



The Yukon Legislative Assembly

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5th Session

24th Legislature

HANSARD

Thursday, April 15, 1982 — 1:30 p.m.

Speaker: The Honourable Donald Taylor

Yukon Legislative Assembly

SPEAKER — Honourable Donald Taylor, MLA, Watson Lake

DEPUTY SPEAKER — Robert Fleming, MLA, Campbell

CABINET MINISTERS

NAME	CONSTITUENCY	PORTFOLIO
Hon. Chris Pearson	Whitehorse Riverdale North	Government House Leader — responsible for Executive Council Office, Public Service Commission, Land Claims and Intergovernmental Relations.
Hon. Dan Lang	Whitehorse Porter Creek East	Minister responsible for Renewable Resources, Tourism and Economic Development.
Hon. Geoffrey Lattin	Whitehorse North Centre	Minister responsible for Municipal and Community Affairs, Highways and Public Works, Yukon Housing Corporation and Yukon Liquor Corporation
Hon. Meg McCall	Klondike	Minister responsible for Health and Human Resources, Education and Heritage and Cultural Resources
Hon. Howard Tracey	Tatchun	Minister responsible for Justice, Consumer and Corporate Affairs, Government Services and Workers' Compensation Board.

GOVERNMENT MEMBERS

(Progressive Conservative)

Al Falle	Hootalinqua
Robert Fleming	Campbell
Doug Graham	Whitehorse Porter Creek West
Peter Hanson	Mayo
Donald Taylor	Watson Lake

OPPOSITION MEMBERS

(New Democratic Party)

Tony Penikett	Whitehorse West
Maurice Byblow	Faro
Roger Kimmerly	Whitehorse South Centre

(Liberal)

Ron Veale	Whitehorse Riverdale South
Alice P. McGuire	Kluane

(Independent)

Grafton Njootli	Old Crow
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Clerk of the Assembly
Clerk Assistant (Legislative)
Clerk Assistant (Administrative)
Sergeant-at-Arms
Hansard Administrator

Patrick L. Michael
Missy Follwell
Jane Steele
G.I. Cameron
Dave Robertson

Whitehorse, Yukon
Thursday, April 15, 1982

Mr. Speaker: I will now call the House to order.
We will proceed with Prayers.
Prayers

DAILY ROUTINE

Mr. Speaker: Are there any Documents or Returns for Tabling?

TABLING OF RETURNS

Hon. Mrs. McCall: I have for tabling the terms of reference for the Advisory Council on Women's issues.

Mr. Speaker: Reports of Committees?
Petitions?
Reading or Receiving of Petitions?
Are there any Introductions of Bills?

INTRODUCTION OF BILLS

Mr. Kimmerly: I move, seconded by the Leader of the Official Opposition, that *An Act to Amend the Liquor Ordinance* be now introduced and read a first time.

Mr. Speaker: It has been moved by the Honourable Member for Whitehorse South Centre, seconded by the Honourable Leader of the Opposition, that *An Act to Amend the Liquor Ordinance* be now introduced and read a first time.

Motion agreed to

Mr. Speaker: Are there any further Bills for Introduction?
Are there any Notices of Motion for the Production of Papers?
Notices of Motion?
Are there any Statements by Ministers?

MINISTERIAL STATEMENTS

Hon. Mr. Lang: I want to inform the House that there will be a ceremonial raising of the Canadian flag at the Yukon Government Administration Building at 8:00 a.m., Saturday, April 17, in observance of the moment that Her Majesty the Queen issues the proclamation on Parliament Hill in Ottawa giving Canadians their own Constitution.

This brief and simple ceremony will be attended by an Honour Guard of Cadets from 551 Royal Canadian Air Cadet Squadron, and 2685 The Yukon Regimental Royal Canadian Army Cadets Corp of Whitehorse. Members of the Committee for Canada's Birthday will be in attendance as well as Yukon Government officials. Those establishments which have facilities for displaying the Canadian flag are encouraged to hoist the flag at 8 o'clock a.m. to coinciding with this momentous event. The public is invited to observe the ceremony at the Yukon Government Administration Building to join in the singing of the National Anthem and the traditional tribute to the Queen at this time.

Mr. Speaker: Are there any further Statements by Ministers?

Hon. Mrs. McCall: I am very pleased to announce the new initiatives to improve the status of women in Yukon. It has been our Government's policy to appoint women in equal numbers with men where ever possible to Territorial Boards and Commissions. To facilitate this policy the Women's Bureau will be complying a file of women interested in serving in this capacity.

Public work shops and seminars on a wide range of topics of concern to Yukon women will be sponsored by the Women's Bureau. A Women's Resource Centre will be established within the Women's Bureau for use by the general public. Booklets and pamphlets will be

prepared by the Women's Bureau which will explain recent changes in legislation and their impact on women.

A review of all Yukon legislation will be conducted this summer to ensure that there is no discrimination on the basis of sex. If necessary, a omnibus bill will be prepared to make the necessary amendments. The Women's Bureau will be working in co-operation with the Public Service Commission to look at ways of establishing an approach to address the needs and interests of our female public servants.

Finally, I am most pleased to announce the establishment of a Yukon Advisory Council on Women's Issues. This Council will bring before the Government and the public matters of interest and concern to Yukon women. The Council may propose legislation, policies and practices, receive and hear petitions and suggestions from groups and individuals, undertake research, recommend and participate in programs concerning the status of women, and the Council shall submit to the Minister an annual report.

I am pleased to table in the House today the terms of reference for this Advisory Council. I want to emphasize that this Council will in no way usurp the role of already established women's groups in Yukon, or their access to this Government.

