Member for Faro last Thursday about the cheque-cashing policy in Faro done by the Liquor Store. The Liquor Store is accommodating cheque cashing as much as is feasible. Presently they cash cheques in an amount under \$400 for federal government, territorial

government, municipality and mine company cheques.

Specifically, in answer to the questions and the representations, if local businesses were to have their bank provide the Liquor Corporation with a letter of guarantee we will cash those business cheques to the same amount, that is up to \$400 per person.

Question re: Canyon Creek Bridge

Mr. Brewster: Now that the Minister of Renewable Resources and Tourism knows where Canyon Creek Bridge is, can he advise this House when the logs will be brought in, and the bridge construction let out to public tender?

Hon. Mr. Porter: I do not have that specific information on hand. I will undertake to get the details of the question asked by the Member and return those details to him.

Mr. Brewster: I have heard reports that this project will not be let out to public tender, but will be done internally by government. Can the Minister assure this House that this is not the case?

Hon. Mr. Porter: I will not give that carte blanche assurance at this time. As the Member is quite aware, because he was at one time the Minister responsible for the Department of Renewable Resources, we have a large staff, and we do a lot of in-house management of certain projects, like Fort Selkirk, for example.

I would like to check the details of this particular question, and I will inform the Member as to how we will be proceeding, through internal management or by contract.

Mr. Brewster: In view of the fact that the Minister often says one thing in the House, and then finds out his officials have done something else, will he double-check with his department to see that the project is being let out to public tender?

Hon. Mr. Porter: I will not respond to a political charge. That is just an attempt at baiting.

I have given my undertaking that I would check the details of this particular issue and relay the information to the Member.

It should be pointed out that the acquisition of the logs was on a tender basis, and was given to the lowest tender.

Question re: Bilingualism legislation

Mr. Phillips: On May 1, the Minister of Justice said in *Hansard*, "At no time has the government made a specific commitment about legislation."

I would also like to quote from the *Whitehorse Star*, where the lawyer for Daniel St. Jean said, "Shriner said the Yukon government has sought delays in the St. Jean case at least twice, while indicating there would be expansion of French services in the territory."

Can the Minister tell this House what official representative of government made the deal with St. Jean or his lawyer, and what kind of promise was given to delay the case?

Hon. Mr. Kimmerly: I will endeavour to find the specific information about who the question is referring to, but let me reiterate, and the answer is essentially the same as I gave on Thursday. Let me also say that I, personally, spoke to the lawyer who was representing Daniel St. Jean. I gave no such guarantee.

What the *Whitehorse Star* reports Mr. St. Jean as saying, I have no control over, and I take no responsibility for. I, personally, spoke to that lawyer. I gave no such guarantee. I will specifically ask which specific individuals are involved, because that is the specific question.

Mr. Phillips: This is interesting. We have a Government Leader who is not responsible for anything, a Minister of the government who has officials in the department making commitments and he is not responsible for that either. If this government really feels that bilingualism should be a priority, do you plan to get input from Yukoners before announcing a policy?

Hon. Mr. Kimmerly: The answer is: absolutely yes. In answer to the political barb that was made, I am responsible for what my officials have said. I do not believe that anyone gave a commitment as to specific bilingualism legislation. The spectre that the Member is raising is, in some senses, irresponsible.

Mr. Phillips: It is interesting that the lawyer of Daniel St. Jean and Daniel St. Jean himself really believe that there was a

commitment given. What is the government's current position regarding bilingualism in Yukon, and are they considering a trade-off like the N.W.T. did with respect to native languages?

Hon. Mr. Penikett: Since the Member opposite was making some snide remarks a minute ago on this subject, it was interesting that he did not even read his own question carefully. There was a distinction, it seemed to me, that seemed to be beyond the Member, and that is a distinction between French language services and bilingualism. The Member should know, as a loyal member of the Progressive Conservative Party, that we are under considerable pressure from the federal government on the matter of language rights. We have a timetable that was created for us by a court case.

This government has been dealing with both the aboriginal community and the French language community on the question of appropriate language services, and we will continue to do so. When we finish those meetings and those discussions, we will be coming back to this House. If the Member is trying to suggest that the government is doing something other than what we have told this House, I wish he would make his charge, say so, and put on the record what it is he is concerned about.

Speaker: The time for Question Period has now elapsed.

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 hon. Government House Leader that the Speaker do now leave the Chair and the House resolve into Committee of the Whole.

Motion agreed to

Speaker leaves the Chair

COMMITTEE OF THE WHOLE

Chairman: I call Committee of the Whole to order. We will recess for 15 minutes.

Recess

Chairman: I will call Committee of the Whole to order.

We will continue with the Department of Community and Transportation Services, general debate on Management, Policy and Planning and Administration, which appears on page 42.

**Bill No. 5 — Second Appropriation Act, 1986-87 — continued
On Community and Transportation Services**

Hon. Mr. McDonald: There are a few questions that were remaining from Thursday and I will provide that information now.

The Member for Porter Creek East and the Member for Faro spoke of the Pelly River Bridge at Faro. The Members are quite right, there has been some longitudinal movements of the bridge of about two inches since 1968. It is not considered to be dangerous, but is being monitored on an ongoing basis.

There was a question about the approval by Treasury Board of year one work on the Skagway Road. The preliminary indication is that it has been given approval but we do not have details of the Treasury Board minutes yet.

In Finance and Administration, one accounting clerk resigned very recently. In Highways and Transportation, two project inspectors, one program engineer, one crusher foreman, one road foreman, one heavy-equipment operator II and one transport operator supervisor. In Municipal Engineering the utility systems advisor whom I spoke of recently whose death was announced in the paper recently. In the Yukon Housing Corporation there are four positions; the construction manager's and the general manager's position are under review. In the Whitehorse Housing Association, the maintenance coordinator and one secretary position were vacated very recently as well.

One Member requested that the government table the Yukon-Alaska Transport Operational Plan and we hope that we can get an answer by tomorrow from them as to whether or not they are prepared to allow us to table their operational plan.

¹⁴ One Member asked a question with respect to the VHF system

replacement. It is a VHF system, not a VHS system, as sometimes reported in *Hansard*. The repeater equipment, as I stated before, is reaching the end of its useful life. It is becoming more and more difficult to find replacement parts; in fact, there are no replacement parts for the mountaintop repeater stations. The reliability is decreasing. For the Members' information, I will table a summary sheet of the teleconsultant report of suggested requirements for a new system — I will table it in a few minutes — some of the current communication requirements, and the forecasts of communications requirements using the VHF system over the next five or 10 years.

I also have to distribute the anticipated, or preliminary, design of the temporary policy unit in the department, and possible and projected tasks that they will be pursuing. I will table that for Members' information now.

Mr. Lang: Does the Minister have copies for each Member of the House or will we have to have it run off? Does he have individual copies?

Hon. Mr. McDonald: There are many copies of the policy unit, and they are coming around now.

Mr. Lang: At times, some Ministers bring one document in, or one copy of some information. I would ask if they could take into account that it takes time and effort to run off copies down here, and that they provide each Member with copies, because I am sure all Members are interested in the debate, in one manner or another.

In the information that has been provided, are these policy units included in the numbers that the Government Leader gave us for positions for the purpose of policy, which was 24 positions throughout the government?

Hon. Mr. McDonald: If the Member has the details in front of him, he will see, on the left hand side, two positions: the Director of Policy and Planning and an analyst position. Those positions are the only permanent ones in the department. They would be included in the policy and planning capability of the government.

The other persons would be responsible for carrying out the various tasks within a specific period of time, depending on the task. There is a specific timetable for policy development for each of the items, which can change over the course of the year.

The plan itself, right now, is very rudimentary, and it is only projected. A lot will depend on the ability to recruit, and the ability to coordinate tasks as we proceed.

Mr. Lang: What are the people in the department going to be doing? It seems to me that you have a staff of some 321 prior to this budget. Now there are 326. Some of the tasks that I can see from just looking at the budget, and I just received it, I would assume would have been done by some people in the department.

Are the people in the departments not going to be involved at all in policy now? You are almost taking an approach where the civil service is there to shuffle the paper. We are going to have this super team come in to recreate and reinvent Yukon's policy. I would question the validity of the direction in which the Minister is going. Perhaps he could expand a little further on this.

I know of people within the department who have capabilities. Maybe one or more people to help on a term basis might be appropriate. How much is it going to cost for this policy exercise that the Minister is going through, over and above what the Government Leader described? Who is going to be the leader of this policy task force?

Hon. Mr. McDonald: I will answer the final question first. The leader has not been hired. The assumption the Member made was that, irrespective of whether or not we had these people doing this work, the work would be done. I challenge that assumption in a very fundamental way. It has not been done to date, over the many years that the policy unit of the department and the 300 and something people that the Member mentions were in place.

Presumably, heavy equipment operators would continue to operate heavy equipment; mobile enforcement officers would continue to monitor the highways; even directors of departments would be doing the things that they are doing. The fact that they have not had the time to do the work I am sure they are capable of doing, is important to note. That is the reason why we feel that, in order to do the work properly, given the understanding that the unit

will, in a sense, self-destruct after a certain period of time, it is necessary to provide the resources to do it.

The Member mentioned that the department would be reinventing Yukon policy. I think that the word, "reinvent", is a misnomer. There is no policy to reinvent. There is a policy gap. There is a policy void in many of these areas. The Member has mentioned, in the past, a number of areas here that he should take interest in. The desire to plan and to integrate capital projects with O&M projects is one of the many items listed here. It has not been done in the past. It does take time. It does take valuable time from the people who are, otherwise, operating and administering their departments.

We did not anticipate that this would be an ongoing role to play. There are two people in this unit right now who are currently working for the government. I brought that to the Member's attention. They would be performing the work that is suggested that they should perform.

The Member wanted to know, specifically, what it is that we are talking about in terms of cost. We are looking at probably in the neighbourhood of \$386,000.

Mr. Lang: I just have to catch my breath. \$360,000. That is a lot of money, a lot of money. On top of that, \$120,000-odd has gone out to contracts to people from Ottawa to look at our *Highways Act*, *Motor Vehicles Act* and the *Motor Transport Act*.

I understand there was also a further contract that we were not made aware of for the VHF, obviously because the Minister has it in front of him. Now we are going to spend a further \$360,000 this coming year for the so-called job creation project management scheme for policy that is going to self-destruct in nine months. Tell me anything in government that has self-destructed in nine months.

We just had the Government Leader telling us three days ago how important it was to get the contract employees into permanent positions, because they have been with the government for so long. I think all Members had better be aware of what we are being asked to approve. This is no laughing matter. The Minister wants to hire 10 more person-years at a minimum of \$360,000.

A lot of these responsibilities, as I understand it, were supposed to be the Department of Economic Development's. That department was supposed to be taking a lead role. I submit, we have a government that has just gone crazy. I would be embarrassed to bring this forward and say that it was just another \$360,000.

I am dead serious. What does the Deputy Minister do? We already pay a Deputy Minister about \$70,000 or \$80,000 a year. I suppose his job is just to transfer the policy paper from the policy unit back to the civil servants to give instructions.

You are not talking to a bunch of guys who just got off the bus on this side of the House. There are a few of us who have sat on that side for a number of years. We have an idea of how policy is created. The side opposite has the idea that if we hire four hockey teams, we are going to win the hockey game.

It seems that some commonsense needs to be used here. This is over and above the 24 policy positions that have been created in the government, that the Government Leader has told us about, and we have another ten, which equals 34, not counting service contracts that are going to be put to tender.

How does the leader of the policy task force, probably an \$80,000 position, relate to Economic Development when we are talking about White Pass, Tarr Inlet, King Port and various other projects that would fall under long term planning of economic development? How does this tie in with economic development? How many secret people do we have in policy and planning in the Department of Economic Development?

Hon. Mr. McDonald: One of the major differences between this department when the Member was Minister and now is that it now is not only responsible for highway maintenance and construction, but it has also undertaken the responsibility for policy development for transportation.

The Member mentioned that there are certain things that have an economic development component to them. There are things in Renewable Resources, in Tourism that do have an economic development component. There are things in transportation that have an economic development component, but are specifically transportation related. That is the character, in general terms, of the

policy unit that the Member sees before him.

¹⁸ The Member keeps referring to 10 new person-years and there are not 10 new person-years here. There are 10 term positions here for a specific period of time for a specific task. We are being very upfront about it.

There are a variety of things here that are going to take time and resources. There is a suggestion that we should study Tarr Inlet as a task. I do not know how we study Tarr Inlet without studying Tarr Inlet. Who is supposed to do it? Is it to be specifically a contractor? What sort of study do we want to undertake?

We want to analyze King Point? I am sure we are talking about \$387,000. The federal government has probably spent millions of dollars studying that one port. We are talking about our taking a position on King Point, in our own territory, and providing some resources for it, as one project task in many. We are suggesting the kinds of resources we are putting into developing a position that is credible, not only in the Yukon, but with the federal government and provinces, a credible and thoughtful position. They are suggesting that this money is not well spent. I disagree.

There are a variety of issues here that have not been resolved for years. In order for us to study them, it takes resources. Presumably, when people suggest in the House that we study White Pass Rail, they are not expecting the Minister to do it personally. They are presumably suggesting that the Minister's department study White Pass Rail. There are a whole series of these things, and certainly much more than existing people can handle.

We have good permanent people in this government and in this department, but they are overloaded because of the very high expectations, not only of the government upon itself, but also because of overloading by opposition Members and by the public. We want to be able to satisfy that demand and it takes thoughtful positioning in order to do it. It is simply not good enough to take an ad hoc position where you spend no time planning and spend all your time trying to fix mistakes that happen because proper time and resources were not used.

The Member can stand up as often as he wants and state that he does not like it, or understand it, or thinks it is ridiculous, but this is a very well thought out proposal. There are a series of issues to pursue. There is the whole communications area that the Member clearly wants to disassociate himself from — that we do not — and we are facing it head on. There are a variety of things we are doing here that require resources to take well-thought and researched positions. We stand behind that.

Mr. Lang: I submit that the Member opposite has not been exposed to the real world for a while. I have just received this, so that everyone is aware, and it appears to me to be one of the better written papers I have ever seen in the language of bureaucratise, if I can use that terminology, and I say to myself that if someone is not making work for himself, I do not know who is. Could the Minister explain what the Yukon Supply and Export Choke Point Analysis is? What is that going to do for the guy on the street?

¹⁹ **Hon. Mr. McDonald:** That is an awful example for the Member to choose. We just spent the first three weeks of this session dealing with a choke point, as far as transportation into the territory is concerned. We just spent three weeks, and I spent the preceding six months, trying to deal with that very issue.

The Member for Kluane takes the time and trouble to research one alternative out of many to resolve the serious choke point issue, with respect to delivery of goods into the territory, by suggesting that the investigation of Tarr Inlet might be an alternative. A choke point, for the Member's information, is not a bureaucratic term. People use the term choke point in common, everyday language all the time.

A choke point, in transportation terms, is illustrated by the fact that the major low-cost transportation corridor into the territory, currently, is through Skagway. We want to investigate alternatives, not just Tarr Inlet.

Mr. Lang: I submit to the Member opposite that if they keep going the way they are spending money that we could probably buy the Panhandle, or at least buy Skagway, instead of getting a bunch of consultants primarily, I would assume, from Ottawa, and big brother not only telling us what to do, but moving in and getting

paid to tell us what to do.

Further to this, it is very interesting that we have the strategy for Arctic A airport devolution assessment. How does that relate to what is just beginning to be struck in the Executive Council Office where, I believe, we have a total of three person-years for what now is the favoured expression called devolution? How is that going to relate?

