



# Yukon Legislative Assembly

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33rd Legislature

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## HANSARD

Thursday, December 11, 2014 — 1:00 p.m.

Speaker: The Honourable David Laxton

# YUKON LEGISLATIVE ASSEMBLY

**SPEAKER — Hon. David Laxton, MLA, Porter Creek Centre**

**DEPUTY SPEAKER — Patti McLeod, MLA, Watson Lake**

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<b>Hon. Elaine Taylor</b>	Whitehorse West	Deputy Premier Minister responsible for Education; Women's Directorate; French Language Services Directorate
<b>Hon. Brad Cathers</b>	Lake Laberge	Minister responsible for Community Services; Yukon Housing Corporation; Yukon Liquor Corporation; Yukon Lottery Commission Government House Leader
<b>Hon. Doug Graham</b>	Porter Creek North	Minister responsible for Health and Social Services; Yukon Workers' Compensation Health and Safety Board
<b>Hon. Scott Kent</b>	Riverdale North	Minister responsible for Energy, Mines and Resources; Yukon Energy Corporation; Yukon Development Corporation
<b>Hon. Currie Dixon</b>	Copperbelt North	Minister responsible for Economic Development; Environment; Public Service Commission
<b>Hon. Wade Istchenko</b>	Kluane	Minister responsible for Highways and Public Works
<b>Hon. Mike Nixon</b>	Porter Creek South	Minister responsible for Justice; Tourism and Culture

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<b>Stacey Hassard</b>	Pelly-Nisutlin
<b>Hon. David Laxton</b>	Porter Creek Centre
<b>Patti McLeod</b>	Watson Lake

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<b>Jan Stick</b>	Official Opposition House Leader Riverdale South
<b>Kevin Barr</b>	Mount Lorne-Southern Lakes
<b>Lois Moorcroft</b>	Copperbelt South
<b>Jim Tredger</b>	Mayo-Tatchun
<b>Kate White</b>	Takhini-Kopper King

### Liberal Party

<b>Sandy Silver</b>	Leader of the Third Party Klondike
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## LEGISLATIVE STAFF

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**Yukon Legislative Assembly  
Whitehorse, Yukon  
Thursday, December 11, 2014 — 1:00 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 proceed with the Order Paper. Tributes.

## TRIBUTES

### In remembrance of Monty Alford

**Hon. Mr. Kent:** It is my honour to rise on behalf of all members of this Legislative Assembly today to pay tribute to the late Monty Alford, who passed away on August 19 of this year.

Monty Alford was an exceptional Yukoner who followed his own path and blazed his own trail. Throughout his life, Mr. Alford sought out adventure in a determined, quiet way. In doing so, he inspired all those who were fortunate to cross his path and he will long be remembered for the knowledge, skills and stories he so generously shared with others.

By profession, Mr. Alford was a highly respected hydrometric surveyor for the Water Survey of Canada for 35 years. His job took him to some of the most remote areas of the Yukon and he is remembered as being meticulous in his work. He was also a mountaineer, an outdoorsman, a family man, a storyteller, a teacher and a man of faith.

Born in Cornwall, England, Mr. Alford first came to Canada in 1948 with a friend. He was contracted by the army to do the first survey of the Atlin Road. In 1951, he returned to the Yukon with his wife, Renée, who had just arrived from Paris, France.

He spent the next 63 years raising a family, climbing in the north's highest peaks, including Mount McKinley, or Denali, and Mount Logan, enjoying wilderness adventures with friends and family and sharing his knowledge of the outdoors.

He was always designing and building throughout his life, from cabins to kayaks. From the late 1950s, his kayak designs were published and shared with many people. In 1965, Mr. Alford was part of the expedition that guided Robert F. Kennedy on his ascent of Mount Kennedy, named after his brother, the late President John F. Kennedy.

Mr. Alford was a principal planner and party leader in the St. Elias alpine expeditions that marked Canada's centennial celebrations in 1967 and, in later years, in recognition of this, he was awarded the title, "Pioneer of the St. Elias". He wrote books recalling his work as a water surveyor and his outdoor adventures. He also shared his wilderness survival expertise through books and classes.

Mr. Alford was a beloved storyteller, but there are also many people with stories and memories to share about him. In every single one of these anecdotes, there is reference to

Mr. Alford's strong character. These tributes celebrate a happy man with an infectious laugh, a true gentleman, as well as a devoted father and loving husband. He was also described as a humble man with great generosity and integrity. His son Dominic described his father as a quiet, gentle adventurer.

Mr. Alford's adventures were fuelled by the peace and solace he found in nature, and through his joyful approach to life, he achieved many great things. These included two scientific expeditions to Antarctica, participation as an appointed member in the Polar Commission and the Yukon Geographical Place Names Board, membership in the Order of Canada and, last but not least, 63 very happy years of marriage to his wife, Renée, with six children, 13 grandchildren and seven great-grandchildren.

Mr. Alford was a perpetual explorer and throughout his life he demonstrated the same spirit of adventure. In 1950, with his friend Roy, they paddled a canoe for 4,500 miles from Castlegar, B.C. down to the Gulf of Mexico. At the age of 70, Mr. Alford switched his allegiance from the mountains to the sea and bought a sailboat in Alaska, where he has enjoyed sailing for the past 20 years. This past summer, in fact, as a 90-year-old man, he sailed for 10 days on the Alaskan coast, still embracing a life of adventure.

Mr. Alford was a very generous and giving man who inspired others to explore Yukon's wilderness with a sense of wonder and an attitude of respect. He treated life as a gift and not a day was wasted.

Another word that often comes up in reference to him is "legend". Let's continue to remember and pay tribute to Monty Alford, because we have indeed lost a Yukon legend. In closing, on behalf of the Government of Yukon, and indeed all members of this Legislative Assembly, I wish to extend our heartfelt sympathy to Mr. Alford's beloved wife Renée, his family and his many friends.

Mr. Speaker, some of the family members who have joined us here today include: Mrs. Renée Alford, their daughter Jacqueline Carew and husband Dr. Dan Carew, Dominic Alford — unfortunately, his wife Gayle is not able to join us today — and Mark Alford and his wife Susanne Hingley. Children who are missing are Michael Alford — who I grew up with here in Whitehorse — and his wife Lindsey, daughter Bernadette and her husband Jim, daughter Marguerite and her husband Kevin.

Of course, as you can see by the gallery, Mr. Speaker, there are also a number of other friends that have joined us here for this tribute, so on behalf of all members, I would invite all members to help me in welcoming the many friends and of course the family members of the late Monty Alford in the gallery here today.

*Applause*

### In recognition of the Yukon/Stikine Regional Science Fair

**Hon. Ms. Taylor:** It is my pleasure to rise today on behalf of the Government of Yukon to pay tribute to the hundreds of students across Yukon and northern British Columbia who have prepared science projects and competed

in school-based science fairs over the past month. Sixty-eight of these projects advanced to the 2014 Yukon/Stikine regional science fair competition, which took place at Yukon College this past Saturday.

This year's competition involved 83 students in grades 4 through 12, representing seven schools and Yukon home educators. These young scientists presented their work for public viewing, peer scrutiny and evaluation from teams of judges. They proudly explained their hypotheses, shared their results and responded to probing questions.

The science fair project is a long-standing educational tradition that fosters a host of skills, including independent inquiry, hypothesis formulation, careful planning, keen observation, clear reporting and effective presentation. It commands and demands academic rigour and adherence to a standard of practice — the scientific method — within a framework of scientific ethics. From start to finish, science fair projects engage students in meaningful learning. They encourage persistence and teach students how to deal with unexpected outcomes.

Science fair projects also help students develop communication skills, as they learn how to explain and answer questions about their research topics, methodologies and results. They form a bridge between the classroom and the world at large. Through science projects, students learn effective ways of studying and acquiring knowledge about the world around them.

Perhaps one of the most important benefits of a science fair project is that it teaches young Yukon minds to be critical of claims that cannot be supported or proven. The ability to think independently and critically is of utmost importance in a world filled with conflicting information from a myriad of sources. Although the science fair project may be a long-standing educational tradition, it is as relevant as ever as our schools move to more project-based experiential learning.

Moreover, participation in science fairs can be a very important factor in future career decisions, igniting sparks that lead our youth to study and employment endeavours in science and technology in their later lives. While all the weekend participants deserve recognition, the annual science fair competition involves the judging of projects and the awarding of prizes. Three outstanding projects travel to the national science fair competition held every year in May in a different Canadian city. Last year's finalists, which included Isabel Magsucang, KC Mooney and Sophia Ross — each of them travelled to Windsor, Ontario, where they stood shoulder-to-shoulder with other budding scientists who had been chosen to represent their respective provinces and territories. The trio did themselves and our territory proud and I'm sure they will never forget the experience.

It is now my great honour to acknowledge the three grade 9 students from Vanier Catholic Secondary School who will be heading to the Canada-wide Science Fair in Fredericton, New Brunswick, next May to represent our region. They are present in the House this afternoon and in a moment, I'll ask members to acknowledge them.

In first place was Kaleb Pritchett and his project. What he chose to pursue was "What cleaner works best for removing oil from feathers"? In second place was Aiden Stoker for his project, "How many sugars are in your smoothie"? In third place was Derek Hennings, who studied the strength of common construction softwoods.

Interestingly enough, I was just reminded by the principal, Ryan Sikkes, who has also joined us here in the gallery today from Vanier Secondary School, that each of these three projects are very relevant to today's Yukon. Whether it's applicable to diabetes or whether it's cold climate technologies in our construction materials and so forth, each of these are very much relevant and could do a world of good in terms of applying each of these technologies in today's territory.

Mr. Speaker, between now and mid-May when they will be convening in Fredericton for the national science fair, these particular students, joined with all of their counterparts across the country will have the opportunity to also hone their skills in each of their projects and become paired up with individual mentors. In fact, I was just suggesting to them that they may, in fact, want to appear before the Yukon Research Centre and perhaps even the Yukon College Board of Governors and make a presentation and to be paired up with those particular scientists as well.

I want to heartily congratulate Kaleb, Aiden and Derek. I wish them all safe travels and the very best of luck in Fredericton as they get ready for the national science fair in mid-May.

I want to also mention that, in addition to the three top award winners, over \$3,000 in prize money was distributed to projects judged the best in each grade, along with special awards, such as the Commissioner's award, the Heart and Stroke Foundation award, the Michael Crook's physics award, the Association of Professional Engineers of Yukon award, and the students' choice award. I want to congratulate each of the 18 recipients of these special prizes for their innovative projects, which included whether or not mint actually has cooling properties, night vision and the effects of acid rain on rocks, and clever titles like "Hockey Tape: Battle of the Brands", "The Bread Boat" and "Mind over Milk".

Of course, events like this weekend's science fair would not be possible without the organizational support and dedication of the greater community and, in particular, I want to thank: the organizing committee chair and coordinator of the Science Adventures program at Yukon College, Heather Dundas, financial officer; and, as I mentioned, Vanier Catholic Secondary School principal, Ryan Sikkes; chief judge, Tim Topper, who unfortunately could not be with us here today; and, of course, the more than 40 volunteer scientists, engineers, educators and others who made up this year's team of judges.

I also want to thank the teachers who supported each of the students in their projects with inspiration and encouragement, and the parents who offered support at home. I would also like to acknowledge the Science Adventures program that operates out of the Yukon Research Centre and

the Yukon/Stikine Regional Science Fair Society for their roles in making this year's science fair yet another successful educational and community event.

The invaluable support these individuals and groups offer is instrumental in engaging and challenging Yukon's young minds and is very much appreciated and valued.

In closing, I want to offer my congratulations to every student who accepted the challenge of preparing a project and who had the honour of participating in this year's Yukon/Stikine Regional Science Fair. Whether they took home a prize or not, they demonstrated initiative, independent thinking, creativity, resourcefulness and persistence, and those qualities make them all, indeed, winners.

As I mentioned, we have within the gallery here today, of course, the winners themselves — Kaleb Pritchett — and I would also be remiss if I didn't mention Kaleb's mom, who has also joined us — Nicola Pritchett — Aiden Stoker and Derek Hennings — and, of course, members from the organizing committee, including Heather Dundas, the chair, as well as Ryan Sikkes, our principal at Vanier Secondary School.

I want to encourage all members to join me in a very heartfelt warm welcome to each of these individuals.

*Applause*

**Mr. Tredger:** I rise today on behalf of the NDP Official Opposition to pay tribute to the Yukon/Stikine Regional Science Fair. One of the things I enjoy most about being an MLA is the opportunity to meet, work with and exchange ideas with people who are passionate and enthusiastic about their work and their endeavours. This is particularly so when it involves adults, children and learning.

I've come to expect such enthusiasm and passion at the annual science fair. This year, I was fortunate to judge at the Vanier school fair, as well as, once again, at the regional science fair.

Much of our life, we accept what we hear. We accept the trending beliefs, as they just are that way, or that's the way it is. I find it refreshing and inspiring that science and, in particular, the science fair projects, challenge students — indeed, challenge us all — to think, to question, to ask why and to ask what makes it so. It encourages us to challenge assumptions.

I was impressed with the questions, the rigour and the preparation that went into the projects I saw this year. Many were from students' lives, the everyday activities they encounter; consumer products, such as: Who makes the best hockey tape or which paper towels work best? One that might be of interest to the Member for Porter Creek North was a study of bacterial growth on hockey equipment. It was entitled "Is my gear alive?"

Another was, can we tell the quality of a product from on-line information? There were mind and lifestyle choices, night vision, what influences our shopping habits and, of particular interest today, energy efficiency. Do various types of music affect the ability to help us remember when we're studying? Which local wood has the most BTUs per cord? Which lights

are most efficient? Can we make energy from fruit? They all look at life from a scientific perspective.

I would like to thank the judges for taking time out of their day — people from all walks of life — scientists, educators — for their interest in student science and learning. Once again, Tim Topper coordinated the judges at the regional fair and, just as an aside, they're always looking for judges, so anyone who feels inclined to volunteer, there's an opening for you.

I would like to quote from Tim Topper's letter to this year's judges: "The science fair has wrapped up for another year, but I wanted to thank all of you for helping out by judging the projects. You did a great job of welcoming the students to the community of scientists. My favourite comment was from a parent, who told me how jazzed their child was to have a chance to talk with another scientist. If we have students thinking of themselves as scientists, even for a day, we're winning. And again, I was impressed by the care you took in your deliberations and the comments you provided to the students."

The science fair is always looking for volunteers. You don't have to be a scientist, just interested in kids — their thoughtful projects and encouraging them. Again, I would encourage everyone to take the time to volunteer or come out and watch and look at the science fair.

I would also like to thank U Kon Echelon, a local biking club that involves many students and adults in biking, for providing the food to the judges and volunteers.

I would like to congratulate the winners and acknowledge the incredible amount of thought, planning and work that went into their projects. At the same time, I would recognize the contributions of all the participants in the various school fairs, as well as those who were chosen to participate in the regional fair.

It would be important to acknowledge the support from parents, from educational staff in the schools, as well as at the departmental level in making it happen for our children. I would like to make a special thanks to Science Adventures, which provide support to teachers, volunteers and parents to promote the fun of science and technology to students. They have many activities which involve students and educators across the Yukon.

Yukon citizens can be proud of the many Yukon students who have gone on to study sciences at universities and around the world. These former students — now adults — are now practising scientists in many fields around the world. Many of them got their beginning at a regional fair.

Our educational system is richer for the science fair and, best of all, the science fair is an annual event. I would encourage anyone listening to get involved, to be sure to attend next year's fair — another slate of great projects, ideas and potential.

**Mr. Silver:** I rise today on behalf of the Yukon Liberal caucus to also pay tribute to the 2014 Yukon/Stikine Regional Science Fair.

The science fair provides students with opportunities for independent learning and to explore new interests and passions.