Members on this Council will sit as individuals and not as representatives of any group they may be associated with. There are similar advisory councils in the provinces and our Council will become a part of that national network. I have made the following appointments to the Council: Marlene Crawford, from Faro; Peggy Kormandy, from Dawson; Heather McFarlane, Lois Hawkins, Yvonne Kisoun and Sandra Gabb.

Mr. Kimmerly: I, too, am very pleased at this announcement. I wish to say that the Minister responsible ought to be congratulated for doing a much better job than her predecessor did.

The new initiatives for the Women's Bureau are welcomed. There are some important policy announcements in this announcement and we welcome all of them. I would raise two questions. The first one is that on this side we will be reserving our final judgment on these initiatives until a year or so from now.

The policy of appointing women in equal numbers with men is an excellent one. We only wait until that has actually been accomplished, and when it has, the true implications of this policy will be felt by all Yukoners.

The second point is that I was slightly disappointed in the Budget Debate to realize the small amount of money planned to be expended on women's issues in the next year. I would look forward in the future to an increased expenditure for such things as advertising and training and grants to other groups such as the Women's Centre and the Indian Women's Association.

Mr. Veale: I, too, would like to congratulate the Minister for this announcement. I think that the Yukon Advisory Council on Women's Issues has an excellent composition and I congratulate her for that.

I am sure that the job of appointing women in equal numbers to boards will be a very lengthy and time-consuming one, considering that there are some 70 boards now in the Yukon Territory. I hope that the Minister will be proceeding with that as soon as possible as vacancies occur.

I was also interested to see that the Minister is going to review all Yukon Legislation regarding discrimination on the basis of sex. That has been a long-awaited review, but I should advise the Minister that a review of some of that legislation has already taken place with the *Employment Standards Ordinance* and the report of that Committee is before this House.

I am pleased, of course, that the Minister has taken issue with one section of that report dealing with the concept of equal pay for work of equal value in the same establishment. The Minister is on record as endorsing that philosophy. It is not contained in the report because the majority of the Committee did not agree with that philosophy, so I look forward to the Minister bringing forward legislation that incorporates that philosophy.

Mr. Speaker: Are there any further Statements by Ministers?

Are there any Questions?

QUESTION PERIOD

Question re: Tourism

Mr. Byblow: I have a question I will direct to the Acting Government Leader. In light of the mining layoffs and the shutdown pronouncements of late, a number of communities and areas are being severely effected economically. I would like to ask the Minister, in his capacity as Minister of Tourism, whether his department plans to shift any tourism promotional emphasis for this summer towards some of these communities? I cite specifically, the Faro, Ross River and Mayo areas.

Hon. Mr. Lang: Sometimes the questions from the Members opposite surprise me. He has been in the House for over three years and I think he should be well aware that any of the marketing programs that are put into effect are during previous fall and early winter in order to get the necessary marketing programs available to the public, especially in the Lower 48, as well as in some of our provinces, in order to interest people to come up in the forthcoming summer. I think it is fair to say that most of the marketing already has been done. There is no question that at the tourist information centres, people will be made fully aware of what services are available throughout the Territory and subsequently that could aid in trying to keep people in the Territory as long as we possibly can.

Mr. Byblow: I did not address the question of marketing, but I will address a very specific aspect. There has been some concern expressed by the community of Faro and Ross River, and particularly by the Faro Chamber of Commerce, that this coming summer's mining shutdown will severely affect local business. I believe efforts are underway to encourage some tourism potential from the Campbell Highway corridor. Would the Minister consider any stepped-up tourism promotion of that corridor for this summer?

Hon. Mr. Lang: The Member opposite obviously was not listening. I said of course we would try to encourage people who are travelling through the Territory to go to all different places within the Territory and we will utilize our tourist information centres for that purpose.

Mr. Byblow: Could I ask the Minister whether he is still confident that his department has clear indications of a healthy tourism season this summer?

Hon. Mr. Lang: All we can do is go by the indications that have been provided, not only by the department but from the work that has been done through the Yukon Visitors Association as well as from the state of Alaska. Indications are that we look like we will achieve almost the same results as we were last year. Things do look positive and I recognize the Member opposite would like to see it the other way.

Question re: Wildlife Ordinance

Mr. Veale: I have a question for the same Minister regarding the *Wildlife Ordinance*. The Minister issued a press release recently clarifying some confusion about the issue of some hunting and angling licences. Could the Minister advise if he intends to have the new regulations under the *Wildlife Ordinance* applying for the entire 1982 season or is he going to have part of the old regulation applying until the new ones are promulgated?

Hon. Mr. Lang: There is no question that the new Ordinance will be coming into effect some time within the course of the next couple of weeks. Until it comes into effect, the old regulations will apply. Once the new Ordinance is proclaimed, new regulations will go along with that proclamation.

Mr. Veale: I am concerned about hunters who will be facing one set of regulations for a period of time and then a new set following that. How will the Minister be publicizing this so that there will be no hunter who unintentionally breaches the Ordinance as a result of not knowing about the new regulations?

Hon. Mr. Lang: The major hunting season does not happen until later in the year. I do not know if the Member is a hunter, but it generally starts on August 1st and we have no intention of changing that. I recognize that the ability to go spring bear hunting is coming up and that is going to be dealt with. We have had some difficulty in the

drafting and that is the reason for the delay.

Mr. Veale: The Minister did say that it was the drafting that is the problem. When will the drafting be completed, and what will be the additional delay to have the regulations actually printed up for public distribution?

Hon. Mr. Lang: If everything goes according to plan, I would like to think that all this work will be completed by the end of this week and will be able to be considered by my Cabinet colleagues over the course of next week, with the idea of it coming into effect at that time.