Hon. Mr. McDonald: In seeking the devolution of any particular program or activity from the federal government, whether it be Lands, Arctic A or B and C airports, social services, Northern Affairs functions, mineral policy, health and safety — no matter what — there is some coordinating activity that is necessary. That coordinating activity will be done under the auspices of the Executive Council Office.

The detail in determining what we need in Yukon, the detail with respect to the transfer of the function, will be done in cooperation with the various departments involved. There so happens to be a number of areas that this department is involved in. They include the transfer of Arctic B and C and A airports — that will be in the long term — some lands programs, as the Member will be familiar with, road programs, et cetera, which, as one function out of many, the department will be responsible for responding to. That is the way it will be coordinated.

Mr. Lang: Could the Minister tell me the necessity for a bridge study, since we have been in here for quite some time, and he has assured us that all the bridges are sound? Could he explain to the House why we need a bridge study?

²⁰ **Hon. Mr. McDonald:** I am not sure if we are sitting in the same House when the Member asks a question like that. We have referred to five bridges between Faro and Skagway. We wanted to analyze those bridges for the kinds of weights that we project being put on them that would be associated with the Curragh ore haul.

There are more bridges existing in the territory. There are proposals for even more bridges than that. I refer the Member to the Mayor of Dawson for information on that score. It is a study of a technical nature, and it is the development of a long term plan, with respect to our bridges in the territory. We have just reviewed the bridges on this route, but in the past all that has been done is simply to decide whether bridges were going to be redecked, repainted or have a truss replaced. There has been no analysis further than that on our bridges.

Mr. Lang: Would this not be somebody with the federal government who has the expertise? A lot of those bridges belong to the federal government under the Alaska Highway agreement. Would it not be strictly a contractual relationship with the federal government or would this policy analysis and policy group be in charge of inspecting the bridges? How would it work over and above the \$360,000 that you have for these people here?

Hon. Mr. McDonald: It would be a mistake to assume that our taking a coordinated and detailed position on bridges would be a major function of this group. This is one of many functions. The extent to which the Department of Public Works provides the service in the territory would be maintained. If we wanted to pursue some of the functions, we would seek funding to undertake the functions.

The responsibility for taking policy positions is ours. It is not something that we can expect of them. That is the reason for not only a study but also for our interest in the area.

Mrs. Firth: I have been out of the House for a short time, but I have been listening to the Minister's comments. If I ask a question that has already been asked, if the Minister could indicate that, I will read it in the Blues.

I want to talk a bit about the Department of Community and Transportation Services policy and planning. The leader of the policy task force position has not been filled yet. I notice it is going to be a secondment. Can the Minister give us any indication of what kind of individual they are looking for, what kind of experience are they looking for? Is it going to someone along the lines of an administrator? Are they going to be requiring the person to have a lot of technical experience in this specific area?

²¹ **Hon. Mr. McDonald:** The proposal is that the leader would hold a great deal of expertise in policy development and economic

analysis. It is felt that the work that is done currently is very much project-related but the experience we would like to cultivate is not excessive in the department. Yes, it is an honest projection of where we think the person may come from — secondment.

Mrs. Firth: Do they have a terms of reference for this position and approximate length of time the individual will be required within the Department? Is this individual going to be responsible for the general, overall plan and to present it on behalf of the government?

Hon. Mr. McDonald: If the Member takes a look at many of the tasks listed here, they are not all transportation or communication related. More than likely there will not be an overall community and transportation services plan, but there will be a transportation policy that will have various spokes emanating from it. There will be a communications policy with recommendations with respect to the distances we want to proceed in that area.

There are eclectic things, such as the establishment of the Yukon Building Code, that will have their own life. It is projected that the leader of this team will remain as long as the overall coordinating function is necessary. It is certainly not projected that all of these people will be here at the same time. We still have to recruit for some of these short-term positions. Our ability to recruit will depend on when these projects are complete.

Mrs. Firth: What is the reporting authority of the leader? Will he be reporting to the Deputy Minister? As well, the subsequent four directors in the organizational chart? What channels of communications will there be between those directors, the leader and Deputy Minister and Minister?

Hon. Mr. McDonald: The reporting authority will be as the chart indicates. The leader of each unit will report directly to the Deputy Minister and the directors will be reporting to the leader.

Mrs. Firth: Would it then be unusual to have the leader of the Policy Task Force reporting directly to the Minister, or any of the directors reporting to the Minister?

Hon. Mr. McDonald: It is not anticipated that they will be reporting to the Minister at all.

Mrs. Firth: Who is giving the direction to these contract positions? Is the direction coming down within the organizational chart, just as the reporting authority proceeds upward? What I am trying to find out is: is it the Deputy Minister who will be giving the direction to the directors and analysts, and will that be coming from the Minister?

Hon. Mr. McDonald: The direction for the directors and with respect to the various tasks will be coming from the leader of the task force. Until such time as that person is hired, the existing relationship between the Deputy Minister and the Director of Policy Planning will be maintained. It is anticipated that as long as there is that coordinating role, depending on the work plans, it will be provided by the leader.

Mrs. Firth: Could the Minister tell us how long this whole plan is expected to take — the time to reach the bottom of the page from the top of the page?

Hon. Mr. McDonald: There are a number of qualifying factors. One of them is the public input that may be necessary in a given task. For example, the Yukon Building Code will require input from the public in a very consultative way. That takes a good deal of time. I would imagine that, in most of these areas, there will be public participation sought.

In any case, it is probably a minimum of nine months. It could be six months for a given task, given the project. It could be as long as 18 months, depending on the project.

Mrs. Firth: I see where the Minister has said that the committee may self-destruct in a minimum of nine months, however, this is the kind of thing that, once you get it going, it is very difficult to interrupt it midstream, because then you are just left with chaos on your hands, because people have started certain projects, and they have started reviewing some things. It is pretty well one of those self-continuing structures, from the way I see it on paper.

I would like to know what happens once it is completed, whether it be in nine months, 18 months or three years. Are the staff whom we have within the department now going to be able to adjust to the

possible changes? For example, say we made some major changes to the *Motor Vehicles Act*, and the staff were required to have further education or further information, what happens to the people who are dealing with these things on a daily basis? How are they going to keep up? Once the study is over, where does that leave everybody?

Hon. Mr. McDonald: Presumably, a study that would make recommendations that a department should take some action, if it was a study well done, would take into account the ability of a department to carry out the function. For example, it would be absolutely useless for a person to recommend that the government undertake some broadcasting function under the communications policy that would necessitate large expenditures of money and people without identifying that those resources currently do not exist and, if they should exist, it would cost resources. When they cost resources, tradeoffs have to be made, not only in this department, but in other departments on a government-wide basis.

There are obvious cost implications in any study, whether it be in person-years or financial resources. It is a very important part of the study itself, and a significant factor in terms of the provision of recommendations.

Mrs. Firth: Change is very difficult for some people to adjust to sometimes. I see this outline of the government's plan and the government's intention in this area causing a great deal of concern amongst Yukoners, in general, who feel that their whole highway system may be restructured. We have an expert coming in from the outside and telling us that we should be putting salt on our roads, or something else that we have not been doing right for all these years, and we have been barely getting along. It brings even more of a concern to the individuals who are working with it on a daily basis, and who may be concerned about whether they are going to be able to keep pace with the skills that they now have and the education that they now have with the potential requirements that are going to be needed as a result of this, which looks to me to be relatively sophisticated and a relatively ambitious program. Has the Minister given that consideration, and can he elaborate on that somewhat for us?

Hon. Mr. McDonald: I take the point that the Member makes seriously, and I think there are elements to it that are well made. First of all, I would like to speak to the points that I do not think I would subscribe to. First of all, there is a suggestion that we have outsiders coming in to tell us what to do, and we are sort of giving carte blanche to people to come in and write the regulations, write the rules, write the policies, write the legislation, and we will all sit back and watch it happen. That is not anticipated here. In fact, that is not the intention, nor is it the design of this policy unit at all. The fact that we are attempting to take positions in many areas where we have not taken a position before reflects our desire to be more self-sufficient. We do not depend upon the advice from local federal people, or regional federal people on communications. We take a position ourselves; we analyze it ourselves; we ruminate over the points made, and we have a made-in-Yukon proposal.

As the Member can see from the information that I have provided, it is our absolute, sincerest desire to have as many people as possible recruited locally to do this kind of work in the territory; people who have an in-bred sensitivity to the Yukon situation. There are times when a certain level of expertise is just not to be had in the territory, and traditionally we have been forced to seek assistance elsewhere. For example, it is projected that the kind of expertise required for the Director of Communications Policy does not currently exist in Yukon. It is projected that we might have to seek a secondment for a specific short period of time to assist in that effort.

Now, the points the Member makes with respect to people keeping pace with change are very real, and there is a real political perspective on things. We have to be very mindful that we do not proceed at a faster pace than people would accept. We have to balance the ability for people to whole-heartedly accept. They have to be really in tune with what the government is doing. The government has been very much in tune with what the people want.

When certain things like massive changes in telecommunication technology take place, it is a learning experience, not only for

people in the public, but for politicians themselves. We have to start to rethink the way we should be operating. Should they take advantage of telecommunications technology to the fullest extent? There comes a critical decision point, such as the end of the useful life of a VHF system, when politicians are drawn to determine whether or not they want to leap into new technologies that could benefit the territory in a significant way, or whether they should take a more laid-back, or less adventurous approach.

Over past years, all governments have taken advantage of new things — even such things as the advancement into chipseal has almost revolutionized travel in rural Yukon. It was a courageous decision to not simply accept pavement as the only surface, but to accept chipseal. The result has been that you can get 10 times the bang for your buck with initiatives such as that. It takes a little courage. It takes some getting used to. Our understanding has to grow with the development. In some of these areas, we will have to understand what the Yukon public will want to accept.

Anything that has a legislative commitment or a dollar commitment will have to not only be accepted by politicians and Cabinet, but it will have to be accepted by the Legislature as well.

I take the Member's point seriously. I think there is considerable validity to some of the intentions of her point. We are thinking of that.

Mrs. Firth: I just have two more quick questions to ask the Minister. We will see how courageous he is in nine months or so.

Could the Minister tell us the potential cost of the two secondments, the leader of the policy task force and director of communications policy, because we are looking for highly skilled individuals? What salary dollars are they setting aside for those two positions?

I would like to know if the Minister, in any way, could tell us if some of these identifications under each director have already been done with some of the studies and so on that he talked about when we were doing the Supplementary Estimates. I am talking about strategy that was done for revamping Highways, and some work that was done on the transportation of dangerous goods. There was some background work done for regulations. There was some work done on the motor carrier policy, and I believe a consultant did some work on the water transport policy.

Has anything been done under here that we can tick off, that does not have to be done?

Hon. Mr. McDonald: There are two questions: the cost of secondments and whether or not there has been any work done to date that could be checked off the list.

There is the hope in one case that the salary cost of the secondment will be borne by the federal government. The expenses will be borne by the Yukon government. I do not know the salary that the federal government will be bearing. I can check that out for the Member.

I think it is accurate to say that work has started already. For example, there has been work done on the marine side in the transportation policy, in terms of a basic background document. In the case of the Old Crow transportation study, work was initiated in 1985 and will carry over into 1986. It is probably more accurate to say work has been initiated and not completed. I do not think anything here has been completed.

Mr. Lang: This does come as a surprise to this side. This is a very major initiative of the department. Would you not agree with that?

Hon. Mr. McDonald: I have been trying to say that for the last five hours of legislative time: it is a major initiative. There is a great deal projected to be undertaken here in answer to many of the suggestions and concerns put forward by Members of this House during the course of this Legislature.

For Mrs. Firth's information, the Director of Communications' salary will be in the neighbourhood of \$55,000 to \$60,000. That salary will be borne by the federal government.

Mr. Lang: How come this was not put forward in the Speech from the Throne or the Budget Speech? It is a significant initiative of the government. I would like to know why it was not announced in either one of those documents.

Hon. Mr. McDonald: Parts of this have been announced or

alluded to in those documents. If the Member is suggesting that the government is not selling itself well enough, there is always room for improvement there. There are many good things that the government is doing that perhaps we are not communicating well enough to the public. We are communicating as clearly as we can to the Legislature. Maybe it is not getting out to the public adequately. I will take the Member's concerns seriously and try to do something about that.

Mr. Lang: That was not a facetious remark. As a Member of this House, I would like to be informed of the major initiatives of this government. That is the purpose of the Speech from the Throne and the Budget Address, to let Members know. We are not on a cat and mouse witch hunt here to determine where they are going to spend money. We were given a budget that said there were 17 person-years for the purpose of Management, Policy and Planning and Administration and then all of a sudden the Minister decides to tell us he is going to spend \$360,000 for 10 more people in a policy unit, over and above the policy positions created within the department.

Our concern is well merited when we look at exactly what is taking place. I look at this list and the unfortunate impression that is being given by the Minister is that there was never any policy established within the Government of Yukon over the last 15 years until the present Minister flew in from Elsa and decided he would be the end-all and be-all on policy.

I will go through this list very carefully. First, Annual and Long Term Corporate Policy. I would ask the Minister to explain that.

Bulk Commodity Transportation Policy. I understand there is a policy in place of how much we are going to charge and how much the GVWs are going to be. That policy effectively has been made, under the present legislation.

Rural Road Upgrading and Maintenance Policy. There is a policy in place, in good part, it is just a question of how far you want to go and whether the Minister has the courage to make a decision as opposed to bringing in an \$80,000 executive from Ottawa to make it for him.

Land Act Review and Overhaul. I will admit there are perhaps some shortcomings and amendments to be made, but for \$360,000 I have to question the necessity of a major overhaul of the *Lands Act* when we had this particular piece of legislation amended, in great detail, three years ago. In fact, the initiatives taken under the present squatter policy could be put into effect under the present legislation base in most part. If he does not, he could bring it forward to this House. We do have legal draftsmen in the Department of Justice.

In the *Area Development Act* Review and Overhaul, a great deal of work has already been done in the department as far as that act is concerned.

Homesteader-Squatter Policy Development; that is out to the public the way I understand it.

Comprehensive Land Disposition Policy; there is a policy in place for the disposition of land and that process. If the Minister has some ideas, then implement them. Why do we have to spend \$360,000 to bring a bunch of people in from outside to tell us how to do it? That is the part that burns me, especially when I believe that there are some very competent and capable in the department he is responsible for. It just infuriates me that the Minister has such a dearth of ideas that he has to go out and pay \$360,000.

I go further through this. Community and Economic Development Planning Sub-Agreement Implement; I understand there are people under contract for that particular area. As far as the agreement is concerned he should talk to the Minister who is responsible for economic development.

Implement Statutory Instrument Recommendations; we have a Regulation Clerk. What are we doing? We are going to have a department within a department, a mini-government.

We have Recommend Coordinated Review of Major Transportation Acts, the *Highway Act*, *Motor Vehicles Act*, *Motor Transport Act*. We just spent \$120,000 in the supplementaries for people to review these acts. It may cost \$120,000 for them to find out where Mayo is. My understanding is that the work was done.

Interdepartmental Policy Liaison; we are going to have two guys

doing that. It will be just like the federal bureaucracy, the left hand will not know what the right hand is doing. We will have to have someone in between.

²⁷ Legislative Assembly Support; that is what I thought the Minister's Executive Assistant was hired for. Now we are going to have someone in the department? We are to have periodic evaluation of departmental programs; develop comprehensive Yukon transportation policy; departmental role of construction policy for new subdivisions, as if we have never built a subdivision before in the Yukon's history. It is very easy, you can look at the present policy, and if you want fewer standards, you say you are going to have fewer standards. You say the standards will be 14 feet wide or 18 feet wide as opposed to 20 feet wide. If greater standards are wanted, it is easy enough for an engineer to look at it and give recommendations. Talk about smoke and mirrors.