It teaches the value of innovation and technology, as well as the importance of exploring new ideas. This year, 68 science projects from students in grades 4 to 12 were selected to compete in the Yukon regional level. Projects from several schools, including Jack Hulland, Teslin School, Vanier Catholic Secondary, Whitehorse Elementary, Holy Family and Hidden Valley, as well as from the home educators, took part.

The winners in grade 7 to 12 will have an opportunity of course to represent us on the national stage in Fredericton, New Brunswick and I just want to say congratulations to the winners, to Kaleb and to Aiden and to Derek. Take that Yukon flag and represent us well in the Maritimes. You are absolutely the future of the Yukon and your innovation and your ideas and quest for knowledge will help drive the territory for many years to come.

**Speaker:** Introduction of visitors.

### INTRODUCTION OF VISITORS

**Hon. Mr. Kent:** There are a number of long-time residents of Riverdale North here who I would like to introduce, starting with Dave and Fran Hennings — proud grandparents of course of one of our science fair winners — Mr. Shakir Alwarid has joined us, as well as Mr. Fred Smith and, of course, Renée Alford, to whose husband I paid tribute. I would just ask members to help me welcome all those great residents of Riverdale to the gallery here today.

*Applause*

**Ms. White:** I would like everyone to join me in welcoming Mrs. Jean Johnson. It took me quite awhile to remember her first name, because I have known her since before I was five and it has always been “Mrs. Johnson.” So thank you so much for coming, it’s lovely to see you and if everyone would join me in welcoming her.

*Applause*

### TABLING RETURNS AND DOCUMENTS

**Speaker:** The Chair has for tabling the Yukon Human Rights Commission Annual Report for 2012-13 and the Yukon Human Rights Commission Annual Report for 2013-14. The commission’s annual report is provided to the Speaker pursuant to section 18 of the *Human Rights Act*.

The Chair also has for tabling the Human Rights Panel of Adjudicators Annual Report for 2013-14. This report is provided to the Speaker pursuant to subsection 22(8) of the *Human Rights Act*.

- Are there any other returns or documents for tabling?
- Are there any reports of committees?
- Are there any petitions to be presented?
- Are there any bills to be introduced?
- Are there any notices of motions?

### Notices of Motions

**Ms. McLeod:** I rise to give notice of the following motion:

THAT this House urges the Government of Yukon to continue to facilitate the successful hiring and retention of employees with disabilities by providing information and support to job-seekers, to the employers, to supervisors and to co-workers.

**Mr. Hassard:** I rise to give notice of the following motion:

THAT this House urges the Government of Yukon to continue its commitment to employment equity by providing programs and supports through the Workplace Diversity Employment Office that have helped make Yukon government one of the leaders among Canadian governments in assisting job-seekers with disabilities.

**Speaker:** Is there a statement by a minister?  
This then brings us to Question Period.

### QUESTION PERIOD

#### Question re: **Respectful Workplace Office**

**Ms. Hanson:** In 1998, in recognition of the need to foster a respectful workplace and to protect the Yukon’s public servants from harassment, the Yukon NDP government created the workplace harassment prevention office. Since the 2009-10 annual report — that’s five years — this government has not filed any updates on what work is being done to promote a respectful, healthy and well-functioning workplace.

With the creation of the Respectful Workplace Office in 2013, there was an expectation of a proactive approach to ensure that all government employees would receive the respect and support they deserve. An important aspect of ensuring that the Respectful Workplace Office is operating effectively is legislative oversight. What are the specific reporting requirements for the Respectful Workplace Office, and when will the minister table a report on the Respectful Workplace Office?

**Hon. Mr. Dixon:** The Respectful Workplace Office continues to work in collaboration with the YEU and with the Yukon Teachers Association to implement the respectful workplace policy that came into effect in April of 2013. Implementation is focused on educating our employees about the new policy and supporting them in building capacity to address and manage workplace conflict.

Outreach efforts have included the delivery of more than 60 training and information sessions in 2013-14 and another 28 sessions are scheduled for the end of this calendar year. Of particular note is the delivery of respectful workplace information to 800 educators at their summer academy in August 2014.

I should also note that the policy that was passed in 2013 established the Respectful Workplace Office Steering Committee. The committee is chaired by the Public Service Commissioner and includes representatives from the YEU,

YTA and the Aboriginal Employees Forum, as well as a human resources director and deputy minister.

The committee's role is to provide advice and support to the office, discuss policy issues, monitor progress, set an evaluation framework and approve any external investigators. We will continue to work through that steering committee to ensure that the Respectful Workplace Office is functioning as it was intended by the policy, and we will continue to work with the YEU, the YTA and other groups to ensure that we report back that Yukon employees have access to a respectful workplace.

**Ms. Hanson:** The current contract between the Yukon Teachers Association and the Government of Yukon will expire in 2015. When the respectful workplaces policy was being rolled out in 2013, the YTA requested that all staff of all Yukon schools — that is, both teachers and administrative staff — receive respectful workplace training together before the expiration of the current contract. The YTA wanted the respectful workplace training to include both teachers and administrative staff as a reflection of the importance of a healthy working relationship within our schools.

Can the minister tell the House how many respectful workplace training sessions have taken place in Yukon schools, and whether all Yukon teachers and administrators will have received respectful workplace training by the time the YTA contract expires next summer?

**Hon. Mr. Dixon:** As I indicated in my first response, it's worth noting that the delivery of respectful workplace information has occurred with over 800 educators in Yukon. In particular, this occurred at the summer academy this year, in August 2014, so my understanding is that the majority of Yukon teachers attended these academies and that, through this particular venue, they did receive respectful workplace information pursuant to the policy.

I believe that many educators have received this information and this type of training, and we will continue to do that training and provide that information through the processes we have identified, as well as the Respectful Workplace Steering Committee, which includes representations from the YTA, the YEU and other groups, including the Aboriginal Employees Forum, to ensure that not only educators, but all Yukon public servants have the ability to not only have this information, but to operate and work within a respectful workplace.

**Ms. Hanson:** So far we have heard no reporting requirements in the policy, and nothing "workplace" for schools.

The last annual report of the harassment prevention office in 2009-10 highlighted the aboriginal employees support pilot project. Under chapter 22 of the Yukon final agreements, the Government of Yukon is required to assist and facilitate the professional engagement of Yukon First Nations so that the objective of a representative Yukon public service is achieved.

Implementation of the aboriginal employees support project could help to satisfy the goals set out in the respectful

workplace policy to create an inclusive, diverse and non-discriminatory public service.

Can the minister explain whether the aboriginal employees support pilot project has become a permanent component of the respectful workplaces policy and, if so, how it is being implemented?

**Hon. Mr. Dixon:** The Public Service Commission is committed to advancing the shared vision of Yukon's land claims agreements and a representative Yukon government workforce, as well as high-quality public service delivery in Yukon. People are at the heart of our public service, and we actively support and promote collaboration with First Nations on a broad range of human resource matters.

In particular, with regard to the implementation of the revised final agreement representative public service plan, that work is well underway. PSC is working closely with departments to explore options for meeting Yukon government's obligation to employ a representative of public service and to assist with more implementation efforts. This has resulted in creative recruitment drives and a more focused overall approach. Services have been increased to support the recruitment and retention of aboriginal people. The Yukon government continues to meet with participating Yukon First Nations on implementation matters via a bilateral representative of the public service working group and to provide updates to the tripartite Land Claims Implementation Working Group.

We're also engaged in the bilateral representative public service working group, which is comprised of representatives of PSC, corporate Human Resources staffing and Staff Development branches and the Champagne and Aishihik First Nations, Tr'ondëk Hwëch'in, Vuntut Gwitchin, Little Salmon Carmacks First Nation, Teslin Tlingit Council, CTFN, NND, Selkirk and Ta'an Kwäch'an First Nations.

We're engaged with Yukon First Nations and we're implementing this provision of the final agreement.

#### **Question re: Community development**

**Mr. Tredger:** Infrastructure such as recreational facilities and space for emergency services are critical to Yukon's communities. However, it is hard to understand how the priorities are set or how funding decisions are made when there is no clear strategic plan in place. Communities have identified priority needs that are not being addressed, even though need is proven, and in some cases, facilities promised remain in limbo.

Will the government tell Yukoners how infrastructure projects are prioritized and what long-term strategic planning is underway for financing essential infrastructure for rural communities?

**Hon. Mr. Cathers:** It sounds like the Member for Mayo-Tatchun is somehow not aware of the fact that under the Building Canada fund — the current one that is wrapping up — we consulted with municipalities on an infrastructure plan. At that point, the highest priority was given to investments that had to be made in the areas of water quality and other health and safety infrastructure. The significant

changes to Canada's drinking water standards required a number of facilities, both municipalities and outside of municipalities, to be upgraded and so those items were the highest priority in the original Building Canada fund. In fact, we have already communicated to municipalities that we're going to, again, over the course of this winter, be consulting with municipalities on their priorities for infrastructure for the next 10 years.

**Mr. Tredger:** It sounds like the minister opposite didn't hear the question.

Families that are considering moving to a rural Yukon community consider the available services and potential opportunities for their children before committing to make the move. This includes access to recreational facilities, which are integral to an active and healthy lifestyle, especially during the winter months when darkness can limit outdoor activities. In Carmacks, the covered outdoor rink is not open this year because of structural concerns and the community lost an important recreational facility. The Little Salmon Carmacks First Nation and the Village of Carmacks have made building an arena a priority.

Mr. Speaker, what is the government doing to help Carmacks develop a plan to build an arena?

**Hon. Mr. Cathers:** What we'll do is we'll work with the municipality of Carmacks, as we work with other municipalities, on hearing from them about their infrastructure priorities.

Since 2008, 76 Building Canada fund projects have been approved and implemented throughout the territory with eligible costs totalling over \$265 million.

Many of these investments, as I've noted, were in areas such as water and sewer, which were high priorities for municipalities and the Yukon government as a result of changing standards, particularly in the area of drinking water. The other areas that are available for municipalities to make their own infrastructure investments also include the gas tax funding.

Again, as I indicated to the member previously — but it appears he did not listen to the answer — we will consult with municipalities over the course of the next several months on their infrastructure priorities, and we will work with them to hear from them. I can tell the member again that — should we anticipate that any areas, such as drinking water, that are necessary for public health and safety, are likely to be given the highest priority but, in fact, we've worked to get expansions to the eligibility that include recreation facilities so both the gas tax and Building Canada can be used in those areas. We will work with them in discussing their priorities and work with municipalities to achieve them.

**Mr. Tredger:** I wonder how long the minister has been consulting with the City of Dawson on their rec centre.

The old fire hall in Beaver Creek is scheduled to be demolished this spring. It also houses the library, and the community doesn't know what will happen to it after the fire hall is knocked down. Sadly, the situation faced by residents of Beaver Creek, just like Carmacks' shuttered rec services and Dawson City's continuously delayed community

recreation centre, is emblematic of many other communities that are being left behind by this government.

Community infrastructure is falling apart and the Yukon Party government continues to deal with these problems in an ad hoc manner. When will the government develop a long-term strategic plan to ensure that all Yukon communities have needed facilities in a timely and predictable manner?

**Hon. Mr. Istchenko:** On this side of the House, we're very proud of what we're doing here in managing our capital projects responsibly, planning government space efficiently and maintaining our buildings adequately. This includes replacing buildings when they have reached the end of their useful life.

In 2010, Highways and Public Works adopted a new approach to managing government buildings. Each department provides us with the most current information about their staff and program needs so they can be located in suitable space to deliver the best possible services to Yukoners. This information is updated annually and is part of a longer-range five-year government plan.

Managing and maintaining our buildings and our budgets are priorities for this Yukon government. It is a balancing act, but we're responsible for making sure that we use our available funds in the most effective, responsible ways possible. Sometimes this means making difficult decisions, but we work on this. I'll remind the members opposite that they have never voted for one of our budgets yet. We have 12 capital projects underway right now, which the opposition never voted for.

#### **Question re: Emergency 911 coverage**

**Mr. Silver:** Yukoners have been waiting for the Yukon Party government to implement a territory-wide 911 service for over a decade now. In the last couple of years, after repeated criticism from the Association of Yukon Fire Chiefs, municipalities and on the floor of this House, the government has reluctantly moved forward this file. We have been told by the government excuses like, "it's in Northwestel's hands", and "the community lacks proper numbering on their houses", as a result of the lack of progress.

Yesterday the CRTC, our national communications regulator, put the blame for the delay squarely on this government, saying that it was behind the curve on 911 services.

Just to make sure that the government gets the point, CRTC also said — and I quote: "We are not happy that the Yukon has been lagging behind in implementing this."

Does the minister accept the criticism of this government from the CRTC?

**Hon. Mr. Cathers:** Well first of all, the member is, in fact, mischaracterizing what was said by the CRTC. The CRTC has a mandate and expectation, as part of the role they play — they encourage all jurisdictions to implement 911 within those jurisdictions. That is part of what they strive to achieve.

But from the very commissioner who spoke on this issue — he acknowledges the fact that many areas within the



country, including within the other territories and within some rural areas in provinces, 911 dispatch is not in place. They, again, encourage everyone to make progress. Of course they would always rather progress was made more quickly. We, in fact, have, been working on this area.

I remind the member that adding to his record of misstatements in the House — this is the same member, the Liberal leader, who said unequivocally in the spring that the CRTC would never approve our interim 911 solution. Well, once again, the Liberal leader was wrong.

**Mr. Silver:** It's hard to misrepresent a direct quote — but whatever.

The Yukon Party has simply failed to deliver on bringing 911 services to the entire Yukon. The CRTC put the blame for this failure at the feet of the government, saying — and I quote again: “We are not happy that the Yukon has been lagging behind in implementing this.”

The CTRC also criticized what it referred to as the government's stop-gap interim 911 service plan — stop-gap interim 911. The CTRC said — and I quote: it “turned itself inside out” to accommodate the government's plan and praised Northwestel for its work. The only group that the CRTC had any criticism for was this government.

When will Yukon communities have basic 911 services, instead of stop-gap 911 services?

**Hon. Mr. Cathers:** What the member is either unaware of, or is choosing to misrepresent in this House, is the fact that we received a specific request from Yukon municipalities and from AYC itself to work with them to ensure that they are comfortable with the logistics and what is involved with 911 dispatch. Yukon municipalities have, in some cases, expressed a concern to us directly that they feel that moving to a dispatch centre may lose community knowledge of areas. We have respected that concern and — at the direct request of AYC — provided them with a commitment that we would work with them and would not be seeking to force 911 dispatch down municipalities' throats.

Again, the member is either ignorant of the facts or is choosing to misrepresent them. In fact, the CRTC plays a role as a national regulator — they have approved this innovative solution. We will continue to make progress toward full territory-wide 911, but once again, the Liberal Leader is either unaware of the facts or is choosing to misrepresent them.

**Mr. Silver:** Oh, I assume, Mr. Speaker, there is a third option there.

It is very rare for a public regulator to criticize government. You really have to mess things up pretty bad to find yourself being publicly called out in this way. Given this government's bungling of this issue, the criticism from CRTC is well-deserved. The Association of Yukon Fire Chiefs has also been critical of this government's foot-dragging on 911. It has publicly condemned this government's attempt to characterize the stop-gap solution as something to be proud of.

I will quote here. The Association of Yukon Fire Chiefs has said: “This isn't the be-all for a 911 system, because it isn't a 911 system.”

We know this government has a hard time accepting responsibility for its inactions and it is a standard response to lash out to anybody who is going to ask any questions and we are seeing that once again here today.

Here's a question that maybe the minister can answer: Will 911 be rolled out in waves in rural Yukon, or will it be all at one time?

**Hon. Mr. Cathers:** Again, I do have to point out and again criticize the Liberal leader for being wrong about the facts. I remind the member that when we heard from municipalities — perhaps the Liberal leader would ignore municipal concerns and not work with them — but in fact we respect their concerns. We have been working on this issue and will continue to do so. We have also made unprecedented investments in improving emergency medical services, investing in our ambulance service, investing in fire across the territory — every dollar of which the Liberal Leader has voted against.