Question re: Projected Yukon Energy Requirements, 1980-1991

Mr. Kimmerly: A question to the same Minister. The Minister has tabled a consultants report entitled "Projected Yukon Energy Requirements, 1980-1991. The report recommends, on Page 86. "The Government of Yukon should undertake or persuade the Government of Canada to undertake a complete analysis of the cost of providing a supply of natural gas to all major Yukon centres at prices comparable to those to be arranged for other parts of Canada..."

Mr. Speaker: I believe the Honourable Member is now making a speech. Could you kindly get to the question?

Mr. Kimmerly: Can the Minister answer, yes or no, if any consultation with the Government of Canada occurred pursuant to this recommendation?

Hon. Mr. Lang: Yes.

Mr. Kimmerly: Can the Minister answer, yes or no, if the department is presently studying the proposal?

Hon. Mr. Lang: Could the Member say to which department he is referring?

Mr. Kimmerly: Can the Minister answer, precisely, if there is a target date for the report of such a study?

Hon. Mr. Lang: No, I cannot. We have had consultation with the Federal Department of Energy, Mines and Resources. We have put a proposal forward that we should have serious look at this option as an energy source. We have not had confirmation in respect to that particular request.

I should indicate to the House that we had a commitment, some time ago, from the Minister of Indian Affairs and Northern Development that in drafting a northern energy policy we would be involved. We would at least provided the ability to see exactly what was going to be taken before Cabinet. My information leads me to believe that there has been a Cabinet document taken forward to Cabinet. We have not been involved in the drafting or preparation of that particular report.

I am writing to the Minister responsible, the Minister of Indian Affairs and Northern Development, on this matter referring to his previous commitment, which was not fulfilled by his department, indicating to him our concern for this major issue facing the Territory. Hopefully, he will at least bring it back for our input prior to making any major public policy commitments.

Question re: Haines Junction water system

Mrs. McGuire: I have a question for the Minister of Municipal and Community Affairs. On November 17, 1981, I put a question to the Minister in regard to the deteriorated state of the Haines Junction water tank and system to which the Minister said that his department was reviewing the situation, but had not made a decision at that time.

Has the Minister and his department finished reviewing it and arrived at a decision as to what they will be doing with that tank?

Hon. Mr. Lattin: We have done a considerable amount of research on this particular water tank. It is our assessment that the lifetime of this tank is from five to ten years. We have a quotation on the upgrading of the liner to stop the leaking that has been evident this winter. The material costs run around \$1,600 to install this and this will be installed this summer during the warm weather.

Mrs. McGuire: I would like to ask the Minister if he has approached Champagne Aisahik Band and the Federal Department of Indian Affairs on a cost-sharing plan to install and operate a new water system for Haines Junction, which would include the Band area and also Parks Canada.

Hon. Mr. Lattin: No, we have not. I do not say that we will not in the future. As I said, we have a life expectancy of this water tower from five to 15 years and I think that, realizing that its usefulness is coming

to an end, we would consider all alternatives in this area.

Mrs. McGuire: In view of the fact that the aforementioned parties benefit from LID services and whereas Haines Junction's 50 property taxpayers bear the brunt of all O&M charges, would the Minister agree to immediately approach the various federal departments on a cost-sharing agreement, at least on the O&M charges?

Hon. Mr. Lattin: That is something that we could consider.

Question re: School tax levy

Mr. Penikett: I, too, have a question for the Minister of Municipal Affairs. On April 5th, the Government Leader stated, in response to my question on the school tax levy, that there were items in the Budget that were exempt from calculations of the 11.5 percent formula for funding of the education O&M expenses and property taxes. At the time, he stated that he would provide the information necessary to clarify the matter. Can the Minister of Municipal Affairs now state precisely what "things have been included in this program which should not have been included in the calculation of this item"?

Hon. Mr. Lang: As this is a responsibility of the Minister of Finance and not a responsibility of the Minister of Municipal Affairs, I will attempt to field that question.

Firstly, I think that the Member has made an assumption that the calculations were wrong. I would like to inform the Member that, to our knowledge, that is not correct. Secondly, there will be a very detailed explanation provided to the Member opposite, taking into account what calculations for school costs are taken into account in respect to the levy of the school tax. Further, it should be pointed out, in respect to the school tax in a general sense, it is those programs that are provided on a day-to-day basis as far as the kindergarten or Grade 12 program is concerned. As the Member opposite knows, a lot of other programs come into effect in that area.

Mr. Penikett: Supplementary to the acting Government Leader.

Is the acting Government Leader telling the House then that the calculation which shows in the Budget as 12.2 percent of the Operation and Maintenance cost of the school system this year, and that 11.5 percent is wrong?

Hon. Mr. Lang: I think the Member is playing with semantics. As I indicated to him, we will be giving a detailed explanation, as what committed at a previous sitting over the course of this Session, in respect to exactly how the calculations work. One can play with the percentages. The basic philosophy, I believe — and I am going on memory now — that it is 11 or 11.5 percent of whatever those costs are.

Mr. Penikett: I was not playing with semantics, I was trying to work with the Government's numbers.

The ratio of the school tax levy to school expenses, calculated by the formula used by the Government opposite, is still substantially greater than it was last year. I would like to ask the Minister now, or if he will bring the explanation back later, further to the other ones coming, if he would explain why the ratio of the burden falling on property owners has increased so dramatically this year?

Hon. Mr. Lang: I have committed myself and the Government to bring forward that particular information. I would respectfully submit to the Member opposite that these are very detailed questions. Perhaps the Member opposite wants to raise this in a private conversation by asking if we could provide this information as he intends to proceed to question it during Question Period on the day following. I think it would facilitate you, Mr. Speaker, as well as the Member opposite.