It must be great when the government is in charge of someone else's money. Would the Minister spend it if it was his own money? We are told that it is so insignificant, they could not be bothered to present it in the Budget Speech or in the Throne Speech. The Member for Riverdale South is perfectly correct. This major change of responsibility going to this organization instead of the way it was before is a major disruption. There is going to be a major disruption.

What do we have in this department? We have a brand new person — a policy analyst and a director — listed in the directory. We have Director of Administration. We have a Manager of Administration and Special Projects. We have 8 or 10 people for financial operations. Lands and Housing has since been split into two areas. There are those personnel who are making \$40,000 or \$50,000 a year. What are those people doing?

They should be responsible, in part, for policy creation. They are working with it every day, and they are the ones who can see the fundamental problems. But instead, the government is going to bring in the whiz kids at \$50,000 to \$80,000 a year. It is one thing not to have policy, but it is another thing to cost about \$5 million to have people tell you how to live. It is totally irresponsible when people in Porter Creek East are paying property taxes in the neighbourhood of \$1,200.

What do we have? We have a government that has gone berserk, absolutely berserk in developing person-years. We also have two or three more person-years for contracts for engineers for regional and local resources. I think I have made my point.

Hon. Mr. McDonald: There is certain beauty in political rhetoric, which I tend to find somewhat attractive, depending on the person issuing the rhetoric. Sometimes a twisted or callous phrase can be detected that can seem attractive or can put a new light on things. There are other times when political rhetoric is used for not so positive a purpose.

²⁸ Political rhetoric is used to criticize, in a very negative and destructive way, initiatives, but when you can understand it for what it is — rhetoric, and in some cases, empty rhetoric — you begin to appreciate the fact that you, yourself, are on relatively stable ground.

In this case, it is the Member's style to go down through each item and state: would you spend \$360,000 of your own money on an area development act review and overhaul, and establish the regulations?; would you spend \$360,000 to develop a transportation policy?; would you spend \$360,000 to develop a Yukon Building Code?

Well, if it was my money, I would not spend it.

That is beautiful rhetoric. It seems to suggest that each one of these items costs \$360,000 and 10 people to undertake. It seems to suggest that we are going to spend \$360,000 to develop a policy on King Point. We are going to spend \$360,000 on the Tarr Inlet initiative. It is beautiful rhetoric, but it is bunkum.

The Member, who is extremely practised at this bunkum, has taken it upon himself to suggest that if it was his money, he would not spend it. I would venture to say that he would not want to spend one dime — of his own money, of his own wages — toward maintaining the road between Faro and Ross River, or between Mayo and Elsa. I believe most Members of the Assembly would not put money toward causes of that nature, either.

It is good rhetoric, and I really enjoy listening to the Member, but it is not useful rhetoric.

The Member referred to the major disruption that this situation would ultimately cause, the suggestion being that once you let this road Minister have his way, there will be complete chaos in the civil service and everything is going to fall apart. I tried to spend as short a time as possible, and tried to be as articulate as possible, explaining to Mrs. Firth exactly what I would envisage would happen with respect to many of the initiatives that we are looking at undertaking, and our desire to take a coordinated approach, understanding the availability of resources that the government has, the tradeoffs that would be expected should new issues be taken.

We have responsibility as Ministers, as government and as legislators in this House to take new initiatives when circumstances call for them. It is our desire not to create a major destructive disruption in the working of the civil service or the working of this department. This department is extremely hard-working, and there are many, many capable and competent people working in this department. They are working flat out to perform the tasks that have been given to them to date. I am very proud of the work that they have done. They have taken on many new initiatives.

There are other initiatives illustrated here that are sometimes demanded by the opposition, or sometimes suggested. We are going to try to satisfy many of the desires, not only of the Legislature, but of the public as a whole.

The Member went through many of the items on one particular list, one person's responsibility, and suggested that the work has all been done, and no further work needs to be done on, say, the rural road upgrading and maintenance policy.

²⁹ That has to be one of the more difficult areas to develop a policy in. It is not as simple as saying you do or do not maintain a certain class or road. Any rural Member who understands what is happening in his riding will understand the complexity there. There are a variety of things here that could be undertaken by people and I would be happy to discuss any of them with the Member. In response to the rhetorical point the Member is making, yes, there is a very different approach being taken here, compared to what may have happened in previous years. There are certain expectations from the public as to what this department should be doing. There is continual frustration that the department is not doing all that people think it should, and this is frustrating for people within the department who are working flat out not only to deliver but also to do the policy and back-room work. We are going to attempt to fill gaps and provide a coordinated approach to try to get the job done to the public's satisfaction.

The Member makes comments about whiz kids coming in from outside to do the work. I explained to the Member that every effort would be made to find local people to do the work, who are sensitive to the Yukon and who understand the Yukon — who do not have to be taught where Mayo is or 39 Cedr Crescent is, or any of the important landmarks in the Yukon — the work can be done without the initial education. At the same time there is a training component here that allows Yukon people to be involved in the policy development. It encourages their knowledge and understanding of the recommendations they are going to review. The base work has to be done. Because you hire a Yukoner does not mean you hire the results of a study; you hire someone to investigate, review, gather the baseline data and provide the recommendations. If it was simply hiring someone to write a report based on knowledge they had already, then that could easily be done. It is not that simple, the work has not been done and we are proposing the work should be done. We are responding to the various pressures from the community and trying to do it in a coordinated way. We are not trying to build in long-term obligations within the department. We are trying to keep it manageable and respond to individual projects, as well as overall policy development.

I think I was one of the first Ministers to be criticized for lack of policy, not acting on the basis of policy, making decisions when there is no policy. There are decisions being made in other departments without policies. It is a fact of life.

³⁰ I recognize the need for policy. We all recognize the need for policy. That is why there was some criticism directed at me in one

particular case for not having policy. There is a need to have policy. It means that you have fought something out; you have fought something through, and you are making a decision, not on an ad hoc basis, but because it conforms to the direction the government wants to go in general terms in a given area.

We recognize the need for policy. It is not to suggest that there is a dearth of ideas, or no ideas, the Deputy Minister is vacuous and therefore has to have people come in and tell him what to do. That is not the intention at all. There are definite directions. For example, there is a desire by the government to develop a Yukon Building Code, as an example. Politically, we can want a Yukon Building Code, and we may have some ideas, as legislators, as generalists, as to where we want to go. We want to have a Yukon Building Code that can easily adopt to Yukon materials, Yukon environment and building conditions in a given community. A code that will take transportation costs and the high costs of materials in rural Yukon into consideration.

Saying that is one thing. Developing the Building Code itself is something completely different. It takes time; it takes thought; it takes detailed work in order for the policy to be established and adopted.

Members should recognize that this is a very large department. It has a wide variety of responsibilities. There are areas that have not been pursued in the past. There are areas that we will want to peruse in the future, and perhaps the area of communications is the most dramatic.

There is a desire to address the problem in a coherent fashion. There is nothing more revolutionary than that. It is certainly not meant to create deep disruption anywhere. It is meant to provide proper framework that we would like to do.

Perhaps the Member does not agree with the approach. I think the approach is wise and judicious, and I am prepared to defend it.

Mr. Lang: I see the Minister, in my estimation, giving a vote of non-confidence in the top management of his department. I think that is too bad. I know many of the people who work in the department, and I know how capable they are. I concur with him; they work hard, but they get paid well; they should work hard. You are not going to accomplish everything overnight. You bear criticism at times as you are developing policy, but that does not justify bringing in whiz kids for \$360,000. For the life of me, I cannot understand that, especially in view of the fact that you are already asking for two more person-years over and above that. The Minister says that he hopes he get the leader for free from the federal government.

I think it is safe to say, and the Government Leader will concur with this, the federal government is through giving things away for free. Those days are gone. If the Government of Canada finds out that this is your intention, it could charge you double and not give it to you for free.

I would submit that there seems to be a contradiction, an overlap, almost a manipulation of the system. We found out about the \$360,000 very quietly on Thursday. They were kind of hoping we would not pick up on it. The \$250,000 that was committed to the formulation of a Yukon Economic Development Strategy was announced with a great deal of fanfare, and I give the Government Leader full marks for that. I would have done the same.

³¹ I see items in here that, I would think, would come under the auspices and the mandate of that \$250,000. That is a quarter of a million dollars, incidentally. I know the Member for Mayo does not think it is much, in the largesse of government. I would submit to him that the people of Mayo think it is a lot of money.

How is this going to correspond with the economic development strategy of the Department of Economic Development? He has \$360,000; he has the leader here. This idea that he is going to find somebody up in Silver City to hire as a director of policy and planning for communications is poppycock, too, to evaluate a federal northern services assessment of Yukon impact of MSAT technology. For the Minister to stand up and give the impression that somebody is going to be found locally — he will go through the exercise, but there will not be anybody hired locally for that.

Take a look at the list. The Minister tabled it. Look at the director of major projects and multi-models.

I think we have gone through our political differences. How is this going to dovetail into the quarter of a million dollars that we have in Economic Development, and the other \$2 million in policy analysts that we have sprinkled throughout the government?

Hon. Mr. McDonald: I would just like to start by asking the Member to please read the list, and listen to conversations between the Member for Riverdale South and myself, with respect to the director of communications. I have already stated that it is our understanding that, where a level of expertise is required that we do not anticipate acquiring in Yukon, — more than likely we will not be able to find somebody in Silver City — we will be looking for somebody outside. That is one of those brutal facts of life. We would like to do it, if we could, but it appears that we cannot.

The Member mentioned that the federal government would not, in any way, wish to provide a secondment at a cost to them, and suggested that if they knew that we were interested in communications policy, they should charge us double for the cost of a secondment. Not only have they not taken such an unenlightened view of the matter, they have agreed in principle to pay the salary cost of the secondment, as I have already mentioned to the Member for Riverdale South.

The Member, again, uses the rhetorical phrase that we want to bring in a bunch of whiz kids to allow them to tell us what to do. For fear of repeating myself, I will simply say that attempts will be made to take Yukon people to do the jobs that are required in this effort, to allow those people to undertake the work, do the background work, make recommendations, as Yukon residents to the Yukon government. The Member is shaking his head. Maybe he does not like that idea. That is what we are going to attempt to do.

The Member suggests that, in some way, we are attempting to hide the fact that we are engaging in this undertaking. We are not hiding from this undertaking. We are coming up front with what we are attempting to do here.

³² I have spent the last seven hours of Legislative time explaining this. Time runs by when the Member for Porter Creek East gets excited. We are now deeply into our second afternoon on the subject.

There is more to Economic Development activities than supporting loans and business within the activities that are currently undertaken by Economic Development. There is more to economic planning than that. There is a tourism component. Tourism is responsible for providing input. There is a transportation component, and the Department of Community and Transportation Services is responsible for undertaking that component.

Renewable Resources also has a responsibility. There is a desire that they all dovetail to provide a coordinated strategy headed, on a government-wide basis, by the Department of Economic Development. There are components that will be done by other departments.

There is a training component that is being done by the Department of Education, but it is a part of the overall government economic strategy. That has always been the case. This government has not revolutionized the idea that departments are responsible for things within their area of expertise. There always a desire in government to act in a coordinated way. There is nothing more dramatic than that in this initiative. The Member can restate his opposition to the exercise. That is fine.

Mr. Lang: I really do believe that this is a vote of non-confidence in the present civil service who are employed in the management of the department. I really believe that there is a lot of expertise there that can be utilized. It should be a two way street where policy making is concerned. I think that the Minister is going to rue the day when his whiz kids get here and he finds out that they really do not know a lot about the Yukon.

I would recommend to the Deputy Minister beside him that he should stick around the Yukon for a while and learn a little about the Yukon before he starts directing traffic to the extent that it affects a lot of people.

The Minister said that the Public Affairs branch now has nine people, two ex-editors of the *Whitehorse Star* and a Communication Advisor in the Executive Council. I was told that the Minister had a communication advisor for the lands squatter policy who was released the other day. Could the Minister give an indication of how

much it cost for that individual? Is there an ongoing long term contract entered into with the individual involved? Are there going to be further contracts with the company involved? What is the company's name?

Hon. Mr. McDonald: It is the point of non-confidence that I failed to mention in my remarks. That is a failing I regret. I will take the time now to respond to it.

I happen to have a lot of respect for all the senior administrators and directors in the Department of Community and Transportation Services. They have undertaken to do a wide variety of tasks. They come in late at nights and put in long hours. They have done yeoman service for this government.

³³ They have indicated their commitment to the goals expressed by this government, and I have nothing but respect for their ability. I am sure that any one of them could fill a medium-term position in this unit. I would be happy to have them there. But there are pressures being loaded upon them, and this session is one of them, where all kinds of information is being requested for the benefit of Members. It is my desire to provide as much reasonable information as possible. The department is absolutely overloaded with tasks and responsibilities.

I have as much respect as anyone for the good people in that department. It is not a vote of non-confidence, it is a vote of support that we undertake to provide the assistance they need to do a good job.

One of the things people need in order to do a good job is the feeling they are able to accomplish things, and if they are overloaded and cannot do things as well as they would like, that is a serious problem and I would like to relieve the pressure. I know they do good work and will continue to do good work.

With respect to the person responsible for receiving input on the Homesteading-Squatters Policy Proposal, it is an individual who has been given a very short-term contract to receive input from the public. There is an information line that people are invited to call in to. I have heard they are doing a booming business. There is a desire to take people's input and speak to people around the territory about an issue as sensitive and critical as the Homesteading and Squatters Policy proposal. It is a very short-term contract for a very competent individual. I do not have the cost at my fingertips, but I can bring it forward.

Mr. Lang: I think we are talking about two different positions. My understanding is that an individual came up from outside somewhere to give the Minister advice on public relations for the squatter policy and I wanted to know what company it was, how much it cost and if the individual was on a long-term contract and if so, to what extent that particular firm was going to be utilized?

My concern is that 12 to 15 people were hired to give the government the necessary expertise for putting communications to the public, and I see we are hiring outside again. I just want to know who it was and how much it cost.

³⁴ **Hon. Mr. McDonald:** I do not think the Member can ask a question without taking a shot. That is the Member's style, and it is very aggressive and very confrontational. I cannot help but respond to shots by taking a shot. I would like to compare the price of this consultant with David Humphries, for example, who was a person who was brought in from outside to advise the government on matters of communication.

The person involved is a fellow by the name of David Riley, who was brought up to help the government with respect to the development of the training strategy paper, and only partially to work on the development of the pamphlet, and other matters related to the release of the squatter homesteading policy proposal.

He is a specialist in educational and human resources development. He has a public affairs background. He is currently working for the Social Credit government, organizing the Ministers of Education Conference, in conjunction with the World Congress on Technology, taking place in tandem with Expo. He did not come up here, primarily, for work on the squatters homesteading policy. He came up to work on the training strategy of the government. That is one of the components of the government's economic development strategy.

Mr. Lang: I just asked how much. If the Minister does not

have it, I do not have a problem if he would return with that information.

Hon. Mr. McDonald: I can return with the information.

Mr. Lang: I would appreciate it. Further to that, I would like to know how the individual was recruited for the position of the squatter policy?. Was it through the Public Service Commission?

Hon. Mr. McDonald: I do not know how he was recruited. I never enjoyed the acquaintance of the individual, prior to his hiring. I will check on the method of hiring for this particular contract. I have no problem doing that.

Mrs. Firth: I would have thought that we had that kind of talent available locally, if not within the Public Affairs department, surely, between some of the businesses of the Yukon. I see the Minister frowning. Obviously, he disagrees with me. I would have thought that we had that talent locally.

I would like to go back for a minute to the plan — I am just going to call it the plan. I would like to know who the architect of this plan was.

Hon. Mr. McDonald: There are many good people in public relations in the territory, in Canada, in the Province of British Columbia, everywhere. There are good people; there are good competent people, who require some initial expertise, but who can do a good job in other respects. There are times when you are required to bring in assistance.