I would encourage the Liberal Leader to call the president of the Association of Yukon Fire Chiefs and I would point out to him that the president of the Association of Yukon Fire Chiefs called me to thank me for the work that we had done and expressed his appreciation. I also thanked him and expressed appreciation to him, as I did to the president of the Association of Yukon Communities for their partnership, their support and their continued efforts in working with us to find the solutions that address the needs of all Yukoners across the territory.

When we do implement full territory-wide 911, I am sure the Liberal leader will vote against that too, as he has voted against every dollar of capital investment in his own community.

#### **Question re: Yukon Housing Corporation programs**

**Ms. White:** With increasing costs for energy, people want to find ways to save money on their energy bills. Many homes in Yukon are more than half-a-century old and don't hold heat because they aren't well-insulated. Some homes still have single-glazed windows, or simple slab exterior doors with minimal insulating value. Other homes still have old-fashioned fireplaces that chill homes better than they heat them.

If a homeowner wants to fix all of these deficiencies, the renovation and upgrade costs can easily exceed the loan amount available through the home repair program. How does this government expect the home repair program to help homeowners be proactive in reducing their greenhouse gas emissions when the loans are capped at \$35,000?

**Hon. Mr. Cathers:** In fact, what I can tell the member is that Yukon Housing Corporation right now — the board — is in the process of doing a review of all of their loan programs. Some of the loan programs have been on the books for many years and are not commonly used. They believe, as do I, that there is opportunity for improving these loan programs through changing the structure. Looking at the potential for increased investments in energy efficiency is one

of the areas that is being looked at by Yukon Housing Corporation as well as by the Energy Solutions Centre under my colleague, the Minister of Energy, Mines and Resources. I appreciate the member's concern and I can give her the good news that, in fact, along with the board of the Yukon Housing Corporation, we are working on this issue.

**Ms. White:** I thank the minister for that answer. I look forward to the public consultation on these programs.

I am going to continue with the repairs list. Getting a home airtight is the first step to heating it efficiently, and then there is the new furnace to heat the newly insulated home, and then the new chimney and possibly the new fuel tank. It isn't uncommon for homes to have structural deficiencies or safety hazards that need upgrading, such as a sagging roof, uneven floors or steep stairs. So after taking the 12 years to pay off the first \$35,000 loan, homeowners then need to take another 12 years to pay off the next \$35,000 loan for the next set of improvements.

Will the minister tell homeowners why the loan is capped at \$35,000 rather than letting them simply get on with all of the eligible repairs in a single construction phase?

**Hon. Mr. Cathers:** What I can tell the member is that I am sure the reason that the loan was capped at \$35,000 is that, when that program was set up, the intention of that structure would have been to limit the maximum amount going to any individual applicant to increase the number of eligible applicants who could access the program. Without making any commitments about whether or not that level will change — because that is something that would be looked at by the board of Yukon Housing Corporation — I can assure the member that that program is one of the areas being looked at, and it's certainly possible that that cap may be adjusted. Again, that is a matter within the jurisdiction of the board of Yukon Housing Corporation, so I will leave it to them to do their good work in reviewing it, but I am sure they will consider the member's comments in that area, as will I.

#### **Question re: Diabetes programs**

**Ms. Stick:** Diabetes is a chronic disease that can lead to serious secondary diagnoses, including kidney disease. People with diabetes have a mortality rate that is twice as high as those without the condition. In the Yukon, diabetes and kidney failure are among the top 10 leading causes of death. These diseases are highly preventable and controllable, but require comprehensive prevention, detection and management. The Auditor General noted in 2011 that the Yukon does not have a systematic process to collect community-based diabetes data. On December 9, the minister told this House — and I quote: "We have a baseline; we have a plan." The clinical services plan does not distinguish between type 1 and type 2 diabetes, and reports that rural data is variable and insufficient.

When will this minister direct his department to perform comprehensive diabetes data collection?

**Hon. Mr. Graham:** Mr. Speaker, I reminded the member opposite the other day that the clinical services plan was completed only in the spring of this year. It takes some

time, first of all, to digest the complete plan, to prepare a response to the plan and then to do an implementation plan. We are in that phase right now. We are attempting to do an implementation plan.

It's interesting that when we do a study such as a clinical services plan that is designed to better inform the government on where we should be going over the next five, 10 to 15 years in terms of health care — and it's a very honest, complete report that we expect to use — we are then criticized by the members opposite for not implementing the plan on the day after its release.

We are in the process of doing an implementation plan and, as soon as we possibly can, we will get the answers that the member opposite is seeking.

**Ms. Stick:** Other jurisdictions in Canada have strategic plans that include diabetes care. For instance, the Northwest Territories aims to reduce the incidence of type 2 diabetes by a set rate annually while Saskatchewan is aiming to ensure 80 percent of diabetes patients receive the best care by 2020. Here in the Yukon, the minister has a plan, but it seems to be to wait for more information. The 2014-19 strategic plan and accompanying performance framework, which was only posted on-line Tuesday afternoon of this week, have no such targets or measures for diabetes.

Mr. Speaker, by what date will the minister develop relevant, reliable data to support targets and measures to track and improve diabetes care? This is not a new issue.

**Hon. Mr. Graham:** Of course it's not a new issue, Mr. Speaker. We've been aware of it for some time. We are working with the population around the Yukon to address the root causes of diabetes through healthy living and reduction in weight, as well as reduction in sugar consumption, so it's not something new to us.

The clinical services plan also — the member opposite obviously has it, but she's not reading it if she doesn't take a look at the data compendium that is with this clinical services report, because, in that data compendium, they have a baseline for almost every disease and every incidence in the Yukon that we could hope to map. We are in the process, as I said, of developing an implementation plan. I realize the member opposite thinks we should be able to do it tomorrow. Unfortunately, we can't. We will as soon as we possibly can.

**Ms. Stick:** As I mentioned, the clinical services plan does not distinguish between type 1 and type 2 diabetes, and that is important, but it also reports — and I did read it — that rural data is variable and insufficient.

Mr. Speaker, we also have this new plan. Thirteen of the 20 benchmarks and a handful of baseline measures in this report are labelled "to be determined". These are the specific targets in six targeted areas that the minister referenced earlier this week.

When it comes to type 2 diabetes or to secondary diseases such as kidney failure, the report says these "may be developed in the coming years, depending on data availability".

Mr. Speaker, Yukoners have been waiting. When will the minister commit to collecting community-based data on

chronic disease, including diabetes, to develop specific targets for chronic disease?

**Hon. Mr. Graham:** As data becomes available, it's very simple to understand. That data is currently not available, obviously. We will be taking steps within the department to make sure that is improved in the future. We simply can't be all things to all people. Even though we are almost one-third of the total territorial budget at the present time, we're attempting within a limited budget to improve the services across the board.

Mr. Speaker, you only have to take a look at some of the things that we've done in the last two or three years and some of the planning that we've undertaken, as well, to understand that there are priorities. We are working on those priorities. We do have a limited budget, albeit as large as it is, and we are attempting to improve things as much as we possibly can within that budget.

**Speaker:** The time for Question Period has elapsed. We will now proceed to Orders of the Day.

## ORDERS OF THE DAY

**Speaker:** We are now prepared to receive the Commissioner of Yukon, in his capacity as Lieutenant Governor, to grant assent to bills that have passed this House.

*Commissioner Phillips enters the Chamber, announced by the Deputy Sergeant-at-Arms*

## ASSENT TO BILLS

**Commissioner:** Please be seated.

**Speaker:** Mr. Commissioner, the Assembly has, at its present session, passed certain bills to which, in the name and on behalf of the Assembly, I respectfully request your assent.

**Clerk:** *Public Interest Disclosure of Wrongdoing Act; Act to Amend the Marriage Act; Act to Amend the Fuel Oil Tax Act; Act to Amend the Financial Administration Act and Other Enactments.*

**Commissioner:** I assent to the bills as enumerated by the Clerk.

*Commissioner leaves the Chamber*

**Speaker:** I will now call the House to order.

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

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

*Motion agreed to*

*Speaker leaves the Chair*

## COMMITTEE OF THE WHOLE

**Chair (Ms. McLeod):** Order. Committee of the Whole will now come to order. The matter before the Committee is general debate on Vote 55, Department of Highways and Public Works, in Bill No. 15, entitled *Second Appropriation Act, 2014-15*.

Do members wish to take a brief recess?

**Some Hon. Members:** Agreed.

**Chair:** Committee of the Whole will recess for 15 minutes.

*Recess*

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

### Bill No. 15: *Second Appropriation Act, 2014-15* — continued

**Chair:** The matter before the Committee is general debate in Vote 55, Department of Highways and Public Works, in Bill No. 15, entitled *Second Appropriation Act, 2014-15*.

#### Department of Highways and Public Works

**Hon. Mr. Istchenko:** I want to welcome my official, Allan Nixon, ADM of Transportation, who is in the House here with me today. I do want to thank the other officials who work for us preparing these budgets. The Department of Highways and Public Works is a pretty large department and there's a lot of work that needs to be done.

It's a pleasure to present the supplementary budget for the Department of Highways and Public Works. At Highways and Public Works, we build and maintain public buildings that provide vital services across the Yukon. Our Information and Communications Technology — ICT — branch provides valued functional and cost-effective information, management information, technology, telecommunications support for the delivery of services to the public and for the internal government administration. We also build and maintain roads, bridges and airports, among other things.

Yukoners rely on their roads, bridges, buildings and airports to go about their everyday lives, and we continue to meet the challenges of maintaining this vital infrastructure all year-round. Every year, Yukon roads and highways draw thousands of travellers from around the world to experience a safe and secure driving experience in an authentic, unspoiled wilderness setting.

We do face significant challenges in developing and maintaining these networks of roads that provide the very foundation of our territory.

We face these challenges while ensuring that the Yukon's roads and highways, buildings and other resources are maintained in a safe, effective and timely manner.

That such huge challenges are met every year is a testament to the good men and women who devote their careers to building and maintaining all parts of our vital Yukon infrastructure. These responsibilities and challenges

are reflected in the initiatives identified in this supplementary budget. I am proud of our achievements thus far and I am pleased to present to the House today the supplementary Highways and Public Works budget for the 2014-15 fiscal year.

The total request for Highways and Public Works is a decrease of \$12.083 million. The majority is for a capital funding decrease of \$12.525 million due primarily to an Alaska Highway Shakwak project surplus and the cancellation of the Nisutlin Bay bridge. The request in O&M funding of \$442,000 was due primarily to new funding for emergency washouts that occurred last spring on various Yukon highways. A significant amount of work was required in the Fraser area as a result of a mudslide on the south Klondike Highway — you might remember that, Madam Chair. \$20,000 in new funds are requested, which will be fully recoverable from Nav Canada to offset CPI inflation costs associated with the community aerodrome radio stations — our CARS service contracts in our eight Yukon communities.

The department has identified a decrease in its capital funding in the amount of \$12.5 million. This decrease in funding requirements is due to \$18.8 million being no longer required as a result of project surpluses, cancellations or deferrals of projects. This was offset by \$5.3 million in new funds required and \$989,000 required for revotes for a net decrease in capital funding of \$12.5 million. Of the \$18.8 million surplus, cancelled or deferred project funds, the majority is as a result of the \$7.39 million surplus for our Shakwak project and the \$6.5 million for the Nisutlin Bay bridge project cancellation.

The remaining \$4.9 million decrease is due to \$3.083 million in funds deferred to 2015-16 for Campbell Highway construction. There is a \$1.1 million in savings from the Whitehorse airport runway panel project resulting from bids being received lower than estimated, which is good. \$500,000 is deferred to 2015-16 for tentative accommodations at the main administration building for our Executive Council Office. The remaining \$187,000 decrease is a result of savings on miscellaneous projects.

Madam Chair, \$1.1 million is requested in new funds for transportation facilities, equipment, planning and engineering, including \$580,000 for upgrades to the *George Black* ferry, repowering of the electronic engines and the marine project; \$230,000 for the Whitehorse flight kitchen demolition; \$185,000 for the Dawson air terminal building expansion; and \$100,000 for miscellaneous projects.

There is \$2.5 million requested under the Campbell Highway. This is to continue construction, reconstruction, surface repairs or maintenance works at various locations for \$1.749 million and to complete BST and right-of-way clearing for \$749,000. There is \$915,000 requested under bridges; \$540,000 is to complete work on the Tatchun and Haldane Creek bridges; and \$375,000 is for various other small bridge projects, including Partridge Creek, Johnson's Crossing and others.

There is \$594,000 requested for other airport projects; Whitehorse Airport work, including parallel runway pavement

overlay for \$288,000, the Faro Airport terminal replacement of \$125,000 and other small airport projects for \$187,000. There is also \$853,000 in funding requested to continue building maintenance projects, such as the Yukon College chiller replacement project for \$466,000; the heating and ventilation upgrades at 461 Range Road for \$202,000; and minor building repair work for \$185,000. This request has been approved as a revote for inclusion in the Supplementary No. 1.

Highways and Public Works continues to focus its efforts on building and maintaining a foundation that will enable Yukoners to get where they need to go and to do what they need to do.

Thank you for your time today, Madam Chair. I look forward to the questions that come from the opposition. I hope that we can get some answers to them and I guess I will just sit down.

**Ms. Moorcroft:** Thank you, Madam Chair. I would like to thank the minister for his opening remarks. I also want to thank the official in the House and the officials who gave us a briefing between that and the minister's opening statements. We have heard most of the information related to this supplementary budget. I would also like to thank all of the employees of Highways and Public Works, whether they are the ones that are listening to help the minister and his official in the debate, or whether they are working to keep our roads and airports safe.

With Highways and Public Works and their broad mandate, including information and communications and property management, there is no question that the work of the Department of Highways and Public Works touches the lives of every Yukoner every day.

So I am pleased to rise with questions for the minister related to the supplementary budget and the department's operations. I want to begin with the Alaska Highway corridor functional plan and I asked the minister about this last week. When we debated this in the spring, the minister said that he would table the Alaska Highway corridor functional planning report when it was complete. The initial contract amount was for \$437,790. There are three addenda to that contract. The total is now \$529,997. Could the minister tell us why there have been three change orders totalling the \$92,207, whether he anticipates there will be any more change orders and whether the report has been completed and submitted?

**Hon. Mr. Istchenko:** In response to the member opposite's question, the reason for those change orders is we allowed these changes — some options there — so we could utilize the same contract that we had there with these changes and when they go out for consultation. So we're still working on the draft functional plan for the highway corridor, and it will be consistent with national standards for our highway system. We know there's a lot of interest in the future plans for the Whitehorse corridor. The next phase of the project will provide opportunities for full public discussion on the draft plan. This discussion is expected to take place early in 2015 — I think I said late fall, early 2015.

The public will have the opportunity to participate in an open dialogue about the needs of the community and what level of investment we can afford, and that we're prepared to make. We are pleased to have this functional plan for the Whitehorse corridor, which supports ongoing economic development with the Yukon Territory to allow our Yukoners to get there and back again safely.

I might add, Madam Chair, that we're also in the process of doing functional planning on the Klondike Highway, the Freegold Road, the Nahanni Range Road — and that's just so that, as the economy grows and as traffic starts to increase, we have basically some shovel-ready projects that we can move forward with.

**Ms. Moorcroft:** The minister has just referred to the Klondike Highway functional plan. I don't believe there was a news release when that contract was awarded, although there was with the Alaska Highway corridor functional plan. Could the minister tell us what portion and length of the North Klondike Highway will be assessed? Will it review transport truck traffic? What elements are they going to be assessing and when will that plan be made public?

**Hon. Mr. Istchenko:** We're looking at the entire Klondike Highway. It'll be sort of the same process, except where we're going to see — this will be able to be done a little bit quicker, due to the fact that there's not so much community involvement and not quite as much traffic.

As to the same thing with the Whitehorse corridor — the member opposite asked earlier — the proponent that's going to do this work will get busy at it here, and I believe early next spring we should probably be able to have a look at that.