Question re: Yukon preference

Mr. Veale: I have a question for the Minister responsible for Public Works.

The tender form of the Government indicates that preference may be given to tenderers who propose to make greater use of northern sub-contractors. Would the Minister advise what specific rules apply to encourage general contractors to use Yukon sub-contractors?

Hon. Mr. Lattin: When a contract is issued, we have consultation with the contractors. In most cases I would say the contractors have been very good. Most contracts that we have been bringing out lately — some of them have been with Yukon contractors, but some of them have been from outside — the contractors as a whole have been very

co-operative with us and have hired as much local labour as they possibly can to complete the job that they have bid on.

Mr. Veale: The difficulty for the general contractor is that he does not know precisely what is meant by that particular preference statement. Can the Minister make the text definitive to encourage greater use of Yukon sub-contractors?

Hon. Mr. Lattin: On all the contracts that we let out, that is one of the things that we are reviewing. I am sure we will take that into consideration in our review of contracts generally.

Mr. Veale: I thank the Minister for that commitment. The Minister will recall that in the debates yesterday on the northern preference, one Honourable Government Member felt that outside firms were setting up one-man offices to obtain that Yukon preferential treatment. Has the Minister encountered this problem and if so, what is he doing about it?

Mr. Speaker: Is the Honourable Member referring to debate in this House or in a Committee of this House? If the Honourable Members are referring to debates in a Committee of the House, they are not proper questions to be asked in the House. They are to be asked in Committee.

Mr. Veale: I will rephrase that question. Is the Minister aware of the fact that outside firms are setting up one-man offices in order to comply with the Yukon preference and obtain that preference?

Hon. Mr. Lattin: Not specifically. I believe that there are some outside contractors who do maintain an office here, but these are the contractors who have done a lot of work here, but there is, I suppose, always that possibility. To my knowledge, I do not think this is a procedure that is taking place.

Question re: Tourism Advisory Board

Mr. Byblow: My question is for the Minister of Tourism. Can the Minister advise if the Tourism Advisory Board will be meeting this spring?

Hon. Mr. Lang: No.

Mr. Byblow: I have unconfirmed information that the Board is no longer functional. Can the Minister then confirm whether a decision has been made to disband the Board?

Hon. Mr. Lang: Yes, I can confirm that.

Mr. Byblow: Can the Minister explain why the Board has been disbanded?

Hon. Mr. Lang: I will have to give a little more lengthy reply as a result of the two previous questions.

Mr. Speaker: I will ask the Minister to kindly be brief.

Hon. Mr. Lang: As brief as I possibly can in view of the question that has been asked. The Government, over the past few years, has given considerable support in strengthening the Yukon Visitors Association.

I believe, overall, it has representation throughout the Territory and meets, if not on a quarterly basis, even more often. As a Government we have taken the position that those operators who are involved and directly benefit from the tourism industry should be directly involved with the overall decision-making with respect to marketing and these types of things. With that decision being made as a policy decision some years ago, and with the strength of the Yukon Business Association, and in view of the representation of the Yukon Visitors Association, we have found that the Tourism Advisory Board, which was set up to give regional input was no longer necessary.

I have been trying to contact the Member from Faro. I have not been able to contact her to let her know the decision. I regret that she will be notified in this manner. I asked her to return my call, but she did not return my call.

Question re: Yukon Energy Requirements

Mr. Kimmerly: A question to the same Minister in his capacity as Minister of Renewable Resources. Again referring to the same energy report I referred to earlier, it states on Page 1 that arrangements must be made to provide "local natural gas distribution regardless of the pipeline". Does the Government now have a policy on this issue?

Hon. Mr. Lang: I find the question totally and absolutely ludicrous unless the Member opposite can inform the House where a gas field is. There is definitely work being done within the Government

through the Intergovernmental Affairs Department on the possibility of tapping gas from the Alaska Highway pipeline, which the Member was informed of some time ago. That work is ongoing. We are looking to see whether we can get further financial resources to go into it in a more technical manner.

I want to inform the Member opposite that it is predicated on a number of assumptions, such as whether there will be a major pipeline through Yukon, which this year has been delayed, and will give us more time to do further work. It is difficult to confirm a policy when we have not even compiled all the information.

Mr. Kimmerly: The report also recommends on Page 84 that the use of wood for heat should be encouraged in every way possible. Does the Government now have a policy on this issue?

Hon. Mr. Lang: We have been working with Forestry on this particular issue. There appears to be, in the formative stages, a possibility of a policy which would properly come under Municipal Affairs, if it applies to municipal areas. It would primarily be the area of Whitehorse in view of the size of the city of Whitehorse.

Outside the lands that the Territorial Government has is their responsibility. We are working closely with them. We recognize the importance of it. I think the key is to ensure access to those areas where there is a good wood harvest.

Mr. Kimmerly: The report also recommends on Page 70 that electricity used as heat ought to be discouraged by all possible means, and I quote, "including legislation or regulation if necessary". Does the Government now have a policy on this specific issue?

Mr. Speaker: Order. I will rule that question out of order. I am sorry that I was unable to rule the question before out of order. I would once again refer all Members to Beauchesne 359-11, "A question which seeks an opinion about Government policy is out of order in that it asks for an opinion, not information. A question asking for a general statement of Government policy may be out of order in that it requires a long answer and should be made on motion or in debate."

I would think in this question that perhaps during the Budget, Honourable Members may find answers to questions that are being asked here.

On the point of order, the Honourable Leader of the Opposition.