The previous governments did the same, because they understood that not all expertise was to be had in the territory. There are good, competent people here, but they do not have all the expertise to do everything.

³⁵ In my flight of rhetoric, I believe I have forgotten the Member's question.

Chairman: We will recess for 15 minutes.

Recess

³⁶ **Chairman:** I will call Committee back to order.

General debate will continue on Management, Policy and Planning and Administration.

Hon. Mr. McDonald: I think there was a question respecting the person who was responsible for working with the Homesteading-Squatter policy. The advertisement was put in the paper for policy researchers for land-related activities. There were 20 resumes submitted and 12 were considered. A committee made up of people in Human Resources, Community and Transportation Services and Land Claims screened the applications from 12 to 5. Two were selected and asked to submit proposals. The person selected for the squatter policy was Dan Carruthers, D.R. Carruthers and Associates. He makes \$30 per hour on contract. The contract is scheduled to last from April 24 to August 22.

Mr. Lang: How much did he budget for that? Thirty dollars an hour is a lot of money.

Hon. Mr. McDonald: The absolute maximum amount is \$22,000.

Mrs. Firth: Can the Minister tell me the title of that job; did he say policy researcher?

Hon. Mr. McDonald: Policy Researchers for Land-Related Activities. That is the title.

Mrs. Firth: Are we talking about the PR job about the booklet that was published?

Hon. Mr. McDonald: No.

Mrs. Firth: All right, I understand now.

I want to follow up on the plan we were discussing before the break. Who is the architect of the plan?

³⁷ **Hon. Mr. McDonald:** If we are going to reduce it to one single person, the Deputy Minister was responsible for bringing it to my attention. There was some work done on it, and there have been some revisions made over a number of months.

Mrs. Firth: Are there any areas in this plan that are going to either decrease person-years or save the Yukon taxpayer any money?

Hon. Mr. McDonald: If any efficiencies could be achieved through better government policy, that would have an impact. Some

of the policies will mean that capital will not be spent unwisely. A Yukon building code, for example, will have an impact on the territorial economy. The dollar impact has not been projected.

Mrs. Firth: That does give me some concern because I cannot visualize this plan reducing costs or the size of bureaucracy. I am not talking about economic factors and the impact on the economy with building codes and so on. I am talking strictly from a statistical and a person-year point of view.

Is there anywhere in this where we are going to have the potential to reduce costs to government and ultimately to the Yukon taxpayer? Is it, as I am predicting, going to increase both person-years and costs to the Yukon taxpayer?

Hon. Mr. McDonald: The wise and thoughtful expenditures of funds can often save money. For example, if somebody in his wisdom, decided to expend resources on chipseal rather than on a paving program, that wise initiative that required thoughtful technical expertise not only increases a service to rural Yukon, it saves money for the wear and tear on vehicles. It saves money on maintenance costs on those corridors. There are perhaps other spin-off benefits as well in terms of capital equipment that is expected to be purchased by Highways.

With the wise expenditure of funds, sometimes you can make savings as well as increase the service to the public. That is the intent.

³⁸ **Mrs. Firth:** That is a very philosophical and wise and thoughtful statement to make, however, we have a concern that the government is going to grow — the Member for Porter Creek East has expressed that — and the bureaucracy within the Department of Community and Transportation Services is going to grow. When the bureaucracy grows, then the dollars grow with it that are required to maintain that structure.

I think that it is a responsibility of the government, and of the proposer of the plan, to have done some preliminary investigation as to the potential impact, cost-wise, that this could have on the government. Is the Minister requesting that that be done with this plan, or are we just going to do the plan, find ourselves in a position where we have started something we cannot stop, have to go ahead with it, and then be committed to spending the funds?

Hon. Mr. McDonald: There are a number of times when plans are made and placed on the shelf for the future. The information is never lost. An analogy might be in the area of Highways branch, for example. When Highways branch puts funding into planning and undertakes engineering plans for a particular road, but does not have the resources this year, it puts the plans on the shelf and waits. When there is a request for the plans to come forward, they remove the plans and then they perform the work. That is considered a legitimate kind of activity.

When we were discussing the Whitehorse Facilities Study, with respect to the capital construction of schools, and the flow of students, and the future enrolment of students, that kind of information that came out of the study is useful. Whether any government decides to fully implement all the recommendations, it is something for the government of the day to determine when they are working up capital budgets and capital plans.

Because we have requested work of that nature to be done, with respect to the Whitehorse Facilities Study, does not mean, in any way, that we have committed ourselves to all the recommendations. We do want to have the work done so that when we do make a recommendation there is some focus to it and there is some understanding as to why this is the best route to go when you have a variety of alternatives spread out before you.

There are times when you miss alternatives or you do not think of alternatives, and they are brought to your attention. That is one of the reasons why we are undertaking to do this kind of work. That is what policy development is all about, in part.

³⁹ **Mr. Lang:** Earlier in debate I asked a question about more person-years. I want to verify if I am correct that the Regional Road to Resources Program and the engineering will require additional person-years, but they will not be in the complement, they will be contractual employees in that particular line item; two or three person-years?

Hon. Mr. McDonald: On the Regional Road to Resources

Program, which is a capital program, there may be engineering expertise required if the road is to be built to YTG standards, especially so if YTG is to head the construction. As the Member knows, under that program some roads could be built by the developers themselves. Some could be built by the Yukon government. Those built by the government will probably be built to the minimum engineered standard and the engineering for that road would be like every other capital program. Perhaps a capital PY or a portion of a capital technical PY would be attached to the program to support it.

Mr. Lang: I just asked if there were some person-years attached that were not identified in the budget. Are there person-years identified in this budget for programs of that kind, over and above the \$326,000 we already have in the department?

Hon. Mr. McDonald: No capital PYs are shown in this budget.

Mr. Lang: How many capital PYs are estimated to be hired this year?

Hon. Mr. McDonald: I do not know. Municipal engineering has capital PYs on an ongoing basis. Highway engineering has capital PYs, depending on the size of the capital program. I am not that knowledgeable about what is going on in the department. If the Member wishes me to find out, I will find out how many capital PYs would be attached to the capital program in highways for this year.

Mr. Lang: Yes, I would like to know that. Perhaps he could provide us all with that information, and at the same time it should be quick since, as the civil service is no longer involved in policy, they should be able to generate this information fairly quickly. Could they also provide us with how many person years there are that used to be contract employees in the engineering side? There are a number of contractual employees who are now permanent person-years and are not charging to capital.

Could the Minister give us a breakdown on this area since we have now had a glimmer of his plans for the future and where it is going in the next nine months. Could we have a breakdown on Other, in this particular line item, for both travel and his aspirations on the contractual side?

⁴⁰ **Hon. Mr. McDonald:** Firstly, the requests Members see before them for conversions of contracts to permanents on the O&M side, four of the six requests for person-years are conversions and two are new positions.

Mr. Lang: Maybe the Minister would be so generous to share with us the four contractual positions that are now becoming permanent.

Hon. Mr. McDonald: The mobile enforcement officer is one. Tire specialist is another. There is a clerk typist. The fourth, I do not know. I will check.

Mr. Lang: The Minister could now maybe break out Other for us, the \$344,000. It is not a lot of money, but we would like to know what it means.

Hon. Mr. McDonald: There is the 104 percent increase. It is largely travel, telephone and professional services. Professional services is \$110,000. Travel inside the territory is \$15,000. Travel outside the territory is \$45,000. The communications — that is telephone — is \$23,000. Supplies is \$38,000. There is an Other allotment. I believe that adds up.

Mr. Lang: Can the Minister tell us how the travel costs relate to travel costs of last year?

Hon. Mr. McDonald: The travel costs for outside the territory have gone up significantly, by \$45,000. It has gone up about \$15,000 for in-territory.

Mr. Lang: Maybe the Minister did not hear me. I was curious to compare the travel costs with last year. Forty-five thousand dollars is a lot of money. How is this designated? Do you have a breakdown for deputy ministers and assistant deputy ministers?

⁴¹ **Hon. Mr. McDonald:** Those units, which includes any travel that would be done by the contracts, have gone from, for the previous small unit, \$13,900 — that is the forecast, and I do not know when the forecast was done — to \$60,000. In-territory travel has gone from \$5,800 to \$19,000.

Mr. Lang: It looks to us like the total that we received here was \$231,000, and it is \$344,000 in the Other. Maybe the Minister just

bypassed \$100,000 somewhere and forgot to tell us. Perhaps he could relook at what he has been presented with, and do some more calculations. There seems to be a problem.

Hon. Mr. McDonald: I will go through this again.

Mr. Phelps: Perhaps we could just recap. We get \$231,000 or \$240,000 — something like that.

Hon. Mr. McDonald: I think what I have done is shown changes — at one point there were changes and at one point there were totals.

We are going from \$162,000 to \$344,000. Correct?

Nineteen thousand for travel in the territory.

Mr. Phelps: Nineteen?

Hon. Mr. McDonald: Yes. Sixty thousand four hundred for travel outside the territory; \$6,000 for something called others; \$23,800 for telephones; \$37,800 for supplies. For professional services, I have \$196,000.

Mr. Phelps: That was the difference. He gave \$110,000 for other and special services.

Mr. Lang: Could I ask, for the whiz kids who are going to be coming in, would that be coming out of the Personnel cost of \$1,246,000? Is that where the dollars would be found to pay for this new branch?

Hon. Mr. McDonald: For the 10 positions I mentioned, the Personnel costs would cover the 10 positions.

Mr. Lang: With policy development now under Personnel, I am assuming — correct me if I am wrong — that Personnel is comprised of salaries of all the civil services in this area, along with the \$360,000 whiz kid program. What is the \$196,000 going to be spent on?

Hon. Mr. McDonald: It is to be spent on technical reports that are meant to provide background to the policy development. There will be, for example in the case of Tarr Inlet, technical reports required to determine the specific feasibility of the project. There may be an on-site review of costs. There will be areas where highly specialized work is necessary. That is where the professional services supporting the exercise come in.

Mr. Lang: Can the Minister tell me why there is such a need for that amount of money for travel outside the territory in this department? It seems to me that the ones travelling would be the Deputy Minister, at certain times, the Assistant Deputy Minister and perhaps the individual involved in airports who I think is recovered, depending on the issue. Why are we spending \$60,400 for administrative travel?

Hon. Mr. McDonald: Only Emergency Measures Organization trips are recoverable, as well as the training program for observers under Transport Canada. I will check on the recoverable trips.

We will have to bear the cost of devolution of Arctic B and C, which is the major initiative on the transportation side. The Member will understand that this year there is a major initiative with respect to the freedom of the move initiative itself, which has been described by federal people as having the most economic impact on any initiative that has been undertaken in the decade.

There are ongoing negotiations on the trucking and air sides that might require our participation at times during critical points. There are a variety of other conferences in which we would participate. There is an anticipated need for some travel on the policy side. That is a ballpark figure. It is anticipated that, depending on the kind of activities that people will be undertaking, that there would be a necessity for some travel funds. If it is not necessary, the money will be turned back.

Mr. Lang: I would like the Minister to know that I will be watching that. That equates roughly to about 120 trips. That is a lot of trips at \$500 a crack. There does not seem to be any recovery of money in here, so I think the Minister is probably correct in that respect.

Mrs. Firth: In the personnel costs for \$1.46 million, am I to understand that \$360,000 of that was for the plan. There is \$785,000 from last years forecast, which makes it \$1.145 million. That leaves \$100,000 unaccounted for. Has the Minister explained what that \$100,000 is for?

Hon. Mr. McDonald: The \$360,000 is actually \$386,000. The other costs in that area are JES, and I do not have it broken out by

branch. I have the total for the department. It is \$415,000. The total salary increase for the department is \$421,000. There is also a secretary position that I mentioned some time ago as well.

Mrs. Firth: Are any of the JES costs in the 1985-86 forecasts of that \$785,000? Would there be three months of JES salary dollars within that?

Hon. Mr. McDonald: I do not know. There were some forecasts in the supplementaries. I do not know if they were broken out specifically or if I even stated it, but I can check on that question.

Mr. Lang: Unless my friends have any questions we could carry on to the next line item.

Mrs. Firth: I have done a quick calculation. Unless my figures are wrong, if there is \$386,000 in this allotment for the plan and you take the \$785,000 for last year, which we would anticipate you would consume again this year, and add the \$421,000 for the JES costs, I come up with \$1,591,000, which is under what you have requested in the budget of \$1.2 million. I get almost \$1.6 million. Can you clarify that for us?

Hon. Mr. McDonald: I gave those figures with respect to the salary increase and JES on a department-wide basis. This is only for this one section of the department.

Mrs. Firth: Perhaps the Minister could bring the figures to substantiate the \$1.246 million so we know that the Minister is not asking for an insufficient amount of funds.

Hon. Mr. McDonald: I am very certain that I am not asking for insufficient funding. The \$461,000 increase in the personnel allotment incorporates two figures, the \$386,000 for the policy people and the \$75,000 which incorporates the salary increase, JES and the secretarial position. If the Member wants a breakdown of the \$75,000 I think I can do that.

Mrs. Firth: Could the Minister do that please?

On General

Mr. Lang: I just want to put forward our point of view and reinforce it, again. From our perspective we feel there is far too much money being allocated to this special unit that is being put into place. I think history will bear reading, when they look back and they say that we said that it would become a permanent installation within government which, undoubtedly, it will. The taxpayers are going to pay for it.

Management, Policy and Planning and Administration in the amount of \$1,590,000 agreed to

On Highways and Transportation

Mr. McLachlan: I have a specific question for the Minister on the BST applications. Are there any plans to lay down bituminous surface treatments on the road haul that the Curragh Resources trucks, or Yukon Alaska trucks, will be subject to, that is, new BST anywhere on that routing between Faro and the Yukon border?

Hon. Mr. McDonald: It is primarily a capital item, but I can state from memory that there will be work done between Twin Lakes and the pavement at Carmacks, a rework of chipseal that had been laid for dust control purposes. There will be chipseal laid on the section from the American border to the Carcross section as the construction activity progresses. I do not know if it will be laid this year — probably not — but eventually there will be a surface treatment put down.

I do not anticipate any surface treatment between the Mitchell Road cutoff and Carmacks. That is from memory. That is what I know.

Mr. McLachlan: I just asked the question because the loads of the concentrate trucks are greater than anything that the Yukon highways have ever experienced before and I was curious if there was any new engineering, or new concerns, or new principles applied in laying down the BST treatment. I would hate to see it done this year and it is all torn up because of the extra weight load on those trucks in about one year's time. I think we budget for 10 years for the BST.

Hon. Mr. McDonald: Depending on the time of year, there is always a few weeks during the spring that are critical weeks for any road surface. The more we move to surface treatment, the more impact those roadbeds will have on trucking in the territory. On the face of it, it is generally understood within the engineering

department that the surface treatment and the roadbase between Whitehorse and Carcross will stand up very well under the new trucking activity.

Mr. Lang: The department must have checked out the highway as to the increase in GVW we are facing. Is there an estimate of what it will cost to reconstruct those portions of the road that are not going to stand up? The other day you enumerated areas that the department had identified as weak areas. If the worst scenario takes place, what would the reconstruction of those areas cost?

Hon. Mr. McDonald: I will check that figure. I do not have the Capital Estimates in front of me. It was work that was approved in the 1986-87 Capital Mains. The road surface is not holding up right now, and we can expect that it would not hold up under the initial trucking activity; that is primarily between Twin Lakes and the Carmacks pavement. I am not sure of any other areas. There is an area that is slightly weak on this side of Fox Lake. The department expects that that will be reconstructed, but I will have to check on that.