**Ms. Moorcroft:** When the minister says the entire Klondike Highway, is that both the north Klondike Highway and the south Klondike Highway? I can see the minister is nodding his head. So when he said that he would have information in the spring, do you anticipate having the contract completed in the spring or reporting back in the spring?

**Hon. Mr. Istchenko:** We'll be reporting back in the spring as to the progress.

**Ms. Moorcroft:** I thank the minister for that answer, and it brings me back to the Alaska Highway corridor functional plan, because this has been ongoing for a number of years, with very little information provided in the House when we've asked for it.

Could the minister give an interim overview — I imagine that, considering the contract expenditures, there has been a considerable amount of work already done in relation to looking at the intersection safety and the shoulder width and minimum-length standards for acceleration and deceleration lanes; the median strips are a safety concern, and our offices get calls frequently from members of the public about the need to address safety concerns on the Alaska Highway.

The minister has already done some high-level consultations. He has indicated the contractor has done a lot of work. Can he just give a little bit more of an update about the project please?

**Hon. Mr. Istchenko:** Just for those in the House, the Whitehorse corridor is approximately 40 kilometres long and it extends from kilometre 1401.2 at Gentian Lane to kilometre 1449 at the northern municipality boundary of Whitehorse. I might add, actually, there was a long-term plan years and years back, I think completed in 1990. We're putting money back into it, because you see, as the Yukon grows — the government is taking a phased approach to this. I mentioned to the member opposite that we had done some high-level consultation with the First Nations, the City of Whitehorse — the big key players. When we do this phased approach — and our offices do get calls with safety concerns and safety issues, as do your offices, and lots of the time, they don't come as high as my office; they just go out to the department.

That's why, exactly, when we do this phased approach to it, the smaller, individual projects will go on over the years. Then we'll be able to do some consultation, definitely with the affected residents who are right in that area, or businesses.

**Ms. Moorcroft:** There is also a contract for \$12,800 for lidar mapping for the Whitehorse corridor. Is that related to the functional plan? Could the minister provide some details?

**Hon. Mr. Istchenko:** This is new technology that we're using on all of our major highways actually. This helps with design and engineering. When I was at the Transportation Association of Canada meeting a few years ago, I had the opportunity to look at some lidar on some of the bigger highways in the south. It's new and our engineers really like the new program. It does help us assist with design and planning.

**Ms. Moorcroft:** I just wanted to make another comment on the north Klondike Highway and south Klondike Highway functional plan and the minister's statement that he thought it would be a lot quicker because there were fewer communities to consult. I know that my colleagues would want to ensure that the communities of Carcross, Carmacks, Pelly Crossing and Stewart Crossing were included in the consultation. Given the length of time that the work on the Alaska Highway corridor in the Whitehorse area has been going on, I would hope the minister can come back in the spring with something on the north Klondike Highway, but it seems like a very ambitious time frame given the work that is still ongoing for the Alaska Highway corridor.

I would like to ask the minister about the transportation of dangerous goods, which is regulated by Canada's *Transportation of Dangerous Goods Act, 1992*, but there are supporting roles for the Government of Yukon. I asked the minister about the emergency response plans that are a requirement to be carried in transports. I asked the minister if he would be willing to look into if it was feasible and desirable to have the emergency response plans registered at the weigh scale when the traffic is coming through, and then shared with first responders. There could be a need for first responders to come out when there has been an incident with the transportation of dangerous goods, as we saw in Dawson earlier this year.

Can the minister respond to that? What is he thinking?

**Hon. Mr. Istchenko:** For just a little bit of background, the tanker trailer containing the liquefied natural gas tipped on the site upon exiting the refuelling facility near Dawson City on September 30, I believe. The trailer containment remained intact and no liquefied natural gas was released. The tractor did not tip over during the incident. Weigh station staff ensured that the transportation of dangerous goods documentation accompanied his load as per regulatory requirements. Investigation into the response to the incident indicates that the transportation of dangerous goods emergency response requirements were followed correctly.

All emergency response assistance plans are approved by Transport Canada. There are no requirements under legislation, federal or Yukon, to file and register a copy of these emergency response plans with weigh station enforcement staff. But under existing legislation, the emergency plan and 24-hour contact number are required to accompany the driver on all shipments of dangerous goods, which would activate the detailed emergency response should an incident occur. So our weigh station staff regularly enforce the requirements for this accompanied document. They check it. If this document is missing, the driver does not proceed. They do not let him go, and then he has to get his paperwork in order.

**Ms. Moorcroft:** I thank the minister for that answer. I was aware that the weigh scales enforce the requirements and check the documents, but the minister didn't respond on the question of, when there is an incident, whether we could do a better job of making sure emergency personnel have information in advance.

Can the minister tell us what kind of specialized training might be given to the crews to help ensure their response is appropriate for an incident involving transportation of dangerous goods to ensure the public safety?

**Hon. Mr. Istchenko:** That was something that actually, after the incident, I talked with the Minister of Community Services about. It is the first responders who do that and it falls under Community Services, but they are trained. They do take training. Our weigh scale staff don't take this type of training because they are not the ones who would go out to that. Our highways employees come across many incidents, but it is the first responders who show up who are the site specifics, and they fall under the jurisdiction of Community Services. He could probably update a little bit more on what exact training and stuff they have. I don't have that at my fingertips.

**Ms. Moorcroft:** What I am suggesting to the minister is that it might be beneficial to have a communication protocol between the weigh scale staff, who enforce the requirements for carrying emergency plans, and the emergency measures personnel, who are in another department, so that they can be well-prepared.

I will leave the minister with that and move on to the *Motor Vehicles Act* amendments. We had a fairly thorough debate on the *Motor Vehicles Act* amendments, and the amendments that the minister brought forward do not require drivers to wear helmets and have insurance unless they are on

a major road and only if they are under the age of 16. I just wanted to ask the minister what his plan is to ensure the safety of off-road vehicle drivers who are 16 years of age and above, for whom there is very little in the way of requirements to ride safely and wear a helmet.

**Hon. Mr. Istchenko:** I do thank the member for her earlier question. I'll go to the ATVs, but I just want to let her know that, with the weigh scale staff and highway equipment operators and the ones who maintain the road, there is a communications protocol between the departments — who you phone. They have that at their fingertips at all given times so there is work between the two departments.

When it comes to ATV safety, of course the government is committed to taking care of Yukon and the safety of all Yukoners. We know that Yukoners love to spend time outside, enjoying what Yukon has to offer. One of the most popular ways, of course, is to do this with off-road vehicles — whether you're out for work, recreation or for hunting. We want to make sure that Yukoners travelling around the territory on off-road vehicles are safe so we are introducing — when we brought these amendments forward to the *Motor Vehicles Act*, it was to address the off-road safety concerns. As a government, we are finding the balance between ensuring safety, protecting our youth — our children — and putting responsibility for personal safety in the hands of the adult riders and that's key. We believe that the responsibility for personal safety should be in the hands of the adult riders. These amendments to the act — I said they require all youth under the age of 16 to wear a helmet, wherever and whatever they are travelling. Anyone else who is travelling on our roads is to wear a helmet and all drivers are to hold a valid operator's licence, vehicle registration and insurance whenever they are on the roadway part of our maintained highways.

Madam Chair, these amendments do deliver on the government's commitment to Yukoners to take action on the select committee's recommendations and we encourage all riders to complete ATV safety courses and to understand the risks associated. I work with youth quite a bit and there are courses — actually, I am an ATV safety instructor, qualified — with the department through education, with the Department of Environment — education campaigns. I spent last weekend down at a funeral and there were a lot of trappers and a lot of Yukoners down there who thanked me for keeping the balance in this act. Fundamentally, we're not always going to agree in this House on which direction to go, but on this side of the House, this is what we came up with and we're proud of it and I think Yukoners are pretty proud too.

**Ms. Moorcroft:** What the minister is calling a "balance", we are calling "unsafe" and we know there are a lot of members of the Yukon public who are not satisfied with this government's *Motor Vehicles Act* amendments. There have been a number of studies done in Canada and during the debate on the bill, we made note of the fact that a 10-year study in Alberta and lengthy studies across Canada have shown that the highest-risk group for fatalities and crippling injuries are young men aged 16 to 21. I would urge the

government to reconsider helmet use and to do more than have voluntary requirements to wear a helmet when on an all-terrain vehicle.

On the amendments, the minister just indicated that all maintained highways are places where those on off-road vehicles will have to wear helmets and have registration and insurance. In Schedule 1 of the *Highways Act*, maintained highways includes the Top of the World Highway from Dawson to the Alaska border and it is closed seasonally. It's not closed by an order-in-council; it's closed seasonally.

So the question relates to the Trek Over the Top international snowmobile run from Tok, Alaska, to Dawson City, Yukon. There's a potential for up to 200 participants. I would like to know if the minister has had his officials talk to the organizing agencies — the Alaska Trailblazers, the Klondike Visitors Association and the Dawson City Sled Dawgs — about the impact that these amendments will have on the race, particularly the question of licences and insurance.

**Hon. Mr. Istchenko:** I think we discussed this when we were talking in general debate on the act. There are abilities in the act to deal with this. They can come and see us and get a — I think it's called an OIC. I can't remember what — don't quote me. I shouldn't say that in the House — “don't quote me”. I know the organizers of the event require — because I rode, I think, in the first one they ever had, and when you sign up for it, you have to have a helmet. It doesn't say anything about licence and registration, but I will remind the member opposite that, before we did the *Motor Vehicles Act* amendment changes, it was mandatory to have a licence, registration and helmet on maintained roads. So when they hit Sunnydale and come through there, whatever they've been doing for the past however many years that the Trek Over the Top has been going, I'm sure they'll keep doing the same thing. That hasn't changed.

**Ms. Moorcroft:** The minister might want to confirm with the organizers what is and what is not required and ensure there won't be any problems to do with the holding of that race this winter.

My colleague, the Member for Mayo-Tatchun, wrote the minister about the ongoing problem that's particularly troublesome in winter — of vehicles being stranded and abandoned on the highway, particularly when we have long hours of darkness and winter weather conditions. North of Carmacks, on the north Klondike Highway, the problem is acute, with narrow shoulders, and there are increased amounts of industrial truck traffic.

I would like the minister to tell us what policies and directives and procedures would apply, and what initiatives might be undertaken to make sure that stranded vehicles are not left for longer than need be. I've certainly also observed that in the Whitehorse area.

**Hon. Mr. Istchenko:** Under the *Highways Act*, if there is a vehicle that is parked on the shoulder of the road that is deemed to be a danger, unsafe for the travelling public, we do have the ability to have it removed.

I would like to say that our employees work hard with those people who might have a vehicle on the road, because it has been an ongoing concern in the Yukon, but I think they do work hard at making sure that the roads are safe — and any vehicles that could be in danger are there. They also talk to the proponent to make sure to pass on to them what the rules and what the laws of the road are.

**Ms. Moorcroft:** I would like to ask the minister about graduated drivers' licences and, in particular, the penalties involved when someone has been charged with impaired driving. At present, the legislation has an alcohol interlock program, which is optional, if a driver has been charged with impaired driving. For new drivers, the blood alcohol count level is zero.

My colleague, the Member for Mount Lorne-Southern Lakes, who is the critic for the Liquor Corporation has asked questions of the minister about that, and we have asked the minister to consider taking the problem of new drivers driving while impaired more seriously and looking into making the alcohol interlock program a requirement if a driver with a graduated driver's licence has been pulled over and found to be driving while impaired.

Could the minister respond to that? I will cede the floor to the MLA for Klondike and then return with more questions.

**Hon. Mr. Istchenko:** I do thank the member opposite for the question. I thank the Member for Mount Lorne-Southern Lakes — right over there, the guy in the red shirt.

I do thank him for bringing that up in the House, because we are always interested in any new ideas to make our roads safer, anything that helps with youth, so we'll definitely look into this and get back to the members opposite. The idea is a good idea.

**Mr. Silver:** Thank you to the official from the department for his time here today — much appreciated.

I am going to start off my questions with a letter that I sent to the minister about F.H. Collins and the workers there. We did have a debate about this on the floor of the Legislative Assembly at the beginning of the session. I'll read the letter and you can see why we brought questions to the floor based upon this.

I will start with my letter to the minister.

I said — Dear Minister: “Work is now underway on the F.H. Collins school replacement project. When the contract for construction was awarded earlier this year the government promised there would be many opportunities for employment for residents of Whitehorse.

“Would you please provide a breakdown on how well this commitment is being implemented? For example, how many employees on-site are Yukon residents? Off-site? How many Yukon companies are working on-site? Finally, what is the dollar value of contracts awarded to Yukon companies on the project?” It was September 16.

We did receive a timely response a couple of weeks later on October 3. It says — Dear Member for Klondike: “Thank you for your September 16 letter regarding employment opportunities with the F.H. Collins school replacement project.

“In response to your request for a breakdown of employment opportunities, I offer the following:

“To date there have been 29 local workers on the F.H. Collins replacement project. Currently there are three Yukon companies working on-site. These companies and contracts awarded include Castle Rock Enterprises, Arcrite Northern Limited, and Stantec.

“During the design phase of the project, the Yukon government awarded contracts to EBA Engineering Consultants Ltd. and YES Group who worked on-site. Contracts were also awarded to Inukshuk Planning & Development, James Almstrom, and Muneris Management Consulting who worked off-site.

“Clark Builders is managing a number of sub-contracts and as the project proceeds, we expect other Yukon contractors and suppliers will benefit from the project.”

When we received that letter, we took the number of 29 fairly seriously. It would seem that there would be a lot more workers than 29. Of course, we had questions about that number. It seemed very small. When we asked the minister about this in the Assembly, the minister said that is 29 out of 33 workers. Again, 33 workers seems very, very small for a project of this magnitude. You can see why we had to bring this question up to begin with, and we are still wondering about that number of 33. Surely there are more workers on the site and off-site and on this project as a whole — a multi-million dollar project.

I have a couple of questions based upon that, just to figure out what the final numbers are here, really. If the letter I received didn't necessarily have the right numbers — I am assuming it did — can we break this down? What is the complete number of people who have worked on that project? How many subcontractors worked on the F.H. Collins site this summer? How many of those subcontractors were from outside of the territory? How many bodies in total were on that site, and how many of them were Yukoners? I guess that is really what we are getting at.

**Hon. Mr. Istchenko:** I do thank the member opposite for the question. I was hoping this would come up so I could clarify a few things. Just the other day I went with a contractor and we went through a tour. I was all safety geared up and had a look at the progress to see how it was going, and it is coming along great.

The government is committed to providing jobs and opportunities for Yukoners and their families. When it comes to F.H. Collins — this is a pretty large project. It is one of the reasons that this year's capital budget was the largest in Yukon history. The project is on budget and it is on track. They are right where they are supposed to be on it.

When I said to the Member for Klondike — 29 out of 33. When we sent that, that was a snapshot from that day — the contractor was on there. When I was there the other day, there were 49 people working. The contractor that day said that between 88 and 90 percent Yukoners are working on it. A snapshot being the fact that — I think three days after I toured it, J L Construction was due to pour another slab in there, so

you'll see a couple more Yukoners from the concrete company. They're not there all the time, but they were back.

For the member opposite, it's hard to track down — daily, things change. The electrical contractors get to a certain point where he has to wait for the insulator, or whatever, so you're going to see different contractors — I've listed them: Arcrite Northern, J L Construction, Castle Rock, Tetra Tech, Underhill, Northwestel, Super Save and Summit Waterproofing. The majority of them — you know, when you're looking at 80 percent, that's a pretty good number. If I was in school and I got 80 percent, my mom would have been some proud. The member opposite being a teacher, he probably would have been proud of his student at 80 percent too.

Anyway, when it comes to this project, I'm so excited to see it. I drive by there about once a week and take a picture, just for myself. I was happy that we could keep Yukoners working just with this project — but let alone, we have 12 capital projects that are underway in various stages of completion right now. We've promoted the economic activity to keep our local suppliers and our contractors busy and have created local jobs — the majority of them are local jobs. We have much to be proud of in how we do this through our capital project tendering and how we manage these.