Mr. Penikett: With the greatest of respect, Mr. Speaker, I must question your ruling and serve notice that I would question it by substantive motion. I think it is perfectly proper for a Member to ask if the Government has a policy in a question. There is nothing to prevent that, at all.

Mr. Speaker: The last two questions, as raised by the Honourable Member for Whitehorse South Centre, are both out of order. I did permit one, as perhaps I missed the fact that it was out of order. The second is clearly out of order, and I so rule.

Question re: Government Leader

Mr. Njootli: I would like ask a question of the acting Government Leader. It has nothing to do with the Budget, but something to do with more important matters in Yukon. Could the Minister tell the House why the Government Leader went to Ottawa: to see the Queen or to celebrate the anti-Yukon Constitution?

Mr. Speaker: The question is frivolous and completely out of order.

Question re: Agricultural policy

Mr. Veale: I have a question for the Minister of Renewable Resources regarding the agricultural policy. The Agricultural Development Council has submitted a draft agricultural program. Would the Minister advise what the time-frame is for reviewing this proposal and bringing forward the Government policy?

Hon. Mr. Lang: I would like to think that I would be in a position to table legislation on this matter over the course of this Session.

Mr. Veale: Will the Minister also advise if he would be able to have land distributed this summer under that agricultural policy as well?

Hon. Mr. Lang: I can speak for the Territorial lands. Those lands that will be applicable will be distributed where it is deemed to be utilized for the purposes of agriculture. Perhaps the Member opposite could inform us on the Government of Canada's plans since he belongs

to that Federal party?

Mr. Veale: It is unfortunate that the Minister has taken three and a half years to bring the policy forward. Is the Minister stating, categorically, that on Yukon lands, those lands will be issued before the planting season which begins as he knows, this June?

Hon. Mr. Lang: It is our intention to make land available where necessary. It has always been the policy of this Government and, in view of the fact that we are putting into place the necessary policy for the purposes of agriculture endeavours, then we will be getting those lands that we have control over distributed as quickly as we possibly can.

While I am on the subject, the Member opposite referred to three and a half years in respect to an agricultural policy. As he, and all Members know, we have been given categorically over the years various reasons why no land will be transferred to us. Last year we were told by the Government of Canada that the reason land was not being distributed, or directed to the Government of the Yukon Territory, was the lack of an agricultural policy. Now we have an agricultural policy, perhaps the Member opposite can tell us the next reason that is going to come forward from the Government of Canada in keeping the people of the Yukon tenants on their own property?

Question re: Lewes Village complex

Mr. Penikett: I have a question for the Minister of Consumer and Corporate Affairs. As this House knows, units in the Lewes Village complex are being sold as condominiums although the strata titles have not been registered at the Land Titles Office. I would ask the Minister, or the Minister responsible for Lands, if his officials in his department have been investigating the situation to determine whether sales can proceed before the condominium plan is registered? I ask about the investigation in order to protect the potential purchasers.

Hon. Mr. Tracey: I am not fully knowledgeable on that aspect. I will have to take that question under advisement. I would be fairly certain that, before the landlord entered into this proposal, he certainly must have done all the necessary investigation.

Mr. Penikett: I thank the Minister. Since the complex in question also carries a mortgage of over \$1,000,000 which would be passed on to buyers of units, unless the by-laws of the condominium plans state otherwise, will the Minister look into this matter to ensure that all the encumbrances against the units are clearly stated in order to protect buyers?

Hon. Mr. Tracey: I will also take that under advisement.

Mr. Penikett: Since this kind of development is something of a new thing in the Territory, I would ask the Minister if it is the Government's intention to introduce amendments, or regulations, governing condominium conversions in order to protect both the rental market and the buyers of condominium units?

Hon. Mr. Tracey: Yes. We will do a detailed investigation.

Question re: Skagway road

Mrs. McGuire: I have a question for the Minister responsible for the Department of Highways. While we are aware that the Canadian portion of the Skagway road was paid for by the Department of Indian and Northern Affairs, I would like to ask the Minister if this highway is under the Federal Government or YTG at this time?

Hon. Mr. Lattin: If we are talking about the Alaska Highway, it is under the jurisdiction of the Federal Government. We entered into an agreement with them. They provide the funds, we do the work and we provide the maintenance.

Mrs. McGuire: I understand that the resurfacing funds for that particular highway, the Skagway road, has been applied for in a supplementary form for this year from the Federal Government. Why were the road surface repair funds not applied for through its usual form of the Main Estimates? Was this an oversight?

Hon. Mr. Lattin: No. This was not an oversight. In consultation with the Federal Government, after we had planned our budgets, it was their suggestion and wish that we go ahead with this. Therefore, that is why we treated it differently than we would other areas, because they came along with the suggestion afterwards. This was partly due to the fact that this road was considered a major tourist road and the usage exceeded our expectation when it was first built. In recognition of

these factors they decided to go ahead at a much greater rate than they had anticipated before.

Question re: Acid rain

Mr. Kimmerly: A question to the Minister responsible for Renewable Resources. The Federal Parliamentary Sub-Committee on Acid Rain, in their recent report, states that the phenomena of acid rain may be extremely severe in the Arctic due to winter build-ups and a short melt season. Will the Minister answer precisely whether or not the department is studying this problem?

Hon. Mr. Lang: As usual, the Member opposite is getting responsibilities mixed up between the two levels of Government. We do not have a Department of Environment within the Government of the Yukon Territory. There is one at the Federal level. I am sure that once they have sorted out just exactly what the problem is with the snow on the river, they will be more than happy to look at the question the Member has posed.

Mr. Kimmerly: Did the Minister, or any officials in the department, contact Federal environmentalists to discuss the situation? This is a simple question asking only if discussion has occurred.

Hon. Mr. Lang: At present, not to my knowledge.