Mr. Lang: It is salient to the budget. When we passed the Capital Mains, the Minister indicated to the House that no firm decision had been made with regard to the 160,000 GVW, therefore, it would not have been reflected in that budget, in any event. A firm decision had not been taken. The Minister said he was reviewing it at that time. I do believe we should have a rough estimate of what the long term costs, to our knowledge, are going to be for the actual construction.

Could the Minister give us an indication of how many dollars he is expecting for the upgrading of the Carcross-Skagway Road for this year's reconstructing?

Hon. Mr. McDonald: The work was required because the chipseal is not holding up right now between Twin Lakes and Carmacks. For that reason, it was decided to do the reconstruction last year, irrespective of whether or not there was going to be extra heavy trucking on the road. Any Members who travel the road will know that it is not holding up and will not hold up if other trucking activity that we associate with the Faro ore haul takes place.

The chipseal was already laid down in the first place for dust control, and it was not considered to be a long term investment. The reconstruction work that was done in 1985-86 on the Carcross-Skagway Road is capital. It is not O&M. The figure for that was \$422,00 for engineering.

The work that we would undertake in 1986-87 would be in the neighbourhood of \$4 million dollars, if all of it is approved by Treasury Board. We do not have the details of the Treasury Board minutes. When we have that, we will know.

Mr. Lang: Could the Minister tell the House whether or not all the plans are ready to go for tendering, if full approval is given?

Hon. Mr. McDonald: My understanding is that they are.

Mr. Phillips: We have current restrictions on the Alaska Highway in the the BC section because of spring breakup. Is the government contemplating similar restrictions on Yukon roads, for example, the Curragh mine ore haul next spring, or have they talked it over with any of the companies involved?

Hon. Mr. McDonald: When the spring comes and there is a thaw, the roads are particularly vulnerable at that time of the year. The roadbase is wet. What is done, is that the engineers go out and they do what they call a deflection test, which determines how far into the road the trucks sink.

If they sink too far, then the chances for the ripping up of pavement are great. In the taxpayers' interests, federal and territorial, roadbeds have been put in effect to protect the road surface. In the past, like 20 years past, when we were primarily dealing with gravel and mud roads, it did not really matter one way or another what happened, because you could always grade the surface and then you had a decent surfaced road again. When you lay down expensive pavement, especially, and when you lay down chipseal, you have to worry about your investment as a government on behalf of the taxpayers.

In general principles, the department and the engineers know that they have to protect that investment, otherwise there are millions of dollars worth of reconstruction work necessary. At the same time, they have gotten the very clear message of what impact the

roadbeds have on the transport companies, those who transport heavy goods into the territory. Sometimes the legal limits are enforced because the extra weight of trucks have the potential to damage the road. You can see, at times, where that has happened in the past.

They know the effect it would have on trucking costs and on the cost to the consumer. They know that the government wants to minimize that at all costs. At the same time, the direction to them is that they not permit any trucking activity to damage the surface of the road at a great expense to the taxpayer. That is the general principle and the way it works.

Mr. Phillips: The Minister is then saying that yes, next spring there will be restrictions on that road, that we do have pavement and we do have chipseal, therefore we will be restricting Curragh Resources, and the trucking company, to half-loads on that road. He has said very clearly that they are doing it in BC, and here are the reasons and the tests that he talked about. He is saying that because we have the same surface in the Yukon, we will now be applying the same principle to Yukon roads and there will be restrictions next year. Yes or no?

Hon. Mr. McDonald: I do not know whether I should anticipate that question. If I were to say that we were going to do the same thing that the federal government is going to do this year, then the Member might interpret that as meaning that the weight restrictions of the road would be identical to what they are this year. Very much depends on weather conditions in a given year. It is very likely that load limits may be necessary for a particular period of the year. It is likely. The Member mentioned Curragh Resources. Curragh Resources has been made aware that that could be the case, and more than likely will be the case.

Mr. Lang: This troubles me, and I would like to have it correct for the record. My understanding is that the federal government informed the territorial government six months ago that they were going to put road bans on the BC section of the Alaska Highway. Is that true? Was that decision taken six months ago as opposed to two weeks ago, after taking the test?

Hon. Mr. McDonald: I do not know.

Mr. Lang: I appreciate that. It was part of the reason for the questions in Question Period. We were under the understanding that perhaps information had been provided to you sometime ago that that was the intent of the government. It was hoped that representation would have been made subject to the tests being made. I understand the tests, the administrative problems and I understand the political problems because at one time or another, the previous government had to do it. The fact is, in reality, when those deflector tests are taken, you do not have a choice. That decision is made for you if you are going to save the road. I would ask the Minister to check that assertion, and see if our information is correct. I would appreciate his providing it for us tomorrow.

Hon. Mr. McDonald: I will provide the information as soon as possible. I am certain there was no Minister-to-Minister communication, but there has been a department-to-department communication.

Mr. Phelps: I have a question that may again be a situation of notice, but the road from the Alaska Highway to Carcross is breaking up quite badly between mile seven and eight. In view of your assertion that the base was really good, and so on, I am wondering if the Minister is anticipating corrective measures with regard to that portion. Perhaps he could look into it and come back with an answer.

Hon. Mr. McDonald: Yes. No one pretends that the road between Carcross and the American border is a road that will withstand trucking traffic. Break-up is occurring on the surfaces, and this is a very good example of what can happen. I understand that there is some trucking activity associated with the hauling of oil or gas products between Skagway and Whitehorse, and there is some break-up occurring on that road.

Mr. Phelps: I am talking about the portion between Carcross and Whitehorse, about mile eight. It zeroes at the Alaska Highway going towards Carcross. It is just past Cowley Lake.

Hon. Mr. McDonald: If there is a small section that is breaking up, I will look into it. The feeling among the experts is

that that road will hold up better than others. Of course no road can hold up if the weather conditions are wrong and the weight restrictions are not on.

48 Mrs. Firth: The Minister hinted that he did not have a minute from the Treasury Board yet regarding the decision for the funding. He was expecting it today at the latest. Does he have a time when he is to hear about the Treasury Board decision?

Hon. Mr. McDonald: I gave indication that we would hear about the Treasury Board decision today. The preliminary indications are that approval has been given, but, as so often can happen in Treasury Board, our original request can be technically changed, as it can in Management Board. You can send in a request and it can be changed. It does not have to be simply rejected or accepted.

I cannot say, with any security, whether or not the full request was accepted. I will have to wait until I receive the minute.

Mrs. Firth: When is the Minister expecting to get the final answer? Again, we talk about tenders going out. Could he tell us when he will be getting a final answer and what some of the problems are that are arising?

Hon. Mr. McDonald: Members do not have to assume that because they have not received information as quickly as they like that there is some sort of massive problem to deal with. I cannot, with any degree of certainty, state what the Treasury Board minute states. I will not anticipate what it specifically states. We have been given indication from the secretariat that general approval was given. Whether that means full, 100 percent approval, or whether it means a portion of that, we will wait to see. I will not, and cannot, give more detail than that.

Mrs. Firth: It is not like we are raising the question for the first time in Committee of the Whole. We raised the question over a month ago, I believe, and the Minister was getting on it right away. When we raised the question again, for the second or third time, he said there was a big bureaucratic tie-up and that the bureaucrats had in some way fouled up and they were to blame for the Treasury Board not giving approval to the request. I am simply asking the Minister when he is expecting to get final approval because he keeps putting us off from day to day.

Hon. Mr. McDonald: Perhaps what I should have done was told the Members they will just have to wait and get the information when I receive the information. I should not have stated what my suspicions were with respect to when I could expect the information, or even stated originally what Treasury Board thought the time would be. I should have just stated clearly that you would get the information when I get the information, and that would resolve the problem for the Member. There would have been no dashed hopes, the kind of dashed hopes I have had, because I have been waiting as well. The government has been waiting as well. There were some delays, but I would not classify them in the sensationalist language of the Member opposite, that there is a massive bureaucratic foul up. I did not say that. It is ridiculous to say that about the comments I have made.

49 There have been some delays at the bureaucratic level. It is not necessarily a massive bureaucratic foul up. It is merely a delay, and we were told to wait until May 1 for a decision from Treasury Board. When Treasury Board makes a decision, they send out a minute, the way Management Board in this government sends out a minute, to indicate the detail of the decision.

We sought a verbal confirmation that there was general approval. I am not going to anticipate the exact wording of the detail that the Members are going want to get into right away. When I get that information, I will make it available to the Members.

Mr. Lang: Could the Minister now answer my colleague's question? When does the Minister expect to get the information? Tomorrow, Friday, or this week?

Hon. Mr. McDonald: The last time I stated when I could get the information, the Members accused me of telling an untruth. The Members will get the information as soon as I get it, and no sooner.

Mrs. Firth: The Minister is far too sensitive. He takes things far too personally. We did not accuse him of telling an untruth. We asked the question about a month later, and the Minister got paranoid and hysterical about us inferring that he had not told the truth. That was not the case.

All we wanted to know is when a decision was going to be made. There are people waiting and asking and phoning us as MLAs, wondering when tenders are going to go out and when this is all going to take place. I will just have to give them the Minister's response, that when he hears, they will hear. I am sure they will find that very reassuring.

Hon. Mr. McDonald: Is the Member looking for an outlet and wants to pinpoint trouble, given the tone of the Member's questioning on this matter and on every other matter in this Legislature and given the fact that the Member is interested in pinning blame on someone, perhaps she should state truthfully to those who are interested in bidding on the work on the road that this government is willing to give this information as soon as possible. If the Member wants to pin blame on somebody, she should focus that blame in the direction where it should be focused.

Mr. Lang: The question has been asked in good faith. When are you going to get the minute from Treasury Board? It is very simple. We have people in our areas who are interested in tendering and are interested in going to work. To say to my colleague for Riverdale South, in a sarcastic manner, that they are just going to have to wait, is fine. It is the Minister's responsibility to inform this House. He has said that it has gone through Treasury Board. Does he expect to get word tomorrow regarding the procedure so he can inform the House of the exact situation?

Hon. Mr. McDonald: The Member does not seem to know me very well. If the Member wants to stand there for the next hour and ask if I expect to get the information in 16 hours, in 16 and-a-half hours, in 17 hours, in 17 and-a-half hours, in 18 hours, the Member is going to get the same answer every time.

When I get the Treasury Board minute — and I anticipate it coming very soon — I will translate it to the Members as quickly as I can. I know exactly what the Members are talking about with respect to the desire for people to get on the job as quickly as possible.

As soon as that information comes, as soon as it is daxed to us, I will transmit it immediately. I am willing to stand here forever and state that. If Members want to carry on the time of the House talking about it, until such time as the information does actually come to my office, then we can spend that time doing it. The answer is going to be the same. The decision is beyond the control of this government. It is beyond my control.

Mrs. Firth: Could the Minister tell us what actions he is taking to try and speed up this process a bit?

Hon. Mr. McDonald: We have been hounding the Treasury Board for this decision. I am sure somebody has been making an absolute nuisance of himself, trying to obtain some sort of answer from the federal Treasury Board. We are attempting to get the information as soon as possible. We indicated on Friday and today that we are interested in the information. If the Conservative federal government could get us the information as soon as possible, we would appreciate it. We know that it would be useful information.

As soon as the Treasury Board minute is translated to us, is daxed to us, we will then know. As soon as I know, in this Legislature, I will get the Members together in this House — and I am sure if I do not say it, the Members will ask another question — and I am sure I will be able to translate that information immediately.

51 Mr. Brewster: Are there any plans to do any repairs on the road between the Donjek Bridge and Beaver Creek, which is the worst piece of the Alaska Highway?

Hon. Mr. McDonald: That is a capital question; I do not have a capital budget in front of me. I will undertake to find the information for the Member.

Mr. Brewster: He just likes to put words into people's mouths; I am talking about repairs. That road is so bad that most people cannot drive more than 15 or 20 to 25 miles an hour on it, because you put chipseal on top of a road bed that was sitting on muskeg. There has not been a great deal of repair work done there. There was a little bit of major overhauling in two areas, and the rest has been like that. Cars and trailers are being shook to pieces there.

Hon. Mr. McDonald: I am sure the representation that the Member is making is accurate. With respect to capital reconstruction, capital repairs, I do not have the capital budget in front of me, and I

cannot answer a capital question for the Member. I do not know specifically what the Member is referring to.

Mr. Brewster: This is an Operational and Maintenance Budget, is it not? I am simply asking if they are going to take some of the hills and gumps and jumps out of there, even if they have to get rid of the chipseal, which is of no value, and get the road into a condition that people can drive on it. I do not need this fancy, smart alec attitude that oh well, we are in the capital budget. I am asking a simple question.

Hon. Mr. McDonald: In order to answer a simple question, however illustriously put, in order to provide a simple reply I have to have the information in front of me. If the Member is talking about simple resurfacing, if the Member is talking about grading, then that is incorporated into this budget. If the Member is talking about ripping out chipseal, which may have been put in there in the past, or removing hills, that is a capital work. I apologize to the Member, but I do not have a capital budget in front of me, and I do not have capital information in front of me. I cannot answer the Member's question. I simply cannot do it right now as I do not have the information in front of me.

⁵² **Mr. Brewster:** The chipseal that was left there is of no value anyway. All I am asking, and what the people up on that highway have been asking for a long time, is: could you please grade it or do something and get some of those holes out of it so they can drive on it. I am sick and tired of the Minister saying he cannot answer. It is an Operation and Maintenance Budget. Maintain the road.

Hon. Mr. McDonald: The Member is right. The Member's terminology, with all due respect, is just a tad off. The Capital budget includes reconstruction, the construction of new roads, and also the kinds of things that the Member is referring to.

I have already indicated that I am interested in what the Member is talking about on this federal highway. I am interested in the problems associated with it. I do not know when the chipseal was put down. Perhaps the Member has expressed this concern to other Ministers of Highway or did not agree with the decision in the first place. I do not know.

As far as this is concerned, the Member may want to define it as a maintenance job, but this is not the sort of maintenance that is incorporated into this budget. There is another budget, as well, that incorporates this kind of activity, and includes such things as ripping up chipseal, if necessary, flattening out hummocks and reconstruction of the sort that the Member is mentioning.

Mr. Lang: In deference to my good colleague for Kluane, could we just ask the Minister, now that he has discontinued his filibuster, if he could undertake to get the information and come back to the House?

Hon. Mr. McDonald: It is not I who is asking a capital question. I will get the information for the Member. I have stated that. This is a system, a dual-budget system. It is something that I did not design myself.

Chairman: Order, please. The time being 5:30, we will recess until 7:30 p.m.

Recess

Chairman: I will call Committee of the Whole to order. We will continue with general debate, Highways and Transportation on page 44.

Mr. Brewster: I will try another tactic and see if we can get it. On the Alaska Highway, the worst piece of highway undoubtedly is the Beaver Creek area. It is certainly not the fault of the road crew. It has been a neglected area for the last 30 years, I suppose, except when I got in here and started screaming and had to kick my own government around. Now it looks as if I have to kick this government around a little bit. You have \$25 million for repairs, and I am asking how much of this repair money will go on the road from the Donjek to Beaver Creek, which is one of the worst pieces of highways in the Yukon.

Hon. Mr. McDonald: The Member wants to know specifically how much maintenance money is going to be expended on a particular stretch of road. I will try to search out exactly the kinds

of work beyond simple grading that will be done on this particular road. The budgetary figures that I have are budgetary figures by maintenance camp, or by overall highway. I do not have figures on a particular stretch, a particular kilometre to kilometre section of road. I will try and find the information for the Member.