**Mr. Silver:** I guess that clears a few things up, because we did see a letter — I believe from the Premier — in the papers following the Question Period questions, where his statement was, yeah, this is a snapshot. On that particular day, there were 29 out of 33 local workers. But once again, from the letter that we received from the minister, it says that, to date, there have been 29 local workers at F.H. Collins.

So if we had known that the response really should have said on a particular date, 29 out of 33, we would have sent back another letter saying that that's not what we asked. What we want to know — because people are asking us. We do know that there was a seminar or a job exposé from the company, Clark Builders, and we know lots of people who showed up to that and didn't get hired on the project.

That's why we were asking in the beginning, in the first place. We were told that at one particular time, if we're going on one day, only three people were local. You know, if you go on a particular day-by-day basis, that's not what we asked, because some days there are only three local workers on the project; some days there is 80 percent. Of course, if I got an 80 percent in school, my mother would ask me: Where did the 20 percent go? But that's my mom — hard to please.

Bottom line, we still want to know — a couple of different questions. We want to know to date — and I know that this is hard to keep track of all these numbers, but I believe the minister gets my point. We're very concerned with the number of local hires on this job. So if there's a way that the minister can, once they cut the ribbon on this building, maybe to date, give us some numbers as far as percentages — how much of the work is local and how much is going outside the territory.

That was the other question from the letter that wasn't answered. We're wondering: Is there a way of figuring out or



calculating — based on the fact that the number-one contractor is from Alberta — how much of the money spent on F.H. Collins was sent outside of the territory because the territorial government hired an outside contractor?

I'll let the minister maybe answer those two questions, but I will also add into that, just out of respect for time here: Have there been any changes to the Barr Ryder contract for F.H. Collins?

Has the amount that has been paid to them increased or decreased? I believe the minister may have already spoken to that, but just in case he hasn't already.

**Hon. Mr. Istchenko:** I will get back to the member opposite with reference to Barr Ryder to answer that question. The member opposite did talk about the job fair that they had and I know that there are a couple of local managers that are working — they wound up getting hired. When this question came forward — and maybe the way we wrote the letter was a little bit confusing for the member opposite — but I had my staff call the contractors and talk to J L Construction, talk to John and talk to the guys at Castle Rock — and phone them and say, "Listen, you know, there is some concern that locals aren't working." They were all: "We're working, we're happy."

I wanted to make that point in the House here today that the project manager who works on the job site told me that any given day, there are over 80 percent local people working, just from different companies that go back and forth. On any given day — I can't confirm, because I'm not there every day — but contractors come and contractors go, but I know the majority of the people who are working there — I am a little bit sorry that the member opposite's mother was a little harder on him than mine, but mine was just happy that I left, once I graduated. But anyway — I shouldn't say that; she didn't like to see me go overseas.

We're confident and I am confident that the majority of the people that are working on the job site are Yukoners. I am looking forward to seeing this project through to fruition. It is a beautiful school. I had the opportunity to go south with the Minister of Education to tour the same kind of design school and I had the opportunity to take some of the youth with us that are going to be the school and they just wandered around awestruck with how this is going to be.

I look forward to its completion. I am happy that we have Yukoners working and, like I said before, it is not the only capital project that we have on the go right now and there is a lot of private-sector work going on out there. You see some stuff where the old Roadhouse was. That is not one of our projects, but there are Yukoners working there — the economy. It is important that we keep and promote our economic activity in the Yukon when it comes to the construction industry, as with the road industry and everything else.

**Mr. Silver:** I do appreciate the answer from the minister.

There is no confusion on my behalf on the letter from the minister's office. It says very specifically: "To date there have been 29 local workers at the F.H. Collins replacement

project." I think the confusion is that this line should read: "On a particular date, there were 29 local workers at the F.H. Collins project."

Again, that is why we asked the question, because what we received from the minister — what we're finding out now is not necessarily — well, I'm not going to say it that way. This line does not represent the actual facts. There weren't just 29 workers all summer at the F.H. Collins build and we would still love to get the final numbers of how many locals, compared to how many non-locals, work on the project. Of course, if you ask somebody who is local who is working on that project, of course they are going to be happy that they're working on that project. I would be too; being employed is a good thing.

A couple more questions on F.H. Collins — I'll leave that at that — we kind of got to the bottom of that number, which is good.

We're wondering as far as the francophone school goes — we know that this has been an issue and once again, this is a hard one, I believe, for the minister because in the francophone community itself, I think they are pretty much divided as well as to where a school should be going.

What work has been done, if any, regarding F.H. Collins being the new home for the francophone school? I know that this might be more of a question for the Minister of Education, but I would like to know if the Member for Klwane has anything that he wants to say about that, because based upon — it would be on a money side. Has any money been spent on preparing F.H. Collins through Highways and Public Works for the inevitability — or not — of the francophone school going there? Also, what upgrades will need to be done to the trade wing to bring it up to standard with the new building?

**Hon. Mr. Istchenko:** I think for the member — when it comes to the programming and stuff like that, it's more in the Department of Education. When it comes to numbers and costs and stuff like that, that's where the Department of Highways and Public Works comes in. I know the Department of Education is working with the French and it's important to note that we are working with them and the Department of Highways and Public Works will be there alongside for costing and everything else that needs to come out and questions that need to be asked. That's basically what we do on this side here.

**Mr. Silver:** I can just reiterate the francophone school part — has there been any money to date spent through Highways and Public Works in a preparation for that inevitability or not? Also, what upgrades need to be done to the tech and trade wing to bring it up to standard for the new building?

**Hon. Mr. Istchenko:** I'll get back to the member opposite when it comes to monies spent with the francophone school. I don't have that — my official doesn't — but I'll get back to the member opposite with an answer.

When it comes to the tech wing, it's important to remember that it's not part of the F.H. Collins construction project. The modifications to the current tech wing that would have been required to connect it to the school — I guess what

I can say on that is that the tech wing is going to require upgrades — and the member opposite asked me about it as well. It will be stand-alone so it's going to require a heating source, so we're working with Energy Solutions to develop a tool to basically maybe access the various heating sources and see which one would be the best and ensure the appropriate primary and secondary heat source — for any government building — but for this building. I know the department is working on next steps moving forward for the upgrades for it, because right now it's still attached and being used. I think that's about it.

**Mr. Silver:** Just for the record — so the minister is going to get back to me on any particular dollar amounts that may have been spent on the francophone school.

Back to the Barr Ryder contract, I know that the minister said he would get back to me on the changes, but just a yes or no, I guess. Has the amount being paid to them increased? Does the minister have that at his disposal here with his department official?

**Hon. Mr. Istchenko:** No. The amount that Barr Ryder has for the F.H. Collins project hasn't changed at all. It hasn't gone up.

**Mr. Silver:** Thanks to the minister for clarifying some of those questions on F.H. Collins for me.

I will turn now to the airport parking. This has been a huge concern for a lot of the rural folks. One of my friends happens to be a Ranger. He's going on a vacation. He's in Dawson and doesn't know anybody really in Whitehorse where he can park his rig, and he's going for more than 30 days. So here's a problem. A lot of the rural folks coming down want to leave their car somewhere at the parking lot in Whitehorse. We're finding that now it's a maximum of 30 days and then your vehicle will be towed.

Where did this 30-day number come from? It would stand to reason that, if somebody is willing to pay for it, and if they're coming from the rural communities and they don't have any other alternative, shouldn't there be some kind of system in place so that these folks — especially Rangers, Madam Chair — could be able to leave their car there for longer and be able to pay for the right to stay, basically?

I'll start with that, and I have two more questions on the airport parking as well.

**Hon. Mr. Istchenko:** The member opposite should be happy to know that I solved the problem for Pete. He's going to park his vehicle at my place. He phoned me the other day; I told him I would come and pick it up and take care of it, and drop it back off when he needed it, as I've done for a couple other Yukoners now.

We've made changes — and it was funny. We've been working on what we were going to do because, basically, it was so full — there were older vehicles. Something needed to be done, so I tasked the department to look at some different options. So these changes came forward, and the days just before we were going to implement these changes is when, of course, it was all over the media that there was no parking at the airport. I had to be at the airport that day. I think there

were three or four spots left. I did find a spot way at the far end. We might have both been there at the same time.

Additional day use parking close to the terminal does mean less time looking for a parking space. I was up there the other day, and there were quite a few parking spaces, I think. Five dollars is what we're charging a day. I believe that the cheapest in Canada is \$9 a day in Yellowknife, so the number hasn't increased, but it's going to — the 30-day maximum stay will satisfy probably 99 percent of the parking traffic.

But for the rural Yukoners — Madam Chair is looking at me, because there was a concern from the same thing. I've tasked the department to look at a longer term solution and whether there's something we can do up there with them. We wanted to quickly implement this and get the \$5 a day out there, so we could clear it up before winter. We did a really good advertising campaign. I believe everybody got something in the mail.

On that note, there are private lots in town that are cheaper than at the airport where you can store vehicles at too. We're going to work on this long-term solution. I found a quick solution for Pete, so I think he's happy with that. When the department comes back to me with some options, then I can let you know, I guess.

**Mr. Silver:** That's something I love about Yukon politics — we can name these people by name. It wasn't Pete, though; there's another Ranger in Dawson. So it is an issue, and Madam Chair, I'm sure you can understand, as well, that there are many people in the rural communities who spend a lot of time out of the Yukon in the winter months and don't have an option. Yes, there might be other places in Whitehorse, but I would challenge that, when you have to take a taxi from the airport, both ways, that's \$40 just to downtown, so I don't know if it's cheaper when you take a look at the complete picture.

Now, as for the \$5 a day — no problem. Some of these changes absolutely had to happen, and we were happy that the department has gotten on these issues because, I tell you, the parking should be for people who are actually using the airport and are actually coming back. It seemed that there was a big issue there, so it's great. It's great to see that some of these changes have been working, but there are problems. There definitely are some problems with some of the issues.

We understood that the actual employees up there — they bought a whole bunch of new arms, because they know that people are going to be blowing through those doors — you know, the arm that comes up and down when you pay your ticket. We were told that they stockpiled these things, because people already drove through these things. We're wondering if that's actually true and, if so, how many did you purchase?

Here's another question on that — and once again, this is a great time for you to clarify whether these things are true, so that's why I'm bringing them up here today. We had a bunch of questions about the \$125 if you lose a ticket. Is it true that if you lose your ticket, or if you show up at the terminal, at the computer, and you put your ticket in and it doesn't work, is that a \$150 fine too? I can't even count how many times I've gone there and put my ticket in and it says, doesn't work, or

won't accept your card — and I paid my Visa bill that month, I swear to you. What we would do is, we would just press the button and say, my card doesn't work, and the arm would go up and the person says: "Have a nice day." So these are all concerns that we're hearing; we want to clarify whether or not they're true. Will it cost you \$150 if you lose your ticket or if your ticket is damaged and not readable by the machine?

Also, our understanding is that the government has purchased several new traffic arms as part of the changes, anticipating that drivers will lose their tickets and may actually be lawless and drive through the barrier instead of paying?

**Hon. Mr. Istchenko:** In the Department of Highways and Public Works, we keep spare grader blades — we do keep some inventory. I don't think we went out and loaded up on a whole bunch of things, but I would imagine that there are probably one or two around somewhere. I have no idea and my official has no idea if we went out and bought 1,000 of them. I don't think we did. We probably have some in inventory. I will ask and get back to the member opposite. If we have a whole bunch of them — anyway, I can ask that question. I am hearing it too.

I was with the Member for Pelly-Nisutlin and one of things that I realized is that when you drive a truck, you can't reach down to put your thing in there, so I was going to talk to the department to see if we can't have one for bigger trucks, because there are a lot of big trucks that people drive to go back and forth. This is a work in progress.

The \$150 is if you have lost your ticket, and there is a reason for that. If it was \$10, everybody would lose their ticket. That is the price in other jurisdictions. We looked at other jurisdictions and that is sort of the same thing. If you have a damaged ticket, you go and see them and say, "My ticket is damaged", they will rebate you for the time that you were there. That is not a big deal.

I am hoping that with these solutions — and the other thing that I do want to bring on the floor of the House today is the fact that we are going to do some signage changes too, so that it is easier to see the bigger signs and people can see where the day use area is and stuff like that, because that was brought to our attention too.

**Mr. Silver:** I do appreciate the minister clearing up those issues.

Shakwak — as we all know, the Shakwak funding is running out. The Premier travelled to Washington and did some lobbying there. I was wondering, as far as the Shakwak funding goes, we had a little bit of an update in the minister's opening statements. What does the government intend to do if the Shakwak funding is not renewed? Is there a plan B? Where would the money come from if the money runs out? Will Yukon breach the agreement and not maintain the highway to the required standard? Also, does the Yukon know if Canada — the signatory of the Shakwak agreement — has any plans in place to honour it subsequent to Alaska not doing so?

**Hon. Mr. Istchenko:** I would like to clarify something. There was a press release from the Yukon Liberals that said

the Yukon Party lobbying failed to produce results on Shakwak funding. We are still lobbying; we didn't stop lobbying. I just wanted to clarify that. We have not stopped lobbying. We have a lobbyist in Washington right now working for us. On many occasions — between the Premier and my fellow ministers — that is one conversation when we meet with Canada we always talk about, and that is Shakwak and the renewal of it. They are aware of it. The transportation minister is very aware of the fact that this could not go through.

Our officials and I have worked with the State of Alaska. There were some new changes in governors and stuff, and I already have it on my list to call them in the new year just to update them on Shakwak again.

On this file, it is really important. We are not going to stop maintaining this highway. There are Yukoners who live in Beaver Creek. It will be maintained. There are other funding pots available — we will work with Ottawa. I am hoping that because of the Shakwak and that funding — it is pivotal. I have said this a few times when I talk and the lobbyists say this — it goes to sovereignty in the north and with the Alaskans. It is their only road link.

The Department of Economic Development has done some studies. One of the studies that I read and that I bring forward to them — that's your only road link. If you couldn't ship stuff by the sea, there would be 700 trucks on that road at any given time — every two minutes you would see a truck — so it is really important. We are always in communication with all the key players on that, so it is at top of the radar. There have been many letters written. Our senator and our MP have met with every minister applicable on this, and we keep on doing that work. It's key. It's economic development too. There are jobs every year. That money provides jobs for Yukoners.

We are really cognizant of the fact that the construction industry — like I said earlier, we have 12 capital projects on the go right now. But when it comes to road maintenance and equipment operators, we have to make sure that there is work for those guys too.

**Mr. Silver:** We do know that the lobbying efforts are continuing to go on. In the House here during Question Period, the minister proclaimed that, because now there are changes in the Senate, they are going to ramp up their lobbying efforts. But it does remain the question: What happens if that lobbying effort continues to not bear any fruit? Is there a plan B where the Yukon, through some kind of partnership through Canada, remains committed to that standard? Because we all know that the Shakwak road is a different standard than the rest of the highways, including the highway up to Dawson. It is a different standard for a specific reason: because of the partnership with Alaska. If that money is no longer coming from Alaska and if we have to now rely on national or territorial funding for this highway, is the standard reduced, and has the government actively been talking about a plan B if the lobbying efforts don't bear fruit?

**Hon. Mr. Istchenko:** We are in planning if there is a shortfall in capital if this doesn't come through — of course

we are. Canada is very aware of it. There are standards that the road has to be maintained at. There are Transport Canada's standards, TAC standards, that we have to follow and we'll follow them. We'll keep the maintenance the same as what you are seeing now. I would like to put kudos out to the employees in Beaver Creek, Destruction Bay and Haines Junction who do the good work in at the Blanchard camp. I guess that is about all I can say on that.

**Mr. Silver:** I do have a bunch more questions, but according to my time here, I will be sending back off to my colleague from Copperbelt South. Hopefully we will be able to bring this up again and talk more about it later. I will just go back to one final question on the tech wing for F.H. Collins.