Mr. Kimmerly: Did the Minister's officials consult with Federal environmentalists to secure Federal funding of a long-term monitoring project for acid rain in Yukon's Arctic?

Hon. Mr. Lang: Perhaps the Member opposite would describe exactly what this perceived problem is that is in a report that was apparently written in Ottawa. I found, coming from Porter Creek to Whitehorse, the air quite fresh. I have not recognized very many problems. Perhaps if the Member raises a real problem as far as the public is concerned, then we will be prepared to look at it. Otherwise I think the question is frivolous.

Question re: Old Crow road

Mr. Njootli: I direct this question to the Minister of Highways. Is the Minister aware that an Old Crow man was fired during the construction of the Old Crow road by his department, not the contractor, without a reasonable cause?

Mr. Speaker: Order please. I find that question argumentative and also somewhat frivolous.

Question re: Regional Land Use Plan

Mr. Byblow: I direct my question to the Minister responsible for Economic Development.

It is my information that the Minister's department may be producing a Regional Land Use Plan of the MacMillan Pass area. Given that we have had environmental studies and wildlife data being collected over the past year, can the Minister confirm whether or not a Regional Land Use Plan is now being developed by this Government for that area?

Hon. Mr. Lang: An inventory is being done.

Mr. Byblow: Can the Minister, at the same time then, confirm whether or not the MacMillan Pass Task Force is still a functioning body and meeting regularly?

Hon. Mr. Lang: Yes, it is still in existence.

Mr. Byblow: Last December 16th, I filed a Motion, subsequently amended, but nevertheless passed, that called for any reports prepared by or for the MacMillan Pass Task Force to be issued. I would like to ask the Minister if he has issued any orders for this to be done and when I can expect any tabling of studies done?

Hon. Mr. Lang: If the Member recalls the debate correctly, once a decision has been made. As the Member well knows, the MacMillan Pass is in its formative stages and does look positive as far as the long term of the Territory is concerned and the mining industry is concerned, with the exception, at the present time, of the very low metal prices that exist today.

In respect to any policy decisions that are made, once they have been made, I will ensure that the Member opposite is informed.

Question re: School bus safety

Mr. Veale: I have a question for the Minister of Education. Four months ago the Minister advised the House that a report was

being prepared by a graduate student at the University of Alberta on school bus safety. Does the Minister now have a copy of that report?

Hon. Mrs. McCall: No, I do not have the report yet.

Mr. Veale: Does the Minister know when she will be receiving the report and whether or not it will be before a Writ for a General Election is issued?

Hon. Mrs. McCall: We have been expecting it for the last two weeks.

Mr. Veale: Can the Minister advise if the report is simply a compilation of information or whether it is going to be a substantive report with recommendations for Government action?

Hon. Mrs. McCall: It is a report comparing this jurisdiction with all the other jurisdictions in Canada, so we may make our own comparisons.

Question re: Yukon Teacher Education Program

Mr. Penikett: I have a question for the Minister of Education.

The Minister has said that the third year of the Yukon Teacher Education Program was cancelled due to lack of applicants. This year, I understand, there were 15 third year students. Will the Minister now confirm that there had been 15 applications for the YTEP program for third year next year?

Hon. Mrs. McCall: No, I can confirm none of that.

Mr. Penikett: Can the Minister confirm that there were, in fact, as many as 18 applications for the program next year?

Hon. Mrs. McCall: Absolutely not.

Mr. Penikett: Last year, applications were accepted in May for the YTEP third year. Did the Minister consider accepting applications for this program until mid-May in order to determine the actual demand for the program, and then make a decision on the program accordingly?

Hon. Mrs. McCall: I do not know what the Honourable Member is getting at. On compiling the budget we had to examine every program very carefully to see where numbers warranted continuing with such a program and that is exactly the way that that program was cut.

ORDERS OF THE DAY

Mr. Graham: I move, seconded by the Honourable Member for Mayo that Mr. Speaker do now leave the Chair and that the House resolve to Committee of the Whole.

Mr. Speaker: It has been moved by the Honourable Member for Whitehorse Porter Creek West, seconded by the Honourable Member for Mayo, that Mr. Speaker do now leave the Chair and that the House resolve to Committee of the Whole.

Motion agreed to

COMMITTEE OF THE WHOLE

Mr. Chairman: We will be going into Bill No. 5, *Second Appropriations Act, 1982-83* after a brief recess.

Recess

Mr. Chairman: I will call Committee of the Whole back to order. We will now turn to Page 164, Administration, \$1,368,000.

Department of Highways and Public Works - Administration in the amount of \$1,368,000 agreed to

Mr. Byblow: I had one question before we cleared this. I was curious about the \$268,000 is for, under an administrative purpose when the majority of money would be going for personnel and salary?

Mr. Chairman: We cleared the item. However, the Committee wishes the Minister to answer the question.

Hon. Mr. Lattin: I am not quite sure what he is asking.

Mr. Byblow: Under the Allotments as listed on Page 166.

Mr. Chairman: We are not there yet Mr. Byblow. We will be there in a moment. Turn now to Page 166. I think you will find quite a bit of information on Pages 167, 168 and 169. Highway Maintenance, general discussion.

On Highway Maintenance

Hon. Mr. Lattin: The expenditure item shown is Road Surfaces and Shoulders. The 1980-81 figures of \$6,877,000 is misleading as it does not include the servicing and crushing that was provided for under Projects for that year. The various increases shown reflect the catch-up work in previous years. Other increases such as those shown under Ferry Operations are adjustments to more closely the actual cost as experienced the last few years. On the BST program under O&M this year, it is entirely on the Alaska Highway and costs are shown under Road Surface and Shoulders. It is planned to apply BST to 226.8 kilometers. This would include BST applications from Mendenhall to Haines Junction, from Travelers Services to White River and 59 kilometers in the southern area. The BST application on the Klondike Highway is under Capital.