I appreciate the kinds of frustrations that the Member may feel about highway maintenance in general and highway maintenance on a particular stretch of road. If this is not the first time, it has to be pretty close to the first time that the Member has expressed this concern to me. The Member may have expressed the concern to the previous administration, and it may not have been resolved to the Member's satisfaction. I will have to investigate the situation, as I do religiously with all matters that are in within my purview in the Member's riding, and try to determine what the specific situation is with respect to a given stretch of road within a particular road. I will undertake to do that and try to assist the Member, given the kinds of constraints that we are operating under with respect to financing through DPW for work under the Alaska Highway Maintenance Agreement.

⁰² **Mr. Brewster:** I would like to thank the Minister for finally getting around to it. He could have saved himself a half-an-hour of wrangling around here because when I ask a question, and I do not ask very many, I expect an answer. I would also like to point out in the other supplement that we turned a million dollars back, because apparently we could not use it. Here we have a piece of road that definitely needs something on it and I think of that \$25 million budget that there should be some extra money put in that area to bring that road up to standard with the rest of the Alaska Highway, which is a very beautiful road, but unfortunately going through there is not, and it is not the fault, as I said, of the crews at all.

Mr. Lang: Could the Minister outline the policy for the application of calcium chloride? When does a road get an application of calcium chloride; what is it based on?

Hon. Mr. McDonald: My understanding, as rudimentary as it may seem, is that there is a system which determines how often a road is graded, when it is going to receive calcium chloride and when it should be considered eligible for paving. In that system there are a number of classes of roads. Traffic frequency would be one qualifier with respect to whether or not a road justified a certain level of treatment.

If the Member has a specific question about a specific road, I would appreciate hearing about it, but generally the policy of improvement speaks to that concern. Does the Member have a specific highway in mind?

Mr. Lang: I am asking a general policy question about applications of calcium chloride. Do you determine it by traffic count, and if so do we need 250 or 300 vehicles per day to be eligible?

⁰³ **Hon. Mr. McDonald:** That could count as one of the factors. I do not have the specifics as to how many vehicles would be warranted for calcium applications. If the Member wishes, I could procure that information easily.

Mr. Lang: What are the other factors?

Hon. Mr. McDonald: I will find out for the Member.

Mr. Lang: What new roads are going to be chipsealed this year, over and above the reconstruction for the Carmacks-Skagway haul?

Hon. Mr. McDonald: I should have brought down my Capital Budget, which has this kind of information in it. This is capital information; it is not O&M information. I do not have it with me, but I can find out which roads are going to be chipsealed. I believe there will be a couple of stretches on the Klondike Highway. I also believe there is more work scheduled for the Alaska Highway.

Mr. Lang: Does the government have enough of a supply of coal mix? I believe there was a contract let about a year and a half ago in the neighbourhood of \$3 million that stockpiled the coal mix for the chipseal in the various communities for application and patching. Does the government have an adequate supply of the chipseal in the communities, or are we going to be short?

Hon. Mr. McDonald: I believe a contract was just signed for the procurement of that material this year. If it is not signed, it is about to be signed. It is in the neighbourhood of \$2 million.

Mr. Lang: Is that for the coal mix or the oil? There are two contracts involved. One is for oil and the other is for coal mix.

Hon. Mr. McDonald: I will have to check. It is all part of the Capital Budget, and is proceeding on schedule. I will seek that kind of detail for the Member. If the Member wants to know to whom the contract was let, that kind of information, I can do that.

Mr. Lang: An area that has been of some controversy in the news lately is the question of a terminal for Curragh trucking. Has that particular gravel pit in question been granted to Yukon Alaskan Transport? If so, could the Minister outline what terms and conditions were negotiated for that piece of property?

Hon. Mr. McDonald: The Member is speaking of the gravel pit in Whitehorse. I am not sure what negotiations Curragh has had with the City. Curragh did come to us, not too long ago, and spoke to us about some alternative sites outside the City. We encouraged them to come inside the City. Since then, they have been negotiating directly with the City.

They have given an indication to us that if the negotiations broke down they would be back to seek the sites that they had originally envisaged procuring for a base for their operations in Whitehorse. To date, the only information I have is that things are proceeding smoothly.

Mr. Lang: My understanding of the gravel pit is that the land belongs to YTG. I asked what terms and conditions were going to be put on it for the purposes of transferring that land to Curragh Resources.

Hon. Mr. McDonald: The terms and conditions are not going to be considered special at all. Should the City zone it properly, and should it be considered appropriate, from the City's point of view, we would be prepared to sell the site at the going rate. No special deal is envisaged, and no special deal has been requested.

Mr. Lang: Last fall we did not have an idea of just exactly what the capital works program for the Dempster Highway was going to be. Could the Minister outline to the House what the proposed federal capital program is going to be for the Dempster Highway? Will it be done through the Government of Yukon or the federal government?

Hon. Mr. McDonald: I would envisage that the work would be done by the Government of Yukon on a cost-recovery basis. If the Members would not mind waiting until 8:30 a.m., I will bring down my Capital Budget information. These are almost exclusively Capital questions. I will either bring it down at 8:30 or take it under notice and provide an answer in written form.

Mr. Lang: I am prepared to wait for that information. I would like to know what we are looking at for the total work for the coming year so that people who are in the business and are approaching us to find out what jobs are available to bid on and are who working as equipment operators will know.

I asked the other day exactly what was taking place on the North Canol Road. Have those dollars been transferred elsewhere for the resource road program? Did the Minister have a chance to check on that?

Hon. Mr. McDonald: I do not have that, but it could easily be sought. I will try to have it for him by 8:30.

Mr. Lang: I have heard second hand, and I would like verification one way or the other, that there has been one action taken by the Government of Canada to cut back on some public work programs for the Alaska Highway. Is that accurate? If it is true, to what extent are cutbacks being made? I was told it went so far as contracts being tendered and were in the process of being awarded, but monies were not available to proceed this year because of the financial cutbacks by the Government of Canada. Can the Minister inform the House as to exactly what the situation is?

Hon. Mr. McDonald: I am not familiar with that example, but we have heard some rumors to that effect. We do not know the extent of those cutbacks. We anticipate that there will be cutbacks both on the O&M side and on the Capital side. No long term plan to cut back has been communicated, but there have been indications that cutbacks are forthcoming.

Mr. Lang: Is it true that overall we have a contractual relationship for running the B and C airports throughout the

territory?

Hon. Mr. McDonald: Yes, for the most part. There are some airports that are still maintained exclusively by the Ministry of Transport. Mayo is an example of one that has MOT personnel and is providing 24-hour operations at the site. On the whole, it would be appropriate to say that there are contractual arrangements?

Mr. Lang: Up to this point, the transfer of responsibility from the B and C airports to the Government of the Yukon is made to sound very complicated.

My experience is that it has strictly been a contractual relationship with the federal government of recovery of 106 percent, I believe, in some cases. There seems to be a thought in the government's mind, for whatever reason, and perhaps because it is so new, that we need new people to figure out this devolution of responsibility. I submit to the side opposite that for the B and C operations we have had a fair amount of experience, depending on negotiations and the Minister would take the same position as this side, if we are going to assume the responsibility, we want the money to go along with it. Those transfers could come fairly smoothly, depending on the outcome of those negotiations. I would assume the Deputy Minister would be involved in them, in view of the fact that he is not going to be involved in policy to any great degree any longer.

With that in mind, I want to express our concerns on the airport A classifications, which are basically Whitehorse and Watson Lake. I can see some very major problems and responsibilities coming to YTG, and I really have to question the necessity of that kind of a transfer to YTG. I think the Minister shares my feeling of caution on this and will not jump too quickly to say we want an airport named the Piers McDonald Airport Terminal, so we are going to take over the airport.

I would like to hear his comments on the A side of the airport transfer. We do have reservations on this side, and a deal would have to be very good before we would say it was in the interest of the Yukon to take over that responsibility. Perhaps the Minister has some comments in that respect, and, if so, I would like to hear them.

Hon. Mr. McDonald: The Member is absolutely correct when he states that the deal would have to be very good for us to assume the responsibility. The situation is such that the government is not interested in assuming responsibility for the airports simply because it would be nice to have direct control over a particular airport. That is not the point of the exercise. As the Member will know, there are very strong signals coming out of Ottawa that there will be an interest in privatizing airports in this country. This government is very nervous about that initiative, as are a number of other governments, and we are projecting that should the choice be provincial or territorial control versus private control over the airport, we would be interested as well in pursuing and investigating the possibility of territorial control of the airport itself.

If the federal government's position was simply to maintain control or public ownership of the airports, then there would not be any mention, at least on this side of the House, that the airport should devolve to Yukon. We have fairly strong feelings that a measure of public control over airport operations is desirable. The arrangements that are proposed by the federal government have not been made clear. They are only at the preliminary discussion stage of what might be some of the alternatives for them.

They may even be considering devolving control to other jurisdictions, besides simply privatizing. If they are looking at getting out of the game themselves, so to speak, then we will seriously look at what the alternatives are. One of the alternatives could be territorial control.

Mr. Lang: Moving on, but really staying on the question of airports, could the Minister update us if there has been any movement as far as the possibility of an airstrip at Eagle Plains? Have there been any movements since we last sat? I think he spoke briefly on the Pelly Crossing airport, but never really gave us a definitive response.

Hon. Mr. McDonald: The discussions have continued. The negotiations are ongoing. At this stage, on the capital side, if the Government of Canada, the Yukon government and the operators of

the lodge at Eagle Plains would agree to cost-share the construction of the airport, the assurances that we would receive would be that the airport would be open to the public, be of sufficient size to utilize a full range of aircraft types, and we would want a long-term guarantee with respect to the maintenance. The presumption is that we would be maintaining the airstrip, as we maintain all airstrips. At this stage, the preliminary negotiations show that our share would be in the neighbourhood of \$125,000. The federal government's share would be in the neighbourhood of \$300,000. The owner of the lodge's share would be in the neighbourhood of \$460,000, for a total of \$885,000.

Mr. Lang: Has the owner of the airstrip replied, joyfully, to the news that you are going to provide him there, as far as the cost-sharing is concerned? Have there been any movements from that point of view? You said \$460,000 would be the owner's contribution, did you not? If that is the amount of money, has he been told the figure? Has he come back to you?

Hon. Mr. McDonald: In some part, it was the owner of the lodge's encouragement that an airstrip be located there. It was not until we had a greater interest in another viable route for transportation of goods to Old Crow that we took a more active interest in the project.

At this stage of the game, the negotiations are not finalized. That looks like it might be the appropriate cost breakouts, depending on the terms and conditions of the agreement. As I stated, the agreement would show, as far as we are concerned, that the airstrip would be open to the public at all times, could not be restricted by any private party and that it be of sufficient size to handle a full range of aircraft types.

Mr. Lang: That leads me to another interesting element. Has the Department of Indian Affairs and YTG Old Crow transportation study been completed?

Hon. Mr. McDonald: I do not project that it will be completed until late this year. It was just started by Stanley and Associates.

Mr. Lang: How much is that going to cost?

Hon. Mr. McDonald: I believe in the neighbourhood of \$50,000.

Mr. Lang: How does that relate to the regional transportation plans for Old Crow? Is that a separate study as well? Does that take the Eagle Plains airport into account?

Hon. Mr. McDonald: That is the regional transportation plan for that particular area, and it certainly will take in such things as the route between Eagle Plains and Old Crow.

Mr. Lang: The decision for the Eagle Plains airstrip has nothing to do with the study. You could well make that decision prior to a study being completed, is that correct?

Hon. Mr. McDonald: In part, yes.

Mr. Lang: Has the federal government given any indication that the present situation of YTG contracting the maintenance of the B and C airports is less than satisfactory? Has the government indicated that they are happy with the process that is now in place?

Hon. Mr. McDonald: The Government of Canada has not indicated to us that they are dissatisfied in any way with the service we are providing, not independently of the transfer negotiations, nor within the negotiations themselves.

Mr. Lang: There were some outstanding questions in this area. In view of the fact that the Minister had made commitments, and I reminded him on Thursday, did he check in *Hansard* to see where, in the devolution of airports, he could substantiate the allegations that were made about hidden costs and various other things? The Minister undertook to do some work and provide it to the Leader of the Official Opposition.

Hon. Mr. McDonald: The negotiations are at a stage where there is a search for available information with respect to all costs associated with the transfer of the airports. That includes all of the costs that could be found within the regional office, national office and locally with respect to the negotiations.

The unidentified costs, which might be interpreted as hidden costs, are part of the negotiations to determine whether or not they are valid costs that can be attributed to the operations of the B and C airports. It is the negotiations to determine what are valid costs that is ongoing and can be expected to wrap up fairly soon.

I have some information with respect to the Skagway Road and Treasury Board approvals. I am sure Members will be more than happy to hear that year one funding in the order of \$4.5 million has been approved by Treasury Board. The other years in the capital plan for that road were approved in principle.

The government called the Treasury Board office again today, and technical details will be forthcoming when the minute arrives.

Mr. Lang: Is there any further news on the Haines Junction airport? Are lights going to be implemented this forthcoming year?

Hon. Mr. McDonald: At this stage in the negotiations between this government and the federal government, we feel it is in our best interest to bring the Arctic B and C airports up to a certain standard, including the airport at Haines Junction. It is part of the exercise in the transfer and negotiations to bring it up to a certain standard before they devolve to the Yukon. Any capital improvements to those airports would be part of the negotiations.

Mr. Lang: I do not know if I caught all that. When do you expect the negotiations for the Haines Junction airport to conclude? This spring?

Hon. Mr. McDonald: We would hope that the negotiations would conclude in the fall.

Mr. Lang: Would the Minister be prepared to update us on the Dawson City airport? I understand that there has been a series of meetings over the last month-and-a-half. There have been questions about the \$450,000 that was allocated for the apron and other work. I gather that a good percentage of that has either been deferred, delayed until the consequences of a study, which I believe has been agreed to by the various parties in question, takes place. I have told the Minister what I know and, perhaps, he could go a little further than that and make sure my assessment is accurate, and tell us what has taken place since then?

Hon. Mr. McDonald: The Member is quite right that a number of meetings have taken place over the last month-and-a-half, two months, which has stepped up the activity on the search for a new site for the airport. Things are proceeding very, very smoothly. Some of the capital, as the Member mentioned, with respect to improving the existing site, has been deferred. Only minor, safety-related projects have been approved.

At the last meeting, I understand that a significant number of MOT officials were present and, I believe, indications are that the arrangements that were concluded are satisfactory to the MOT, the City of Dawson and the Yukon government. My understanding is that the search for a new site is still underway.

Mr. Lang: Is the decision that came out of those meetings that you agreed to find a new site for a new airport?

Hon. Mr. McDonald: While I was in Dawson some time ago, there was considerable disagreement between various parties as to what constituted the necessary requirements for a site location. That disagreement led to some misunderstandings that have been since resolved.

At the last meeting, the requirements for the site search were agreed to by the parties. That is a major step accomplished in the negotiations for a new site.

Mr. Lang: Has there been any contact with the government about the prospects of a strip by the Tutshi River on the Amax Pass on the North Canal? I am searching for information. Has the Minister anything to update us with on that development?

Hon. Mr. McDonald: I do not have information on that site, but we have undertaken a study of existing sites — and there are a number of them — with the desire to consolidate those that are absolutely necessary so that we do not end up maintaining a number of sites in a single area. The idea is to make the situation more efficient territory-wide.

I would have to review the Member's request. I have not yet read the report that was designed to rationalize the number of airports that we have. I could probably give a better indication as to what the government's plans are after we have read it, digested it and made decisions with respect to developments of new sites and maintenance of old sites.

Mr. Lang: Would the Minister be prepared to table the report so that we can all share this experience?

Hon. Mr. McDonald: I will read the report first and make that

decision after that.

Mr. Lang: Is the government going to see a decrease in the responsibility for the policy for repairing and maintaining equipment, in view of the fact that the Minister of Government Services is sending out more and more of his vehicles for ongoing maintenance to private garages?