Can the minister confirm how much these upgrades are going to cost? He did mention that there would be a change as far as the heating system, so I imagine this would be a new cost. If he could confirm to us what the final cost will be of any upgrades to the tech wing, I'll leave it at there.

**Hon. Mr. Istchenko:** I thank the member opposite for the question because the answer is that we don't have any cost figures; we're assessing it right now. We're working with Energy Solutions Centre. We don't have a dollar-and-cent figure yet because we're still working on exactly what is going to be needed there. Once we get the work done in conjunction with the Department of Education, we should be closer to finding out some numbers. We're assessing everything as we speak.

**Ms. Moorcroft:** I also have some questions related to the F.H. Collins school project so I think that, since the Member for Klondike has just asked his questions about that, I will go to that first before I turn to the other questions I had for the minister in other areas of the department.

I would like the minister to tell us whether a contractor can legally pay Yukon workers and workers from outside the Yukon at different rates of pay. Have there been any complaints filed with the Employment Standards Board against any of the contractors who are working on the F.H. Collins construction project? How does Highways and Public Works ensure that Outside contractors are respecting the Yukon *Employment Standards Act*?

**Hon. Mr. Istchenko:** The *Employment Standards Act* falls under Community Services so I would have no idea if there have been complaints lodged.

**Ms. Moorcroft:** Mr. Deputy Chair, the Minister of Highways and Public Works is responsible for the contract and he is responsible for the significant expenditures on the new F.H. Collins. This is something the minister should be aware of, and I would like to ask him to make a commitment to get back to me.

One of the other areas that I have for the minister is to ask questions related to other contracts. When I asked the Minister of Justice, he said, "Ask the Minister of Highways and Public Works." The ministers opposite can't keep standing up and saying, "Oh, sorry, you have to ask somebody else." I want the minister to give me an answer please.

**Hon. Mr. Istchenko:** There have been no complaints that we know of — the Department of Highways and Public Works. Whatever is written into our contracts, we enforce what the contract reads.

**Ms. Moorcroft:** Can the minister then tell us whether there are any local suppliers and distributors who are being used to supply building supplies to F.H. Collins?

**Hon. Mr. Istchenko:** I have listed in this House the local contractors who are on the job site and all the local contractors who procure their stuff. We don't procure the windows. It's all part of Clark Builders moving forward, managing the project. There are lots of local companies on there that are buying lots of local products.

**Ms. Moorcroft:** Could the minister commit to providing a letter or a legislative return indicating what local distributors have been used to supply building contractors? Will the minister also agree to supply an answer to the question about how does Highways and Public Works ensure that outside contractors are respecting Yukon employment standards legislation?

**Hon. Mr. Istchenko:** Yes, I can commit to that.

**Ms. Moorcroft:** I would like to thank the minister for that answer. Can the minister also tell us how many out-of-town subcontractors there are, and could the minister tell us how Highways and Public Works ensures there's fairness between local workers and out-of-territory workers, as far as the hours of work and the hours per day and the days per week?

**Hon. Mr. Istchenko:** It is up to this government to make sure that all laws, legislation and regulations are followed, and we do that. I spoke about this before in the House. We're modernizing how we procure goods and services to make government contracting procedures fair, consistent and accessible for our local businesses. We're responding to some of the input that we heard from the contractors and suppliers, and we're simplifying our procurement processes so it's easier to do business with government.

We're working on providing supplier development services to local businesses, spreading work and tenders out over several years and focusing our efforts on improving our internal processes. Like I said in this House before, with the 12 capital projects underway at various stages — one of them being F.H. Collins — we have promoted our economic activity, kept our local suppliers and contractors busy and created local jobs. We have much to be proud of, and I'm proud of it.

**Ms. Moorcroft:** I didn't hear an answer to my question, so I'll just repeat as to how many out-of-town subcontractors there are working on the F.H. Collins project? What happens to a subcontractor on a government project, once a complaint has been filed to the Employment Standards Board?

**Hon. Mr. Istchenko:** When there's a complaint to the Employment Standards Board, the Employment Standards Board deals with the complaint, I would imagine.

I'm not sure on the question with the subcontractors. I can look into that for the member opposite.

When it comes to employment standards, it's in Community Services. I'm not throwing it to Community Services because I don't want to answer the question, but I'm not exactly sure. The Minister of Community Services does not have officials, or he's not here. You can ask him a question in the House or you can write a letter to him asking him for that, but that's not in my shop.

**Ms. Moorcroft:** I'll turn to an area that is in the minister's shop then, and that is procurement. The government has a Procurement Support Centre, which is designed to provide one place for vendors to interact with the government and to be the centre of procurement expertise within the government. The government has also put out contracting and procurement regulations and directives.

But I would like to ask the minister if he can explain how the procurement centre is working with other departments and what changes have been made to ensure that officials across all departments and agents of government have access to the procurement expertise that one would expect to be housed in the new Procurement Support Centre. Has the government considered making that Procurement Support Centre a centralized procurement service for the entire government?

**Hon. Mr. Istchenko:** Approximately 40 percent of the government's annual expenditure is made through contracts with private businesses. We issue over 6,500 contracts annually. This money goes directly into local economy and ultimately into the pockets of Yukoners.

The way in which we procure items can be just as important as what we procure. A key underlying principle of the Yukon government's procurement is open competition, and we're working to support that principle and encourage competitive bids for goods and services, making our tax dollars go further and do more.

By using responsible contracting practices, we have created a system that is fair and open to Yukoners and Yukon businesses and that achieves best value for our taxpayers' money. We work closely with the Yukon Contractors Association to make our procurement practices easier for small businesses to manage. I have talked to the Yukon Contractors Association when we were setting up the procurement support centre.

The money we save through responsible procurement is available for other projects. It might be used to pay for a hospital or school supplies, for road safety campaigns or other various projects.

Approximately 1,800 staff members from all different departments have procurement signing authority, and employee training courses are part of some of the stuff that we do for them. Approximately \$400 million is spent annually on procurement, and this has more than doubled in the past 10 years.

Procurement training has resulted in over 1,940 certificates being awarded to our YG employees over the past two years. Our procurement support staff are leading an interdepartmental working group on a collaborative project to standardize construction procurement documents. The government is committed to promoting government contract

regulation policies and procedures that are fair and consistent for the local businesses. Revisions to the directive that remove preferences for Yukon businesses were made to ensure that Yukon policies align with the spirit and intent of the *Agreement on Internal Trade*, or the AIT. Yukon is part of the global economy and must play by the same rules as everybody else. Preference for Yukon businesses is the same thing as discriminating against other businesses. Our borders need to be open if we expect to continue selling and buying from outside and inside the Yukon. We are committed — you know we took the recommendations from the 2008 audit of contracts and the follow-up report to the audit that was issued in March 2012. I am pretty proud that we are moving forward on this. I think we are doing great things. This is a good way to manage and procure and this is going to benefit Yukoners. I hope that answers the member's question.

**Ms. Moorcroft:** I thank the minister for that response, and I have some follow-up questions. The minister just indicated that 40 percent of the budget is spent on contracts at approximately 6,500 contracts a year. Can the minister tell us, of those 6,500 contracts, how many of them are direct awards, how many of them are invitational tender and how many of them go out for open bidding? Can the minister indicate of the 6,500 contracts, how many of them are awarded to Yukon businesses?

**Hon. Mr. Istchenko:** Those are statistics I just don't have at the tip of my fingers or anywhere around me.

**Ms. Moorcroft:** Could the minister ask his officials if he could have that information and bring it back to the Assembly please?

**Hon. Mr. Istchenko:** Yes, I can.

**Ms. Moorcroft:** All right. The minister indicated that there was an interdepartmental working group to ensure that, across departments, the same procurement procedures took place. I've asked the minister before about the possibility of an education program to provide trained professional staff to offer contracting services, both through the Highways and Public Works Procurement Support Centre and across all departments.

The minister has indicated there have been 1,940 certificates, so that tells us that there are some training sessions offered in procurement, but procurement has become a professional activity and there is a Supply Chain Management Association of Canada, which are trained professional staff who are accredited and abide by a code of ethics and apply supply chain management best practices. This can help to reduce complaints and ensure better contracts, resulting in less risk for government, fewer problems and overruns.

Has the minister considered the request that has been put to him, both by the opposition and others, to look at the possibility of a formal accreditation and an education program to go with that for procurement specialists across government?

**Hon. Mr. Istchenko:** The Procurement Support Centre — the way the Procurement Support Centre is set up is we have trained staff in the Procurement Support Centre, and they're trained at a much higher level than somebody who

would be procuring at a much smaller level. The way that is set up is that, every contract, every tender or every time we procure something, everything goes through there. They make the recommendations and, you know what? They make the recommendations and then, also with that, they have ongoing training and provide courses for the staff. We haven't considered what the member opposite was talking about. At this moment, I think we're trying to work — and are really happy with how our Procurement Support Centre is working. They're doing a lot of internal stuff, like I spoke to the internal working group. That is the direction we're going and we're looking forward to things moving forward.

**Ms. Moorcroft:** So the minister is looking into that. Let me ask him to expand on what training individuals receive in order to ensure they're following rules of procurement, looking at departments other than Highways and Public Works. What oversight is provided by the Highways and Public Works procurement offices and what training is offered to ensure that the procurement principles are being followed across all departments?

**Hon. Mr. Istchenko:** There are different levels of procurement, and employees who procure at these different levels have courses that they need to take. They have to take these courses. When it comes to the oversight, the departments oversee their procurement. There's the staff in our Procurement Support Centre who audit and look at contracts — the internal working group. These things were put in place for a reason. I'm happy with the staff. I'm happy with the Procurement Support Centre. I'm happy that we have this internal working group and we're moving everything toward a centralized location for procurement.

**Ms. Moorcroft:** Madam Chair, the minister just indicated that Highways and Public Works provides oversight to do with procurement. However, when I just asked him about a significant capital investment in building the new F.H. Collins high school and whether contractors were observing the *Employment Standards Act* and ensuring that all workers — whether they were Yukon workers or Outside workers — were getting the same treatment and the same rates of pay and that that was complying with the *Employment Standards Act*, the minister said he couldn't answer that question because the employment standards legislation is in the Community Services department.

What kind of oversight is provided, if they don't oversee that the Yukon employment legislation is followed in large capital construction projects? What other kinds of oversight do they do? How do they manage that work?

**Hon. Mr. Istchenko:** I think the member opposite is confusing procurement with contract administration. Procurement is separate from the administering of a contract. I've said it in the House before: if there is a complaint that goes forward, I believe the director looks at the complaint.

**Ms. Moorcroft:** Could the minister explain why physicians, lawyers or employees of the Government of Yukon are exempt from the public contract registry? All other businesses and individuals have their information out there in the public on the public contract registry. If, for example, an

employee was awarded a contract, there is no public acknowledgement or registry that indicates there are separate contracts. Does the minister have an answer for why physicians, lawyers and employees are exempt from the public contract registry?

**Hon. Mr. Istchenko:** I think there's a provision in the act, but I'm not sure. I'll get back to the member opposite with an answer on that.

**Ms. Moorcroft:** I think I will come back to the issue of contracting in the mains, then, and move on to airports.

I would like to ask the minister a couple questions related to runway 19, which has been closed and its use has been restricted. If a pilot of a small plane is flying north, and they have flown for a few hours and they are coming into Whitehorse and, because runway 19 is closed, it doesn't appear on the maps as an operating runway and that pilot wouldn't know that they could ask to land there as an emergency. Runway 19 is the crosswind runway.

I would like to ask the minister: Does that runway still, in fact, show up on the map? Will the minister open it in the interim while they are looking at their longer-term decisions?

**Hon. Mr. Istchenko:** The runway does show up on the maps. There has been a NOTAM on it, but it has been closed for the last two years and we did renovations for it. There have been 145 landings on it in the last two years.

I do thank the member opposite for the question because it is good to get in Hansard that, you know, my departments and my ADM here have been diligently working with Transport Canada on this file so we can keep the runway open, and also accommodate, with the good economy, some lots. We are going to meet with every key player and lot owner who is up at the airport in the near future. We are just trying to set up a time so we can sit down and have a chat and work together with industry, support industry and move forward.

**Ms. Moorcroft:** I thank the minister for that information because I did want to ask him — so there have been 145 landings on a runway that is officially closed in the last two years. This takes me back to the question I just asked the minister. Could the minister not make the runway an open runway to accommodate those 145 landings, rather than putting the onus on the pilot to ask if they could land there, which would mean the pilot would have to know that the runway was available?

**Hon. Mr. Istchenko:** The NOTAMs are put on the runway for safety reasons. The reason is because we were doing some construction. The runway has never been open in the winter, I don't think, because it wasn't plowed, I don't think, since the eighties.

Our goal — and I have said it in the House before — is to work with the industry key players. Transport Canada is a key player in this. There are regulations, and they have regulations we have to follow. We are working with Transport Canada. The end goal — I would love — is to see the runway open, and also I want to accommodate the fact that we could get some lots out for Yukoners and for the aviation industry.

**Ms. Moorcroft:** Did the minister's last comment mean that the lots that they are proposing to develop at the airport would be available for airport-related businesses or for other businesses? Will it be possible for runway 19 to still be used if the lot development occurs?

**Hon. Mr. Istchenko:** Yes, it is aviation land. We have been approached — the department and actually I have — and people are looking for lots for aviation-related activities. The idea is to keep the runway open and have some lots, and that is why we are working diligently with Transport Canada and that is why we are going to sit down with the industry and update the industry. On that note, never would there be a — I will just leave it at that.

**Ms. Moorcroft:** Let me just return then to Yukon small business owners' access to contract tenders. During Justice debate, I attempted to raise concerns from one of my constituents regarding her bid on a Department of Justice contract. The minister directed me to raise those questions in Highways and Public Works debate, so I hope the minister or his officials were taking notes.

For background, my constituent bid on a court reporting contract and lost the bid, even though it was much lower than the bid that was accepted. She was told that this was because the contract was value driven rather than price driven. During a meeting with officials from the department reviewing her bid, she discovered some inconsistencies with the bid process. She was told her bid was scored on things that were not included in the request for proposal — an absence of a reference letter and security evaluations — and that there was no evaluation rubric. The evaluators merely discussed the bid and assigned scores. This calls into question the ability to reliably replicate the process, which is an essential component of fair procurement practices, and those are Justice procurement policies. Can the minister explain what the Department of Highways and Public Works policy is on value-driven contracts?

**Hon. Mr. Istchenko:** I guess the answer for that is that if it is a value-driven contract, it is because that is the direction that the Department of Justice, with advice from the Department of Highways and Public Works, went. If somebody is not happy with how it went, whether it is a value-driven or a price-driven contract, there are opportunities — we have a Bid Challenge Committee that they can go in front of, which has independent, non-partisan, non-partial people who they can go to if they have a complaint and go to the Bid Challenge Committee.

**Ms. Moorcroft:** Let me ask the minister this, then: When is value driven used as opposed to price driven? What policies are in place to ensure that proponents actually meet the terms of their value-driven bids?

**Hon. Mr. Istchenko:** I'm going to have to tell the member opposite that that's more operational stuff. I don't, as a minister, deal in exact contracts but, if it's value driven as the direction that they're going, or whether it's price driven, it's because they're looking for something in the contract. I'm not exactly sure the answer to it, and I'm not going to be the one who — I don't oversee contracts. I wouldn't have this job

very long if I got to pick who got what contract, would I? The department does that.

We have a Procurement Support Centre there. There is the Bid Challenge Committee if you're not happy with how things went and you can go through that process. If you're not happy with that process, you can write the minister a letter, or the deputy minister, of each individual department, and they would explain it for you on why you didn't. I don't know those answers and I don't proclaim to be an expert on exactly the finer works, but that's why we have the good people in Highways and Public Works, or in any other department, who do procurement.

**Ms. Moorcroft:** It highlights the need for the minister to consider professional accreditation for procurement staff within his own department and as a central agency for all departments.