There were some general questions asked yesterday. One of the questions was the complaints of the truckers and their petition. I want to give a brief outline of what the department did to address these problems.

¹⁹ **Hon. Mr. Lattin:** On the morning of the 18th of December, we had a sanding crew out on both ends and we were using calcium chloride. We used more than we ordinarily used and then the weather turned cold. We recognize that we did have a problem on the highway. We determined the different ways to approach this. One of the ways we tried was using hot sand and this did not adhere to the surface. This year we used twice as much sanding material on this part of the road than we had in previous years. Because of the cold weather it did not adhere and the first truck came along and it was long gone.

I have to take exception to some of the allegations that they made because we did have this excess equipment out at this time. It was just one of those winters that you just could not do anything about.

For the information of the Members, we did have one discussion with the representative of the Truckers' Association. It was a very good meeting and we agreed to meet again. On two occasions we had set up meetings but because of circumstances, that were really unknown to me, they had to cancel out. I think they had other commitments. On the first meeting with them, we said that we welcomed the opportunity to sit down and talk to them and we established a good relationship.

Our department remains open at any time they want to discuss the road conditions with us. One of the suggestions that came out of it was that maybe once a month they could give us a report of where their problems were. Any way that we can facilitate information and improve in the services to the travelling public, we are all for it. I look forward, in the future, to be sitting with the truckers, and I think the exchange of information — they can see our problems, we can see theirs — will lead to better understanding. I think that the only thing that will come out of it will be better conditions for travelling for all the people.

Geometric standards are those established by the Roads and Transport Association of Canada. These are generally accepted as Canadian standards. This standard is higher than the development road standards established by Northern Affairs. Structural standards are now under final review and will likely be based on the most applicable elements of design systems established by the Asphalt Institute, the State of Alaska and the Roads and Transportation Association of Canada. The Asphalt Institute system is used internationally and the Roads and Transport Association of Canada is the system that is widely used in Canada and certain elements of the Alaska systems are particularly applicable in the Yukon.

Most of the detail of these expansions on these systems is very technical and complex and I would suggest, rather than me trying to elaborate on it — because I do not have all the knowledge either, as I am just a layman, like a lot of other people on these technical things — if the Members are particularly interested, Mr. Blackman would be pleased to provide more details at a more suitable time outside the Legislature.

I think that is basically an overview of this department and I will be anticipating questions.

²⁰ **Mr. Penikett:** Yes, I just would like to briefly ask three questions to follow up on the Minister's answer. I appreciate the readiness with which he responded to the concerns that I put on the record yesterday from the truckers.

There are three, perhaps four things that I want to ask him about precisely which he mentioned that were specific complaints that the Minister indicated that he thought were unfounded. I wonder if I could just go through those one by one and get from the Minister a brief response.

The first one is a sort of general complaint that one hears, not only from truckers but from others, that the road had not been bladed sufficiently, because the department, for perhaps very good reasons, wanted to protect the pavement and therefore it was not graded as good. Would the Minister care to respond to that?

Hon. Mr. Lattin: That is not true. That I think is a misconception on the part of the truckers and the travelling public. That is not our policy.

Mr. Penikett: If the Minister would care to, I would appreciate it if he would elaborate a little and perhaps indicate something about the mechanics of it — presumably close grading does not affect the surface. Maybe he might say a little more about that.

On the same subject of grading. The truckers' letter, the Minister would remember, talked about the last section before Carmacks. The grading had little effect as the sides only were graded and in the center, most of the road was hardly touched. As they said in their letter "on areas of the road where the surface had been scarred from an ice blade or tire chains, the ice had broken up leaving the surface bare".

Hon. Mr. Lattin: When you have hard ice, it may seem to the layman that it is very easy to break up. In effect, on this iced part of the road and it is a hard thing to do. I reiterate at this point that we did everything that was possible to alleviate the problem. I even went so far as to say we tried new procedures. I wish I had some control over it, but when the weather was like that and with the quick change in the weather, if there were any other means of attacking this problem I am sure we would have tried it. We are very conscious, and we are very dedicated to keeping the roads up to the best standards for the travelling public.

Mr. Penikett: Again, I appreciate the Minister's answers.

There are two more assertions which I would like the Minister's response to. One of them is really something in the way of a suggestion in the part of the letter which suggested "when a road is being rebuilt or paved, shoulders should be at least four feet wide on each side to enable vehicles to drive on or pull over in case of road blocks, et cetera. That really touches on the question of standards. They are not the standards that the Minister was previously talking about but did he have an opportunity to respond to that suggestion?"

²¹ **Hon. Mr. Lattin:** We did have some discussion on this. I want to reiterate that the more services you prepare, the more costly the project. Continuing from that, the future conceptual design of roads we are going to address that aspect.

Mr. Penikett: There was also an opinion expressed in the letter. I will read the pertinent sentence and ask the Minister's response. "We feel that most of the accidents occurring on this road could have been prevented if proper maintenance and sanding had been carried out. Most of the gravel roads are not properly prepared before freeze-up to facilitate good maintenance in winter." Could the Minister comment on that?

Hon. Mr. Lattin: That is an opinion of theirs. From the department standpoint, I do not agree with that because we had done everything that was possible. One of the problems we experienced on this road was the sudden change in the weather.

Mr. Penikett: Did the Minister yet have an opportunity to respond to my question about the number of summer casuals for this year?