Hon. Mr. McDonald: The central workshop will not see a decline in activity. There may be a change in activity if pool cars from Government Services are contracted out to private shops. It may mean that we can do more of the heavy equipment work ourselves. A share of that is contracted out to heavy equipment sales and service people in the city.

¹¹ There has been no plan to change existing practices in the central workshop on the subjective maintenance of heavy equipment.

Mr. Lang: Did I hear correctly that the Minister may be doing more heavy equipment repairs in-house? I did not hear the first part of the answer.

Hon. Mr. McDonald: No. The level of activity will be the same. The kind of activity may be altered slightly, away from pool cars and more on to heavy equipment. The amount of in-house activity will not increase or decrease. There are no changes planned.

Mr. Lang: Perhaps the Minister could make a couple of comments regarding the prospects for the bridge on the Yukon River at Dawson City, or if we have gone anywhere. What plans have the federal government and the NWT government made for their side of the border on the Dempster Highway, where we now have a ferry service?

Hon. Mr. McDonald: I have received no indication, nor have we made any determination, as to the situation on the Dempster Highway.

The Mayor of Dawson has put a bridge across the river at Dawson City as one item on a rather extensive list of desires. We have prioritized the activity that we would like to see taking place in that community. It includes the dike work and the airport relocation, as two major initiatives.

A bridge across the river at that point would be an extremely expensive capital undertaking. At this time, we have not pursued it with the same vigour that we have pursued the other items on the list of desires.

It is a project worth exploring in the future. With the increased traffic in the long-term, going through Dawson to Fairbanks on the tourist route, and eventually seeing the highway open on a year-round basis, a bridge will become more and more something that we should seriously investigate.

Mr. Lang: I was wondering about the prospect of a bridge on the Dempster Highway, up on the Peel and the Mackenzie?

Hon. Mr. McDonald: There was one item on the list of policy initiatives that the Member may have mentioned this afternoon, the bridge study, which would help us determine the cost-effectiveness of placing bridges on a corridor like that. Presumably, a number of factors would be taken into account, including the projected traffic frequency in the area, the long-term operating costs associated with running a ferry, and the general impact that it would have if the corridor was made more usable over a longer period of time.

I will take the question under advisement. It will be something we will investigate on the capital side.

Mr. Lang: Going to another area of Highways, is any work being through pre-engineering monies — I would presume this is where it would come from — for possible construction of further main arteries, or main highways? I am thinking primarily of the MacPass-Mayo loop, which has been talked about for many years. Have any steps been taken? I should note that the Minister said he would give us what pre-engineering studies and reports that are being done by the department. He was going to provide that information, which would give us a vehicle for debate as well. Is there any work being done on that loop connection?

¹² **Hon. Mr. McDonald:** At this stage there is not. The idea for a MacMillan Pass-Elsa corridor was a suggestion from the Chamber of Mines who were throwing up alternatives for the use of the funding under the Regional Resource Roads Program. I believe the first project they wanted to see undertaken was the Casino Trail.

Nothing has happened under the program with respect to the corridor the Member mentioned.

In developing a transportation policy in the future, this will be just the sort of question that we would like to try to resolve to help ourselves set priorities for the long-term capital needs of the roads program in the territory. There may be requirements to open up certain areas, within obvious constraints, such as that for mineral activity.

Our initiative at the present time has been to support roads to those areas in which there is proven and active mineral development and exploration taking place — Canamax, for example, and in part, the Casino Trail — but no actual work has been undertaken, to my knowledge, to investigate the corridor the Member mentions.

Mr. Lang: Have there been any initiatives under the Economic Development Agreement thus far, as far as this forthcoming year is concerned, since we did vote a line item in the Capital Mains on the understanding that maybe some money is available through that particular mechanism.

Hon. Mr. McDonald: There is no transportation sub-agreement under the EDA. There is Community Economic Planning under a different section of the department, but under the transportation section there is no sub-agreement under the EDA.

Mr. Lang: I have one further question on policy for chipsealing. Is that going to be strictly a political decision by the government about what highways are going to get that kind of maintenance and application? Or is the factor of road traffic going to be the determining factor?

Hon. Mr. McDonald: To the extent traffic frequency has been a determining factor in the past — the policy has not at all been changed — there will be — as the sheet I passed to Members this afternoon showed — a review of the BST application policy. Clearly, it is not as extensive as Members might wish to see but, apart from the factors I have mentioned, there is no further political input into the determination of the BST application policy.

¹³ Right now we are only looking at chipsealing major arteries. It will certainly become more of an issue when we move from chipsealing communities and the major arteries and start looking at chipsealing secondary roads.

Which road comes first will be something for all Members to watch. We would hope to have a policy in place to establish who comes first and under what criteria.

Mr. Lang: Does this budget provide enough money to meet all the steps that are required to meet the Jorgensen formula for all our highways that has been in place for 10 years at least?

Hon. Mr. McDonald: Yes, there is. The Member should bear in mind the fact that surface treatment has been applied in some areas and has allowed the maintenance of major arteries to go down slightly. It has allowed highway activity to increase on secondary roads such the Pelly Farm Road.

Mr. Lang: I am sorry to waken the Member to my left. Does the Member for Tatchun want to contribute anything on secondary roads?

Mr. Coles: No, go ahead.

Mr. Lang: Has any definitive decision been made on the maintenance of the Clear Creek Road?

Hon. Mr. McDonald: No decision has been made with respect to the ongoing maintenance of the road. We have discussed the situation with many of the users of the road, and we have agreed to open the road this week.

Once the road is opened, Highways personnel will go on site to investigate the feasibility of maintaining it for the summer only and to determine the costs. Once those costs are established, if serious upgrading work is not required, we will make the decision about ongoing summer maintenance of that road.

Mrs. Firth: I noticed in last year's budget that the program objective is very broad and brief. Could the Minister explain why the government decided to expand on the objectives? Are there any new objectives within this new budget? If there are, could the Minister indicate which they are?

Hon. Mr. McDonald: There are no new dramatic undertakings in that department. There is the activity associated with the dangerous goods coordinator. That is hardly something that we

would define in the objectives. It is more of a program activity.

The exercise here has been to state more clearly the objectives that have taken place traditionally. Nothing new has been added to this branch's activity, which would suggest that the program objectives should be expanded beyond what has taken place in the past.

Mr. Nordling: I see that one of the objectives of the Highways and Transportation program, which was not included in 1985-86 O&M Budget, is to develop transportation policies and programs. Is this objective reflected in the line items somewhere?

Hon. Mr. McDonald: In a general ongoing sense, it is. If Members will remember, under the policy framework of the administrative branch, the indications were given — even though some Members opposite did not believe it — that that branch would self-destruct after a specific period of time, once major policy issues were undertaken.

Once that is done, the minor policy work that has been undertaken in the past will continue to be undertaken, in part in this section and in part in the policy section of the administrative branch. There is a mix with the major work done in the policy administration branch and the minor work done in this branch. This reflects what minor work is done on an ongoing basis, in terms of developing policy alternatives for the political people to choose as the most appropriate for the Yukon.

Mr. Coles: Could the Minister tell us who, exactly, is going to be opening the Clear Creek Road, whether it is the government or whether it has been put out to private contractors, third party tenders, whatever?

Hon. Mr. McDonald: I am not sure of that. If it is not tendered, the department will use third party rental.

Mr. Coles: In the case of grader stations, or highway maintenance stations, outside of Whitehorse that do not have on-site storage tanks, what is the department's policy on where they get their fuel?

Hon. Mr. McDonald: I think I know from where the Member is coming, having travelled through Carmacks a number of times and listened to the gas jockeys there. My understanding is third hand, not from departmental sources, so I stand to be corrected. It is from the local authorities in Carmacks. My understanding is that where there are private fuel sources, the government encourages government vehicles to use private fuel sources. Where there is competition in a community, the rates are determined at the beginning of the month, and the lowest rate is chosen for that month. If I am incorrect, I will come back to the Member with the right answer. I think that is the state of affairs.

Mr. Coles: I think the Minister is correct and that is a pretty haphazard way of dealing with that problem and I wonder if the Minister would consider, as there are two stations in Carmacks, giving one month to one and another month to another, because I know at the end of each month the gas prices drop rather rapidly for one reason or another, and then go straight back up perhaps the second or third day of each month.

Hon. Mr. McDonald: I will undertake to investigate that matter. I presume the idea for that particular policy was originally to encourage a competitive pricing market in the community. There may be inventive people who have sought routes to circumvent that system and may have done it successfully. I will check into it and report back to the Member. If there is a better way of doing it we will seek it out.

Mr. Coles: When I was an employee of the Department of Highways, there was a policy — and I am not sure if it was department-wide — that operators of equipment did not use self-serve stations to fill their own equipment for safety reasons. I am wondering if that is still the case.

Hon. Mr. McDonald: I do not know. I would like to know a justification for that. I was not aware that self-serve stations were considered unsafe by the department, but I will investigate it.

Mr. Coles: I was never quite sure of the justification myself, but I know, many times, under instruction from our supervisor, we were to use full-service stations and not self-serve, I think, probably, for the protection of the operators more than anybody else. I was just wondering if it was still the case.

Hon. Mr. McDonald: I will investigate.

Mr. McLachlan: The Minister made an earlier reference to contracting out of some maintenance work. Can the Minister advise if that is only here in the City of Whitehorse, or does that policy apply in rural areas as well?

Hon. Mr. McDonald: Could the Member be more specific with respect to the matter at hand? Is the Member talking about contracting out maintenance, like vehicle maintenance work, or highway maintenance work?

Mr. McLachlan: Vehicle maintenance work.

Hon. Mr. McDonald: There has been, in the past, the initiative taken that, during peak times, when there is an overload in the central workshop, in the maintenance of heavy equipment, that they contract out certain jobs to such companies as Finning, for example, to undertake the work. I would presume that that practice will continue. It may continue to a greater or lesser extent, but the policy certainly has not changed one way or another.

Mr. McLachlan: The question was asked in relation to the City of Whitehorse, where I am sure that that service is available through Finning. I asked about outside of Whitehorse, because that very policy can make or break a small operator. It was also asked in relation to heavy diesel equipment maintenance. The effect is the same, though, it will make or break the small operator. He can stay in business, or he will not if he does not get it.

Hon. Mr. McDonald: I realize that when the Department of Highways seeks the service of a local mechanic to do work for it over a long term, or for a number of jobs, that they raise the aura of expectation that it should be maintained. There is no change in any policy with respect to how that work is undertaken. If the Member has a specific instance where a local mechanic has been hurt, or adversely affected, by a policy or some action by the Department of Highways, I would like to hear about it, and we could investigate the matter.

Mr. McLachlan: I do not have a specific instance where anybody has been hurt. I happen to have the only riding where we do not have a Government of Yukon garage. Could he please do something about that?

Can the Minister provide me with an example of where he does outside maintenance contracting of vehicles or heavy equipment? Where is it done regularly, as a policy, by the department?

Hon. Mr. McDonald: If and where it is done, I do not have specifics. My understanding is that most, if not all, maintenance work is done by government maintenance mechanics in the highway camps. That has been the practice in the past.

Mr. Lang: Has the department developed a policy on the acquisition of tires, and what tires the department is going to use? Just for an historical note, that was an area of concern of the department a couple of years ago. That is why it presently has a tireman on who it is making permanent. Part of the reasoning for that was to get a catalogue of the hours that tires can be utilized, and what was the best product for the government, because we go through hundreds of thousands of dollars. Has the Cabinet considered a tire acquisition policy? If so, what is it?

Hon. Mr. McDonald: The government has not considered a tire acquisition policy, but the Member's representation is worth investigating more fully. I am sure he has scratched the surface. I will take that as part of my plan to investigate.

Mr. Lang: There has been some work done if the Minister checks the file. I do now know whether or not anything has been done within the past year. I am sure with all the people the Minister is getting, we can get something that represents the fair acquisition of tires and gives the best clout for the dollar.

Mrs. Firth: I would like to discuss objectives with the Minister. Is the development of transportation policy something that was done in the last budget under that broad objective, or is it something new that is going to be done in this department or within this program?

Hon. Mr. McDonald: That is something that was not done in the generic sense. There is no transportation policy per se. There have been such things as a case by case review — very specific items to meet a particular need at a particular time as perceived by somebody. There is no coherent or coordinated approach to the

matter. That is to be undertaken now on a much greater scale.

Mrs. Firth: Could the Minister tell us what other new initiatives are included in this list of objectives, initiatives that the program did not cover before?

Hon. Mr. McDonald: For example, the work to date on the driver education program at the high school level is a very specific item to meet a specific need. That can hardly be termed development of the Yukon transportation policy, but it is something that requires some policy work and some analysis. That is the kind of activity that could easily be undertaken by this department with existing resources.

Mr. Lang: Are we starting to teach people how to drive now?

Hon. Mr. McDonald: There is the initiative to develop short curriculum for a course for high school students. The classroom work includes film and driver education of a classroom nature so that they will better understand the rules of the road, the dangers of drinking and driving and the sorts of things that have been the subject of driver education courses in other jurisdictions for years.

One of the problems that the Yukon faces, like many jurisdictions, is the problem of drinking and driving. One of the ways that you can control the situation or limit the potential for accidents is to provide penalties. Another way is through education. It is considered desirable that a curriculum for a three hour course be established to provide information to students learning to drive.¹⁹ This is a minor initiative at best but nevertheless it is the type of thing that could be undertaken in this section.

Mrs. Firth: Obviously, that comes under this second objective, to develop transportation policies and programs in support of the Yukon's economic and social development. Do I understand the Minister correctly that we are going to go into an alcohol driver re-education program and a high school driver education program? What else does he have in mind for the transportation policies to improve the social development of the Yukon?

Hon. Mr. McDonald: The purpose of giving the example of driver education is simply to provide an example of the kinds of things that could be undertaken under this project objective. In the short term, and in the long term, the policy work will be undertaken by transportation services. In the short term it will be very specific and ad hoc. In the long term it will be in terms of updating policy that has been established by the policy unit. It is not meant to be an exclusive list; it is meant to be an example of the kind of activity that can be undertaken to fulfill this particular objective.

Mrs. Firth: Are there any PYs identified in the department to fulfill that objective?

Hon. Mr. McDonald: There is no exclusively dedicated PY to that kind of activity, any more than there are exclusively dedicated PYs in any other branch, apart from the policy administration unit.

Mrs. Firth: We have a policy administration unit program in this department and we have just finished it, with 17 PYs and \$1.590 million. I get the impression that this program, Highways and Transportation, of the total department is going to have another policy area and is going to require a PY for a policy planner or developer. Certainly, if the Minister is including an objective of this kind, it is done with the intention of allocating dollars for a specific function within the budget. Is this a statement that the Minister does not agree with?

Hon. Mr. McDonald: There are a number of things that are undertaken by the branch that fulfill the program objectives of that branch. There are people who are responsible for doing a variety of things within the branch. In the case of policy development, there is no one person who is exclusively responsible for developing policy within the branch. Once the policies are developed, in the long term, the branch personnel, as part of their ongoing duties, provide the ongoing update.

²⁰ In the short term they can do such things as coordinate the development of the smaller ad hoc policies the way they have in the past. There is no intention to develop a policy unit — people dedicated to policy development — in this branch, but they will, on an ongoing basis, as part of their responsibilities, be doing some policy work, as they do currently. It is usually very limited and based on ad hoc approaches to government to undertake certain things, such as short driver education courses for the schools.

Chairman: Do the Members wish to recess at this time?

Some hon. Members: Yes.

Chairman: We will take a 15 minute recess.

Recess

²¹ **Chairman:** I will call the Committee back to order.