The question I would like to ask the minister then is one that many businesses across the Yukon and many individuals who work for or who own Yukon businesses would like to know: What is the government doing to ensure that Yukon small businesses can compete in government requests for proposals?

**Hon. Mr. Istchenko:** I kind of think I might have answered this a little bit earlier, when I talked about modernizing our procurement of goods and services to make the process fair and consistent and accessible for local businesses.

We listen to the input from the contractors and suppliers and we simplify our procurement processes so it's easier to do business with the government. We also work on providing supplier development services to local businesses, spreading work and tenders out over several years and focusing our efforts on improving internal processes.

We've been speaking to that, I think, for the last little while here on what we're doing in our Procurement Support Centre. Especially anything that's created a challenge for the suppliers — we try to work with the local suppliers on it. I might add that local contractors — when it comes to some of the contracts and I've heard this all the time in the construction industry — if you hire a local, you don't have to provide room and board; you don't have to provide meals and that saves costs so when you're bidding on something, you'll be able to bid a little lower if you use a local Yukon company.

**Chair:** Before we carry on, would members like to take a brief recess?

**Some Hon. Members:** Agreed.

**Chair:** Committee of the Whole will recess for 15 minutes.

*Recess*

**Chair:** Committee of the Whole will now come to order, resuming general debate in Vote 55, Department of Highways and Public Works.

**Ms. Moorcroft:** We were discussing procurement, and I had asked the minister if he could help with getting some information related to a contract that one of my constituents

had bid on. I'm curious to know how a bid could be evaluated, based on criteria that were not included in the request for proposals. I would like to ask the minister: How are value-driven requests for proposals written to ensure that proponents know that they're being evaluated above and beyond the actual requirements of the contract?

**Hon. Mr. Istchenko:** I think I said it earlier: that's operational. I don't have the answer. But what I would recommend to the member opposite is that, if she wants to write me a letter or her constituent wants to write me a letter, I can put it down through the department and get the information that's required.

**Ms. Moorcroft:** The minister does have officials with him and available, and I would like the minister to be able to explain what the Department of Highways and Public Works is doing to ensure fairness in their procurement practices across all departments, because there are a huge number of contracts that each department issues. The minister himself gave the number of 6,500 contracts on an annual basis.

I know, just looking recently at the contract registry, that there were 520 contracts in Community Services, there were 190 in Education, and there were 364 in Highways and Public Works. So what can the minister tell me about how the department helps to ensure that there is fairness in the procurement practices across all of government?

**Hon. Mr. Istchenko:** I am just going to reiterate some things I said earlier. By implementing the recommendations from the 2008 audit of contracts and the follow-up report from the audit that was issued in March 2012, we have started a Procurement Support Centre. We have a Procurement Support Centre. The staff is leading an interdepartmental working group on the collaborative project to standardize — I say again, standardize — construction procurement documents. Everything is standardized the same with the interdepartmental working group that we have.

This is what the Yukon government is doing to modernize how we procure goods and services to make government contracting procedures fair, consistent and accessible for all businesses. We work with local businesses to make it easier to work with the government. We work on providing supplier development services, which is very important to the industry. By spreading some of the work and tenders out over several years and focusing our efforts, we are improving our internal processes. I think I have answered this question — the same answer again.

**Ms. Moorcroft:** Let me move on to another specific example, then. In Information and Communications Technology, there was a data migration contract that was sole sourced to a Texas company. Could the minister explain why that contract was sole sourced, when there are qualified Canadian agencies that have done similar work for governments?

**Hon. Mr. Istchenko:** The member opposite should know; she just mentioned the number of contracts and tenders that were on the registry, as we speak. I am not familiar with the contract and staff here isn't familiar with that contract, but I commit to getting back to the member opposite.

**Ms. Moorcroft:** Well, I'll try Property Management then. The Taylor House has been renovated to accommodate the Commissioner, who expressed a desire to move into a heritage building and the heritage board that had been using that building had very short notice to pack up and look for somewhere else to rent.

I would like to ask the minister if he can tell us what the total cost was of renovations done to the Taylor House in order for the Commissioner to be able to move in. I believe there was \$60,000 in the Executive Council Office budget, but I am asking the minister if there were other monies in Highways and Public Works' budget for that project? The government, through its Property Management Division, does provide space for a number of government departments and agencies, so I would like to ask the minister if he could also tell us what work has been done to help the heritage board find new accommodations.

**Hon. Mr. Istchenko:** When we look at space, we look for space for government agencies, not for non-profit societies, but we work with them and offer advice to them. The member opposite said short notice; I believe they had eight months or so. It was not short notice.

**Some Hon. Member:** (inaudible)

**Hon. Mr. Istchenko:** Anyway, I am not going to argue the point. This is just what was brought to my attention, and I believe that they are still working on this. I don't have dollars because they are not finished yet.

**Ms. Moorcroft:** Is there a forecast for those expenditures? I don't believe the minister responded to the question about what work the government was doing to help find new accommodations for the Heritage Resources Board.

**Hon. Mr. Istchenko:** I did answer the question. We look to find space for government agencies. We work with the proponent, and the proponent that the member opposite is talking about — I am sure the department is helping them. I guess I can get back to the member opposite. I am not sure if they have found space. I don't have that at my fingertips.

**Ms. Moorcroft:** Moving on to the integrity and safety of oil tanks for public buildings — the Yukon Housing Corporation has put out an oil tank handbook that sets out what many of us are aware of — that leaking fuel-oil tanks can be a significant and a costly problem for property owners and for the environment, and that underground fuel-oil tanks are particularly hazardous. There are many properties owned and managed by the Yukon government with above-ground and below-ground tanks.

How is the government identifying and prioritizing the upgrades and the replacements of oil tanks on government properties?

**Hon. Mr. Istchenko:** The Government of Yukon works hard to make sure that our buildings are clean, safe and warm for Yukoners and Yukon students. We know how important it is for Yukoners and Yukon students to be comfortable and secure when they are earning a living and while they are learning or pursuing their goals. So working with a finite budget to administer across a variety of competing interests, Highways and Public Works is prioritizing and making the



best decisions possible in the interests and to the benefit of all Yukoners.

Highways and Public Works identified 21 underground tanks as a priority to be replaced by 2015-16, with above-ground tanks that will be easier, less costly to monitor and repair, which in turn will enhance the safety of Yukoners and the environment. My staff is working hard so Yukoners can be assured that oil tanks and equipment at all Yukon government facilities are being effectively managed, are in good working order and meet the appropriate building codes.

**Ms. Moorcroft:** Could the minister also confirm whether the non-compliant underground tank at Macaulay Lodge has been replaced with a new, above-ground tank with the required functional safety features?

**Hon. Mr. Istchenko:** Yes, the remediation is underway in accordance with the environmental protection order and Property Management division and is replacing the tank.

**Ms. Moorcroft:** The minister indicated that his department has identified 2,100 underground tanks. Have all of them been inspected? Do we know how many of them have the potential to leak? I'm sure that they're going to be of different ages. There could be soil contamination or water contamination as a result. Considering that we know that some of the government's oil tanks have already caused environmental damage, what is the status of inspections on all 2,100 of the underground tanks? That seemed like a very ambitious timeline they were working on — to have them all replaced by 2015, did the minister say?

**Hon. Mr. Istchenko:** I think the member opposite — her number of 2,100 is a little high. It's 21, not 2,100. We have 440 oil tanks.

Property Management has certified oil-burner mechanics and building maintenance personnel who are responsible for the inspections of the Yukon government's above-ground fuel tanks. Any deficiencies noted during these inspections are typically repaired by the burner mechanics. Inspections are visual and they are targeted at the overall condition of the tank, which includes corrosion, physical damage, leaks and visual inspections. Visual inspections occur at least on a monthly basis and in some cases, more often during daily facility visits.

**Ms. Moorcroft:** Sorry, I misheard the minister and I heard 2,100 when he was telling me the number was 21. He has just indicated that there are monthly tanks — so let me ask him to confirm then, that all 21 of the underground tanks at government-owned buildings that will be replaced — are they all safe? They've been inspected and there are no potential for leaks or contamination occurring until they're replaced with above-ground tanks?

**Hon. Mr. Istchenko:** Yes, absolutely. The Government of Yukon is taking this initiative over the next two years to either remove or upgrade any of the oil tanks that do not meet the present-day codes.

I said before that the 21 underground tanks, as a priority, are to be replaced right away by 2015-16 and then I said earlier that they're inspected on a regular basis. If there's anything in the inspections that has to be repaired, they're

repaired by a burner mechanic right away before they can be replaced.

**Ms. Moorcroft:** I wanted to go back and ask the minister to clarify something he said when I had questions related to the airport. The minister said he had been lobbied to add lots at the airport. Can he explain that lobbying?

**Hon. Mr. Istchenko:** Basically we have a list of — I think there are 10 or 12 there that are looking for commercial lots at the airport. We maintain that list and I guess that's what I was getting at when they've been asking the department. I've had one member of the public ask me about that, and I said, make sure that you get a hold of the department if you're looking for lots.

**Ms. Moorcroft:** I also wanted to ask some questions about Shakwak. I listened to the discussion between the MLA for Klondike and the minister and had some follow-up. The minister indicated that the government is still lobbying in Washington to encourage the United States government to continue to fund Shakwak to improve the Alaska Highway. Could the minister provide a little more detail about that please?

**Hon. Mr. Istchenko:** Absolutely. When we started this process, there was a MAP-21 bill, basically. There was a federal bill and the funding was taken off that bill. When that happened, we started a process here — the department started the process with their internal working groups working with the State of Alaska and with key players in Ottawa at the political level. I contacted senators, I contacted just about anybody I could in Alaska to inform them about this issue with Shakwak. It's good I did, because I brought it to the attention of them and I found out, from one of my meetings, that there was a mad scramble to find out what Shakwak was. It put it on the top of their list of things to go after Washington for, basically.

I said before — and this is ongoing. We've had some changes in political figures in Alaska, so I'm going to be getting on the phone in the new year with them again. This is probably one of the most important things for us in the Yukon here, and that road is in my riding, so it's pretty key.

The next time I get to meet with the federal minister in Ottawa, that's always the top priority. I know the department's working — I know my deputy minister works with the deputy minister of transportation in Canada, and it's on his radar also — and the Premier. The Premier works — when the Premier was down in Washington last time, that was one of the things he went forward with, and when any of the other ministers are off and we talk infrastructure or anything to do with the Yukon, Shakwak is a priority for them and they bring it up.

**Ms. Moorcroft:** Has the lobbying of the United States government to fund the Shakwak project been done strictly at the political level by the Premier and by ministers, or have they had contracts for lobbyists or sent departmental officials or done other types of lobbying?

**Hon. Mr. Istchenko:** At the political level, but there's also a contract through ECO, and we're paying somebody to lobby for us on a regular basis. He's constantly working —

that's what I said to the member opposite, or the Member for Klondike, when he said that Yukon Party lobbying fails to produce results on Shakwak. We are still lobbying.

I don't know if the member opposite does, but I don't understand American politics. They are a little bit different from ours. There are different committees and stuff like that, and this lobbyist works with those committees, highlighting issues and using every angle and tack that they can.

**Ms. Moorcroft:** Another question that I had related to Property Management is regarding Takhini Haven. This is another issue where we weren't able to get answers in other departments or from other ministers. The Takhini Haven group home, which is located on the Whitehorse Correctional Centre property, has an issue with snow removal because of the nature of the entry, and there has been flooding of the floor if the snow is not adequately cleared. I see the Minister of Justice is entertained by this line of questioning, but I am still going to ask the minister if he can indicate whether Property Management is making sure that the snow removal is being done to avoid any damage to the property at Takhini Haven, which is being used as a group home?

**Hon. Mr. Istchenko:** I believe if it is brought to the attention of Property Management, we will look for solutions to it. I'm sure we will have to figure out a different way to remove the snow. I will look into it for the member opposite, but I believe that if a complaint has been put forward, or if somebody has been contacting the Property Management — I have seen it on more than one occasion where we had to change the way we remove snow because it melts and floods people out. I know I am working with your fellow colleague on another issue — so yes.

**Ms. Moorcroft:** In August 2013, a report commissioned by the Yukon government and completed by a B.C. engineering firm identified eight Yukon schools as being at medium to high risk during an earthquake. The three high-risk schools are along the Alaska Highway in Haines Junction, Destruction Bay and Beaver Creek. The five medium-risk schools are in Whitehorse and, according to the report, about \$19.5 million would be needed to upgrade those schools. In November 2013, the government announced that some short-term measures were being taken to fix non-structural items that could be a hazard during an earthquake, and that same news release advised that a longer-term strategy would be developed to address more serious structural issues. All three of those high-risk schools are quite elderly. Kluane Lake School was built in 1961, the Nelna Bessie John School in Beaver Creek was also built in 1961, and the St. Elias Community School in Haines Junction was built in 1963.

The Minister of Education let us know that the government was working with the Kluane First Nation to enhance educational opportunities for children in Burwash Landing, but there are about 1,300 students who could be at risk in their schools and we know that the planning process can take a number of years. There needs to be — I see the Minister of Education is briefing the minister. I'll maybe pause and see if he's listening.

We understand that life-cycle assessments are underway to determine whether it is better to upgrade or to replace some of the schools, and then there would be more planning. I would like to ask the minister if he can tell us: When will the parents of students at those three high-risk schools in Haines Junction, Destruction Bay and Beaver Creek know the government's plan, and can the minister elaborate on what they are doing to address those risks, and what they will be doing, when?

**Hon. Mr. Istchenko:** First of all, Highways and Public Works works hard to make sure that our buildings are clean, safe and warm for Yukoners, especially our Yukon students.

The government announced that it was working on a seismic mitigation program to minimize the potential impacts of seismic activity in our schools. This program assessed the non-structural risks — such as windows, pipes, books, cases, lockers, school equipment — in the Yukon schools and defined the work required to improve the safety in the eight schools that the member opposite was talking to, with medium or high seismic risks. To date, we have completed the detailed structural and non-structural assessment of the eight schools at the medium to high risk in an extreme seismic event.

This summer, we did a bunch of work. We completed a series of non-structural mitigations in these schools — things like replacing or fastening light fixtures or ceilings or walls, equipment lights, with fall and sway arrests, cables attaching bookcases to walls, repairing support columns and/or footings. We have also worked with the students and the staff in education in the Yukon schools to ensure that they know how to respond in a seismic emergency. We make sure, of course, that our facilities are safe for Yukoners and that our children and those who care for them know what to do in the event of an earthquake.

The member opposite spoke about the life-cycle assessment. I know the Minister of Education explained that to her, and I am looking forward to that being done very soon so we can look at next steps moving forward.

**Chair:** Does any other member wish to speak in general debate?

**Ms. Moorcroft:** Pursuant to Standing Order 14.3, I request the unanimous consent of Committee of the Whole to deem all lines in Vote 55, Department of Highways and Public Works, cleared or carried, as required.

**Unanimous consent re deeming all lines in Vote 55, Department of Highways and Public Works, cleared or carried**

**Chair:** Ms. Moorcroft has, pursuant to Standing Order 14.3, requested the unanimous consent of Committee of the Whole to deem all lines in Vote 55, Department of Highways and Public Works, cleared or carried, as required. Is there unanimous consent?

**All Hon. Members:** Agreed.

**Chair:** Unanimous consent has been granted.

**On Operation and Maintenance Expenditures  
Total Operation and Maintenance Expenditures in the  
amount of \$442,000 agreed to**

*On Capital Expenditures*

*Capital Expenditures underexpenditure in the amount of \$12,525,000 agreed to*

*Total Expenditures underexpenditure in the amount of 12,083,000 agreed to*

*Department of Highways and Public Works agreed to*

**Chair:** We are going to be moving on to Vote 2, Department of Education.

Do members require a brief recess?

**Some Hon. Members:** Agreed.

**Chair:** Committee of the Whole will recess for 10 minutes.

*Recess*

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

We are returning to general debate on Vote 3. Before the break I mentioned that it was Vote 2, but it is Vote 3, Department of Education.