Mrs. Firth: Back to the second objective about policy development, I appreciate what the Minister is saying that this may just be a function of some policy coordination and nothing of a major sense, however the objective is very specific and says to develop transportation policies and it does not in any way give me the impression that it is just some other related duty that some people are going to be doing within this program. My concern is that we are being asked to approve this specific objective for a specific function and the Minister is going to come back and want another PY so that they can perform the functions of policy development within the Highways and Transportation Program. Can the Minister tell us what his intentions are in that area? Is there a chance that he might come back, say, with a supplementary estimate later on in the fall, saying we require a PY for this now, and you really approved the objective, development of policy, and so therefore we thought you agreed and we now need the PY to fulfill that function.

Hon. Mr. McDonald: If the Member thinks that I think that it would be any easier to get agreement for an extra PY from the side opposite in policy development because they had approved this particular objective, I would have to be crazy.

The situation is as I have stated it. There is no chance that any supplementary will request another PY or any further policy work in this vote, other than what the Member sees before her on the page.

Mrs. Firth: Is that going to be forever?

I have some questions about statistics. I remember the Minister saying when we did the supplementary estimates that we were not replacing graders as much as we were before. If that is so and we have a couple hundred kilometres less of gravel road, I notice on page 46 that the Minister still has the projected replacement of one for one, for five graders. Could he clarify the appearance of a conflicting statement that he has made?

²² **Hon. Mr. McDonald:** I do not understand the point that the Member is making. Because there are five one-for-one projected replacements for graders does not necessarily mean that all graders that are becoming surplus are being replaced. Does that infer that? To me it does not. If the Member wants to know how many and what type of graders are being replaced, I will let her know. The one-for-one replacement does not necessarily mean that every single grader is being replaced that is being surplus.

Mrs. Firth: What does it mean, then? I interpreted it as one-for-one, and that there is going to be five motor graders replaced. The Minister said that they were not replacing the graders on a one-for-one basis anymore.

Hon. Mr. McDonald: No, I did not. I stated that over the long term, as chipseal and surface treatment are put on the highways, there will be less and less of a need for certain kinds of equipment. There may be a need for a different kind of equipment, but there will be less of a need for a certain kind of equipment.

Because there are five motor graders listed here does not necessarily mean that every single motor grader, which is being surplus, is being replaced one-for-one. If the Member wants to know how many motor graders are being surplus this year, I can find out for her. This information does not necessarily mean that they are all being replaced one-for-one. It means that five will be replaced one-for-one.

Mrs. Firth: If the Minister could find out how many are going to be surplus, I guess then we will just have to wait and compare the figures.

Mr. Lang: Perhaps the Minister could share with the House if it is his intention to have fewer graders in the grader fleet than we had last year, in view of his comments in the supplementaries that said that he needed fewer graders.

Hon. Mr. McDonald: I said, "Over the long term". When the

government puts down a certain kind of surface treatment on the highway, it will require less of a certain kind of equipment, the kind of equipment that had, at one time, graded the roads. The motor graders may be of a lighter grade because there is only snow clearing to do. We may need fewer of them. In terms of a long term direction, long term policy, long term projection of equipment needs, that is a trend that Members will see.

There is every desire to maintain the roads in accordance with the Jorgensen system that has been mentioned already.

²³ The department will have sufficient equipment to perform the duties ahead of it. The suggestion here is to replace equipment as we need it, as we have always done. We are not projecting more equipment than we need. The point I was making in the supplementary estimates is that over the long term our projected needs will show not only a reduction of certain kinds of equipment over the long term but a change in the kinds of equipment as a result of the new technology for surfacing.

Mr. Lang: We were told during the course of debate in the supplementaries that we had chipsealed more highways. That lead us to the proposition that fewer graders were needed. The requirements for laying calcium chloride during the summer months were not there. Generally, in a number of areas in the Yukon, we have gone to snow blowers for removing snow in the winter months.

With that knowledge, and not having gone to the whiz kids in the policy unit that is yet to be created, we believed the Minister when he said we would need fewer graders. Why would he tell us that we needed fewer graders less than a month ago, and now he needs the same number of graders?

Could the Minister have the department review the numbers of graders that are presently in stock to see whether or not we need the same numbers of graders that we did last year? We will wait for the fall for an answer. Is that a fair proposition?

Hon. Mr. McDonald: I can give the Member details in the fall with respect to the numbers of graders required. I thought I had made the point clearly and eloquently enough regarding the long term plans of Highways operations. I did not think the Members would interpret the entire long term future of Highways operations as being two months hence. I meant by long term the next five or ten years.

The Member will understand that there is an increasing demand for maintenance of certain secondary roads in rural Yukon that do not have surface treatment. Demand for maintenance is ever increasing. The Member for Hootalinqua will know the number of roads in the Hootalinqua riding that have requested and received approval for maintenance activity.

²⁴ There will be a demand, presumably, for maintenance on the Pelly Farm Road and the Clear Creek Road. This maintenance activity requires equipment and also requires a grader operator to be sitting in that equipment. So as the maintenance activity on the major arteries declines because of the surface treatment, there is a corresponding increase in activity requested for maintenance of secondary roads. We respond to those requests, sometimes favourably, and in the Member for Hootalinqua's case, in the main favourably, and that requires time, effort, funding and equipment.

I will take the Member's request for information on the number of graders and long-term projections and report back in the fall, if he wishes.

Mr. Lang: I would appreciate it if he would. On one hand we are told that we need less and now the Minister, after I made the representation to look within the complement of equipment, which is incidentally the biggest construction company in the Yukon, to see whether or not we could curtail some of the spending, I am told now that we need more equipment. I will wait until the fall to see the outcome of the review in this area.

I would like to ask the Minister exactly how much is being spent for an asphalt/cold-mix plant and if he could tell me why he is purchasing it.

Hon. Mr. McDonald: The Member states that I have told him as late as this evening we are going to require more motor graders and I did not say that. The information on page 46 does not even imply that. So, if the Member would not listen to the assumptions

made by Mrs. Firth, the Member would not be operating under a mistaken proposition.

The asphalt/cold-mix plant was a proposal by the department for purchase. It so happens that we know now that it will not be purchased, but in future years if the department can come up with justification for the cost-effectiveness of a asphalt/cold-mix plant then we will seriously consider it. It turns out it was an indication of an interest that cannot be fulfilled this year. It was the only piece of equipment on page 46 that we do not anticipate purchasing. I understand there has been a controversy in the past with respect to the purchase of this particular asphalt/cold-mix plant. The only justification I can see for purchasing it would be because it was overwhelmingly cost-effective to do so.

Mr. Lang: If it was not your intention to buy it why was it in the budget?

Hon. Mr. McDonald: It was the indication of an interest when the budget was put together. The interest was there when the budget went together. It should not be in the budget to be perfectly frank. In the end it cannot be purchased and I still have not received sufficient justification for its purchase. In the event that I do, the decision will be made then whether or not to go ahead.

²⁵ **Mr. Lang:** I have to voice my concern. On the one hand he is telling me that it is not supposed to be in the budget, and on the other hand he is telling me if he gets enough justification, he will go ahead and purchase one.

I would like to move a motion that we delete the asphalt/cold-mix plant from the particular line item in question, so that the intentions of the government are very clear here. Does the Minister have any problem deleting that particular line item in this section?

Hon. Mr. McDonald: First of all, it is not a line item in the budget; it is a point of information. I have already given the Member the very clear indication that it will not be purchased in this fiscal year. It will not be purchased. The Minister states it will not be purchased. The Minister has admitted that it was a mistake to put it in the budget, because it was premature to do so. It will not be purchased.

Mr. Lang: I am prepared to accept the Minister's word that it is not going to be purchased this year. What does he mean by premature? Is the Minister telling us that we are a year early, before we get into the asphalt business?

Hon. Mr. McDonald: I stated that, should justification be made, in future years, for the purchase of an asphalt/cold-mix plant, that justification should include, in a very real sense, that it be significantly cost-effective for the government. By that, I would also include the impact on the local economy, any private contractors who would be interested in performing the service, and incorporate the kinds of factors that would be necessary in making the decision. Then we would consider purchasing it.

If it is not cost-effective, and if it would have a negative impact on the local economy, then it will not be purchased, next year or ever.

Chairman: Could I just get clarification?

Does the Member want to pursue the motion?

Mr. Lang: No, not at the present time, Mr. Chairman.

Obviously the Minister did not read the budget before it was put together. Has he since had a chance to read "the justification" for the government purchasing an asphalt/cold-mix plant that is in the file?

Hon. Mr. McDonald: I had the opportunity to read one particular document that suggested that, over the course of one year, a savings could be had of a couple of hundred thousand dollars in the application of cold mix.

There were a number of gaps in the document that would have to be filled before it could be perceived as a thorough analysis of the purchase. In that vein, I will ask the department to come forward with further information to determine whether or not it should be reviewed again in future years.

Mr. Lang: I want to express very major reservations about the government getting into the asphalt business. First of all, as far as cost-effectiveness is concerned, I think that one can do anything with figures. There are a number of people who have invested in that kind of machinery and who do provide a service. The dithering

of government of whether or not they are going to get into this kind of business does curtail any investor from either expanding or initiating a move into this particular area. They are, per se, the buyer of such a commodity for the most part.

²⁶ There is going to be enough work in the Yukon to justify an expansion of one of the present companies in town with newer equipment if there was some certainty that there was going to be government contracts to bid on. Could the Minister look again at the situation? I find it very disheartening to discuss an asphalt/cold mix plant, which costs in the neighbourhood of \$250,000. The Minister is saying that he is not too sure why it is in the budget, and that he would have to rethink it after the budget is tabled in the House.

I am taking the Minister to task. He has the responsibility to ask these questions before the document is tabled in the House. We are in a difficult situation, and I understand the basis of the replacement fund. Our rules make it very difficult to amend it. I think the Minister is quite correct that it is here for information.

At the same time, I think that this kind of move by the government puts individuals, who are presently in the business, in a situation where they get very nervous about future investment. If the government was to make a firm statement today that it was not their intention to get into the asphalt business, it would put the people presently in the business in a much better position.

Otherwise, we are dealing with equipment that is deteriorating year-by-year instead of a situation where people are prepared to invest. I would like the Minister's comments on this. I know what document he is referring to. Going by that document, it would be cost-effective if we did not know anything about the asphalt business. If we start asking specific questions, it is not.

I would like the Minister's comments in view of the fact that he has not done his homework prior to the budget being tabled. Could he be in a position within the next day or two to make a firm statement to the House, because I think it is important from a business and an economical point of view.

Hon. Mr. McDonald: With respect to the statement that my homework had not been done, there was an indication that the matter was being reviewed when the budget was put together. It was felt advisable that because it was being reviewed and actively considered that the information be given to the Legislature.

Subsequently, it was not considered to be adequately justified. For that reason, a decision was made not to purchase it. The homework was done thoroughly. The justification for the piece of equipment has not been made. For that reason, I cannot state conclusively that it will fall on the other side of the question; that we will state conclusively that we will never get into the asphalt/cold mix business.

We have indicated the reason why we could not purchase the equipment. It was because we did not feel that we had adequately justified getting into the business ourselves. The Member would have us do exactly the same thing, but on the other side of the question, that before having done the analysis, we would agree to never get into the business.

When the analysis is done, a decision will be made as to whether or not the government proceeds with the purchase of this in future years. The Member will then have plenty of opportunity, once the analysis has been done, to discuss a purchase of that sort in this Legislature.

²⁷ It may be we decide not to proceed. It may be quite clear it is not considered desirable at all to proceed.

If the Member for Riverdale North wants to get involved in this debate, I invite him to, rather than kibbitzing. It is difficult to listen to him when he is mumbling. If the Member wants to discuss this in the fall or next spring, when the subject comes up again, I will be perfectly happy to do it at that time. The analysis will have been done at that time and I would like to draw to the Members' attention that this work is not done by local people presently, it is done by an outside contractor who comes in and do the work. There are times when we do like to cultivate local business and this may be one of them. It will depend on the capital program and a number of factors and whether or not we can fulfill or justify a project of this sort, either in the private sector or ourselves in the public sector. There

are a number of things that can be taken into account.

Mr. Lang: I should point out there are a number of people resident here who pay their taxes and work here twelve months of the year and part of the time is in the asphalt business. I recognize that one company does come from Vancouver and is presently doing Main Street. They in fact provide quite a service to us. They move between northern British Columbia and here. There is also another company that is located here, in total as far as their commitment is concerned, and there is another company that is a subsidiary of a company from Edmonton. The point I want to make is that first of all we have seen the studies that have been done as far as cost effectiveness of furniture is concerned. I would like to know who is doing the report? Hopefully, it is not the same person who is doing the furniture report.

Hon. Mr. McDonald: Over the course of this year, we will find persons competent to do the work. I do not know specifically the name of a person who would do this particular report, but the work will be done.

Mr. Lang: I am a little concerned, because the Minister stood up and said they had done their homework, and that is why it is in the budget, and then he turned around and said the reason they are not going to do it is because they had not done their homework. They are saying one thing on one hand and another thing on another. I want to have the assurances from the Minister that if that is the case, and a report is being done, that it will be tabled next fall and we will have a good debate in respect to that report prior to any indication of the government getting into the asphalt business here. I should just add in conclusion he is having a tough enough time running what he has without getting involved in something else.

²⁸ **Hon. Mr. McDonald:** I indicated to the Member once before that we were seriously investigating this particular item, and we wanted to transmit the fact of that investigation to the Legislature in this manner.

When reviewing the cost effectiveness of the purchase, we decided not to purchase at this time because the work was not complete. As to where we stand, before any desire to purchase or not to purchase in the future, or to encourage private sector to locate permanently in the Yukon takes place, we will do that homework.

Mr. Lang: Can I have an undertaking by the Minister that such a report will be tabled by this coming fall, and give us the ability to debate the merits of getting into that kind of business, prior to the budget being tabled in the spring?

Hon. Mr. McDonald: I cannot vouch for the fall. The facts that go into making up the decision about any change in existing policy I will make available to the Legislature.

Mr. Lang: I do not want it after the fact. The Minister, during the course of this debate, committed himself to coming back to the House to debate the merits of whether or not he and his colleagues are capable of getting into the asphalt business. I am asking that, prior to any budgetary requirement coming down in this House for discussion, would he give us an undertaking that a report will be tabled on the merits of this particular area of the economy, vis-a-vis private sector versus the government, and that due consideration will be given to a debate on this issue?

Hon. Mr. McDonald: Yes, prior to a determination, prior to any change in policy, the facts will be laid on the table.

Mrs. Firth: Could the Minister tell us if there has been any money identified for this asphalt plant, or is it just a line item in the information?

Hon. Mr. McDonald: If it were to be purchased, which it is not, it would be purchased out of the revolving fund, which is for that purpose.

Mrs. Firth: Are there going to be extra funds in the revolving fund since they are not going to be purchasing it? How much, incidentally, would this cost?

Hon. Mr. McDonald: I am not entirely sure, specifically, what the purchase price would be. We made the decision not to go ahead. I can check for the Member what some cost estimates would be for it.

As the Member may know, the revolving fund is set by legislation. It is a limited amount. Any equipment purchases have

to be purchased from that limited fund.

²⁹ **Mrs. Firth:** We would like the price tag.

Hon. Mr. Porter: I move that you report progress on Bill No.

5.

Motion agreed to

Hon. Mr. Porter: I move that the Speaker do now resume the Chair.

Motion agreed to

Speaker resumes the Chair

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

Mr. Webster: 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. Mr. Porter: I move that the House do now adjourn.

Speaker: It has been moved by the hon. Government House Leader that the House do now adjourn.

Motion agreed to

Speaker: This House now stands adjourned until 1:30 tomorrow.

The House adjourned at 9:27 p.m.

The following Sessional Paper was tabled May 5, 1986:

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Photo of Hon. Dave Porter and Alan Nordling with Expo 86 raven carving (Porter)