**Department of Education — *continued***

**Hon. Ms. Taylor:** It is indeed my honour to rise again on the occasion of addressing the Department of Education supplementary budget. I believe that where we had left off, there was some discussion regarding immigration programs that Yukon government happens to administer and has been administering for some time, inclusive of the Yukon nominee program. I just want to go back to immigration, which, of course, comprises one of a number of various key pillars when it comes to the labour market framework that the Yukon government continues to deliver on Yukon's behalf.

I think it's really important that, with Advanced Education, we respond to and work with a whole host of various stakeholders in response to labour market needs through the framework itself. In addition to the immigration strategy, I think it's also important to place the context within the other pillars that we also endeavour to deliver on Yukon's behalf when it comes to, in addition to immigration, comprehensive skills and the trades training strategy, the labour market information strategy, and also the recruitment and employee retention strategy.

Since 2011 and much earlier than that, ever since the labour market framework was derived and born, we have been working with a whole host of various stakeholders and representatives from governments, industries, NGOs and various groups collaborating through the framework to determine, regroup and reprioritize the needs of Yukon's workforce and to build consensus on how to address some of the changes of the labour market that we have seen over the years.

It comes as no surprise that our labour market has changed significantly over the past decade. First off, there has been a significant growth in our population and, as a result, there has been a real demand for workers of various skills, from entry-level skills right through to the full complement.

So we have and continue to work seamlessly through a number of various working groups that have been designated under the labour market framework. The ultimate vision is to really create an inclusive and adaptable labour market that meets the needs and demands of a strong, diversified economy and provides opportunity for a better quality of life for all Yukoners.

Through our own Advanced Education branch, we deliver a whole host of different programs, which include community training funds. I know we spoke to some of the initiatives. We administer the *Students Financial Assistance Act*, which we talked about at great length in yesterday's debate. We administer a number of community training funds to the tune of about \$1.5 million in support of community training funds that are delivered to a whole host of various stakeholders in communities throughout the territory on an annual basis to, again, fund the training needs of individuals, First Nations, First Nation governments, and especially in support of not-for-profit organizations as well, basically varying from project-based funding to community-based funds to sector-based funds. Tourism training fund — I'm very familiar with that, because of our partnership with the Tourism Industry Association over the years.

Throughout the years we have, and we continue to deliver, a number of funds in collaboration with the federal government in support of Yukon's labour market needs. With the end of the labour market agreement, as we knew it, that came to an end as of the end of March 31. We have been responsible for delivering and negotiating a new Canada-Yukon job fund. The Canada job fund, of course, was negotiated with overarching principles that provinces and territories came up with through the Council of the Federation.

But then, of course, individual negotiations came up with our own specific job fund agreements and that is inclusive of the Canada-Yukon job fund agreement. That work is underway, as I mentioned before. Some of it is still underway with the community or with employer-sponsored training funds and discussions with our stakeholder groups right now, but we do administer the Canada job grant and of course, the ongoing employment supports and services. In fact, I had a meeting with LDAY just recently last week, talking about the various services that they do provide on Yukon's behalf in support of persons with disabilities — the full complement — and the unique work that they are doing in support of engaging with employers to be able to ensure that persons with disabilities and the full spectrum are very much provided those entry-level skills, but also are able to enter the labour market with additional training and skills to be able to fully participate and to be fully included in Yukon's labour market. That work is very much underway.

As I mentioned also recently, we were able to negotiate — in addition to that — the first-ever labour market agreement for persons with disabilities, which gives us even more fiscal capacity to be able to facilitate additional work for individual groups such as LDAY, as I just referenced.

Challenge, of course, has been very successful in being able to leverage additional funds through Canada and through

the Yukon, as well, over the years — but being able to build capacity in their communities and working seamlessly with other organizations throughout the territory. It never ceases to amaze me just how tight-knit our community organizations are and the hard work that they are doing on Yukon's behalf to be able to facilitate more engagement in our workforce, as well — all very good work indeed.

Of course, as I mentioned, that specific agreement that was signed off by the federal minister and me, just earlier this year — \$1.25 million, in addition to \$1 million in support of the Canada-Yukon job fund agreement. That is in addition to, I think, just under \$4.5 million in support of student financial assistance programs that we provide on an annual basis — again, in support of Yukon students pursuing post-secondary education through the student grant, through the student training allowance. That is in addition to the Canada student loan and other programs that we administer with Canada and other organizations.

Targeted initiative for older workers is another program that we were just recently able to renegotiate and renew in an agreement with Canada. It has worked exceptionally well and we are very excited to see this work continue, in collaboration with Yukon College.

It has been able to really look at under-represented groups of our populations, whether that be older workers, whether that be youth, whether that be persons with disabilities or whether that be individuals in rural Yukon who may not have the full skill set to benefit from opportunities.

I would be remiss if I didn't mention strategic investments such as CNIM, the Centre for Northern Innovation in Mining, and how we are looking to utilize infrastructure initiatives such as the mobile trades trailer unit. We are excited to see more opportunities come about as a result of the trades trailer making its way through the territory from Dawson to Pelly Crossing to Ross River in the new year. These are really opening up the doors for the uptake of individuals who wouldn't necessarily have that opportunity to access that kind of level of training. Working seamlessly — it is a great initiative being delivered by Yukon College and the community campuses. They are able to facilitate those strategic partnerships with mining companies such as Selwyn, for example, and to leverage additional dollars in support of those unique training needs specific to those unique regions — southeast Yukon being one of them. That is a very good initiative.

Of course, as we look to expanding the trades, a very key element — whether we look to expand dual credit programs in the trades, but also looking to expand the trades themselves under the CNIM investment, an \$11-million investment over five years in support of the industrial trades, which will be of great benefit to the resource sector and all sectors as we move forward.

The trades facility that is currently underway right now through the good work of Yukon College, working in collaboration with Highways and Public Works and other areas, will see a very greater presence of the trades. That building in itself has really freed up more space in the current

college as we know it today. We are able to be strategic in the trades. We are able to really expand based on the current demand and the future demand being projected. Electrical — being able to complete one's apprenticeship in electrical is but one example that will result as a result of that trades facility going up. The footprint in itself will see the trades being expanded by about 40 percent in terms of the physical space in support of classrooms and lab space and in support of the students themselves — again, great opportunities for further collaboration and partnerships with the private sector and the public sector itself.

I have spoken at great length at the national tables about CNIM and the results that we have been able to net thus far. It is a great news story, and it continues to garner a lot of attention from other places, like Nunavut and Northwest Territories and other northern regions in our various provinces. There are a number of various initiatives underway as we speak.

In addition to that, as I mentioned, the immigration unit — we administer programs, one of which includes the Yukon nominee program. We're responsible for the skilled worker and the critical impact worker categories of the program itself, again designed to meet the needs of Yukon employers that are experiencing difficulty in finding local qualified employees. It is meant as the last resort. Canadians first and foremost — and there are eligibility criteria, in terms of advertising. I know the Government of Canada certainly looks to always heighten and to be able to expand those requirements. We did see some changes on the advertising front, I believe, just in the last year and a half ago, if I'm not mistaken.

We did administer the Yukon temporary foreign worker program for a full year, but that program did come to an end, as of the end of July of this year as a result of the temporary foreign worker program changes that were announced by the federal government. It wasn't just the Yukon temporary foreign worker program that came to an end, but there were, I believe, four other specific programs in other jurisdictions in the country that also came to an end.

The nominee program has worked relatively well over the years. It has been in place for several years. Going back to our discussion, we support, in collaboration, a variety of programs for nominees, inclusive of language training, English language assessment, safety training, integration as part of the ready to work program, through the Multicultural Centre of the Yukon, delivered through YTEC. In fact, I was at the graduation the last couple of months, through YTEC, of the ready to work program. They had tremendous — again, another record-level number of graduates coming out of the program. It was fantastic to see the pride — many of whom were new citizens to the Yukon. Some also had graduated from high school here in the Yukon — a real blend of individuals. The skills they received — in terms of the golden host program, in terms of WHMIS, in terms of occupational health and safety programming — all of these are basic skills that lead to employment in various sectors in the territory.

It has been very well-received. We were able to just recently renew our agreement with YTEC to continue to

deliver that particular program and other services in support of the Multicultural Centre of the Yukon.

I have made reference to many other workshops, in terms of sessions as introductions to new nominees. There's a significant amount of work that continues to be underway. We continue to advance discussions with other key stakeholders, like the Yukon Workers' Compensation Health and Safety Board.

This is but another plank under the overarching Yukon labour market framework. I've always been reminded by our staff in Advanced Education that, when it does come to that labour market framework, it's not a Yukon government document, but that it is in response to the community — in fact it's a territorial document.

It has evolved. It will continue to evolve in response to the very demands of our labour market. All in all, I have to say there's a lot of progressive work being done and the collaboration that we see ongoing with individuals — right down to the stakeholders, to individual employers themselves and employees — is significant. Moving forward, there is a lot more work to be done. There is always room for improvement and I can say that I've been very impressed by the level of work that is ongoing.

The labour market information — I could go on for another 20 minutes on just all of the work in support of Yukon labour market information. Maybe I will have an opportunity. There are significant projects underway in collaboration within that particular working group.

Madam Chair, I do see my time has pretty much run out, so I look forward to entertaining further questions from the members opposite. Again, I want to thank my officials for joining me and again, I extend my heartfelt thanks to the Department of Education for their continued work in support of Yukon's labour market.

**Ms. White:** I thank the minister for the second round of opening comments. I'm trying to decide right now if I should try to get absolutely everything out I need to say in one go in the hope — or if I can go one at a time in the hope that we'll have a chance to interact. I'm going to try one at a time. I'm going to try one at a time in the hope that I get a couple more questions in.

So when we originally discussed the nominee program within the Department of Education, prior to the WCB appearing, a lot of the questions that I was given — I was told that WCB took care of that part and that they would know. With WCB — with them appearing — what we realized is that they don't know and they don't keep track of that. So WCB keeps track of the temporary foreign worker program, but not the nominees. So I asked, with the tripartite agreement, who made sure that the places where people were going to work met the standards and things. The minister, herself, has just said that the nominee program has worked relatively well over the years.

My first question is: Will the Department of Education be auditing the nominee program any time in the near future, or if there is a date set for that?

**Hon. Ms. Taylor:** Madam Chair, I want to thank the member opposite for her line of questions, and I also just want to acknowledge the member opposite for her new role as the critic for Advanced Education, I am assuming, and look forward to working with the member opposite in the next year and a half, until our term is up, or maybe renewed — who knows?

I want to just extend my thanks to the member opposite, and I do appreciate the thorough line of questioning and getting to know the file — it is a huge file. Education, in its entirety, is all-inclusive, and I continue to learn each and every day. I ask the members opposite to bear with me as well.

We left off with respect to the Workers' Compensation Health and Safety Board. I actually did have the opportunity to follow up with the individual who was actually sitting here before — the president, the CEO of the board — following that discussion, because I wanted clarity myself in terms of our relationship.

What has in fact transpired is that — again, I was reassured that there has and there continues to be a really strong partnership between Workers' Compensation Health and Safety Board and the Department of Education, when it comes to administering the nominee program — but there was a specific difference between the Yukon temporary foreign worker program.

At the time that was signed, there was an MOU that was signed in place, and it spoke to a number of different facets of the program. That MOU — I should say, when it comes to the nominee program, it is an older program. It dates back a number of years, as you can appreciate and it was not part of the MOU that was signed off, I believe, in 2012, probably, when the temporary foreign worker program came about.

However, that said, again we remain very reassured that the strong working partnership between the Workers' Compensation Health and Safety Board and the Department of Education continues to work to identify and protect vulnerable workers in all workplaces, including those with nominees under the nominee program.

There are a number of different steps as to how we do that, but it's a partnership that has served us well, in terms of the health and maintaining the safety of vulnerable workers throughout the Yukon — again reiterating that it has worked well. It has been well-served. We have been well-served by this partnership.

I was just reminded that we have ongoing discussions with Workers' Compensation Health and Safety Board at the officials level, and we know that, while the temporary foreign worker program expired this past summer — as I mentioned, at the end of July — we have and we continue to work closely to identify workplaces that may not be complying with the occupational health and safety laws and areas of joint concern when it comes to foreign workers in the territory. But the Department of Education and WCB — we have been discussing ways to continue to use the formal collaborative tools and processes that we developed for the temporary

foreign worker program, all of which was to oversee that program.

Those discussions are ongoing. They really started when the foreign worker program was coming to an end. In fact, as I understand it, the various representatives last met on this issue as recently as the end of November — on November 28, in fact, they had their last meeting. That work is certainly underway in terms of how we can more formalize by way of an MOA or an MOU, similar to what we had in place with the temporary foreign worker program.

I think it's a good exercise to be able to put that down on paper and to be able to clarify the roles and responsibilities, even though they're very clear for officials within our department and officials within WCB, but it's very useful to have that delineation on paper and to have that clarity present, so that, whenever there is changeover, we continue to be reassured that health and safety practices are adhered to within our Yukon places of employment as well.

I'm also just reminded that when it comes to workers, all of our Yukon workers are equal under our laws and our regulations, as the Minister of Highways and Public Works just referenced, regardless of workers' nationality or the region or origin. It's really irrelevant to institutions like the Yukon Workers' Compensation Health and Safety Board, in terms of their enforcement efforts.

I think we have to remind ourselves of that but, in terms of — of course, in discussions with the president and CEO of the board, and by way of subsequent correspondence, I am again reiterating that their job continues to be working with every and all agencies to enforce the *Occupational Health and Safety Act* or the *Yukon Workers' Compensation Act*. It is their utmost responsibility and it is up to us to be able to facilitate those discussions.

As I mentioned, we do that in a number of ways. I do not want to reiterate it too much at great length about specific steps that are taken by the Department of Education and specific steps that are taken by Workers' Compensation Health and Safety Board, all of which is to say that the discussions continue. We have just had a recent meeting as of the end of November, and we look forward to seeing ways that we can strengthen our relationship with Workers' Compensation Health and Safety Board and strengthen ways that we can be able to share that information between the two respective parties, and be able to better deliver the Yukon nominee program. When I go to other meetings — national meetings — I do know that obviously due to even our sheer small size of our territory, we do have that ability to have a good relationship with our agencies, like WCB, and I am very appreciative of that because it does give us that better understanding, being able to install greater enforcement in all of our programs and so forth.

Madam Chair, seeing the time, I move that you report progress.

**Chair:** It has been moved by Ms. Taylor that the Chair report progress.

*Motion agreed to*

**Hon. Mr. Cathers:** Madam Chair, I move that the Speaker do now resume the Chair.

**Chair:** It has been moved by Mr. Cathers that the Speaker do now resume the Chair.

*Motion agreed to*

*Speaker resumes the Chair*

**Speaker:** I will now call the House to order.

May the House have a report from the Chair of Committee of the Whole?

#### **Chair's report**

**Ms. McLeod:** Mr. Speaker, Committee of the Whole has considered Bill No. 15, entitled *Second Appropriation Act, 2014-15*, and directed me to report progress.

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

**Some Hon. Members:** Agreed.

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

**Hon. Mr. Cathers:** I move that the House do now adjourn.

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

*Motion agreed to*

**Speaker:** The House now stands adjourned until 1:00 p.m. Monday.

*The House adjourned at 5:25 p.m.*

#### **The following Sessional Papers were tabled on December 11, 2014:**

33-1-136  
*Yukon Human Rights Commission 2012-2013 Annual Report* (Speaker Laxton)

33-1-137  
*Yukon Human Rights Commission 2013-2014 Annual Report* (Speaker Laxton)

33-1-138  
*Yukon Human Rights Panel of Adjudicators 2013-14 Annual Report* (Speaker Laxton)

#### **Written notice was given of the following motion on December 11, 2014:**

Motion No. 839

Re: Extension of the Select Committee Regarding the Risks and Benefits of Hydraulic Fracturing reporting deadline (Cathers)