Hon. Mr. Lattin: As you realize we have a lot of casual employees. The Highway Maintenance budget represents about 424 man-months of additional labour over last year. The labour will include casual employees, operators of rented privately-owned equipment and contract employees. Very few employees are hired directly by contract. Those who are employed are for special projects and as communicator-observers at the airports.

Mr. Penikett: In this item, how much of it is contracted out? Are contracts out?

²² **Hon. Mr. Lattin:** You pulled a very difficult question to answer. It will vary on account of the season and on the weather. I cannot give you a definitive answer because these two elements enter into it. I do

not know what else I can say.

Mr. Penikett: Would the Minister, at least, venture a guess or an estimate in terms of dollars or as a percentage of the budget?

Hon. Mr. Lattin: I am not trying to evade the question. I do not think by guessing I would contribute anything to it. It is difficult to come up with an answer which would have any validity.

Mr. Veale: The people of Old Crow have requested assistance to build the road to the graveyard, just a short section from the airstrip or from the road which runs just back of the airstrip. Will the Minister be able to accommodate them to have that built this spring?

Hon. Mr. Lattin: That road is not a responsibility of Highways and Public Works. I can respond to that question in the Municipal and Community Affairs budget.

Mr. Byblow: Just a few questions. Probably I will be taking him up on his offer to speak to the Deputy Minister on specifics relating to road standards. Can the Minister say that the paved portion of the Klondike Highway has been built to the specifications prepared by the department?

Hon. Mr. Lattin: That section of the road was built to specifications.

Mr. Byblow: Having said that, I will ask the Minister if the paved portion meets the similar standards of the sub-surface preparation or construction as in the provinces for the loads being hauled on that highway by the Anvil ore carriers?

Hon. Mr. Lattin: We are getting into a technical area now and specifications and standards are two completely different areas. Seeing that the Member opposite is going to be taking advantage of our offer, and I am glad that he will, I am sure that those questions could be answered by the people who have more knowledge of this particular subject than I have. I am talking about our professional engineers and the people who have that technical knowledge. I would ask him if he would have that question addressed when he is meeting with Mr. Blackman and the department.

Mr. Byblow: One more question, and I only ask it because it has been asked of me. Why does the Yukon not pave its shoulders, which is a common practice in provincial jurisdictions for helping offset the moisture saturation of the road-bed, which has been considered to add to the reason for its breakdown?

Hon. Mr. Lattin: There are two reasons. First, paving the shoulders adds a considerable cost. Second, years ago, when we were in discussion with truckers, they asked that that part of the highway, for traction purposes, not be paved. In all our standards and on all our roads we are always reviewing these things and it is maybe something that we can address.

Mr. Byblow: Has the Minister ever done, or plan to do, some type of cost-benefit analysis to determine whether it is more economic to, in fact, pave those shoulders as opposed to not paving them from any data that is collectible on the effect that moisture saturation has on breaking up that road-bed underneath that pavement, which seems to be a contributing factor for what happens every spring?

Hon. Mr. Lattin: We will certainly consider it. I want to clear up the misconception that maybe that is a partial reason for the breakup, but I do not think that it is fair to say that it is a major contributor. It may not be the major contributor of the experiences last spring. With all our projects, we are always looking for better methods of doing them and we will certainly be considering that.

Mrs. McGuire: Are we still on general discussion?

Mr. Chairman: Yes.

Mrs. McGuire: I want to bring up a question that I asked in Question Period which now applies here. It is in reference to the supplementary request for \$500,000 for the resurfacing and other repairs on the Skagway road. How does this affect the balance of this budget? How does any supplementaries of that type affect the balance of this budget?

Hon. Mr. Lattin: I think she is referring to the surface treatment that we did last year, if I am correct. That is certainly taken into account.

Mrs. McGuire: I am referring to the repairs that are yet to be done. The Department of Highways applied for funding from the Indian and Northern Affairs for \$500,000 to complete those repairs on the Skagway road. I am wondering how this affects this balance. If it is

not in here and it is not forecast, it does not show the true expenditures.

Hon. Mr. Lattin: We are having a little problem with the question. Either we are not listening hard enough or the Member is not getting through. This has nothing to do with Operations and Maintenance, these are additional repairs. I have difficulty getting at what the Member is asking me. If she has some confusion on that, maybe I can see her afterwards and I will try to understand what she is really getting at and I can endeavour to get the answer for her at that time.

Mrs. McGuire: I will try again. The amount of monies that were applied for to do the repairs and the surfacing on the Skagway road would apply, perhaps, to road surfaces and shoulders. Of course, it would not show in this budget because it is a supplementary. How would it affect the overall budget balance? It does not exactly give the true picture.

Hon. Mr. Lattin: That has nothing to do with repair and maintenance.

Mrs. McGuire: What section would it come under?

Hon. Mr. Lattin: I am not trying to evade the question, but I am still having difficulty. I think we are getting confused on capital projects and O&M budget. I think the easiest way to clarify this is that I will take that question under advisement or get together with the Member on a break or after we have finished this Session and I will certainly endeavour to address the question that she is posing.

Mr. Chairman: I think the Member is asking whether the maintenance of this road is paid for by the Federal Government of by Yukon, up to \$500,000, and whether it is recoverable.

Mrs. McGuire: I believe the Minister gave a run-down on the \$3,600,000 amount that is forecast for 1982-83 as compared to 1981-82. Could he run over that again? I did not quite catch what that was all about? I can only find a difference on Road Surfacing and Shoulders and surface treatments, dust treatments, gravel, pavement, of \$50,000. Could he explain where the \$3,600,000 is going?

Hon. Mr. Lattin: I am not quite sure of the question. In my introduction to this department, I said that surfacing and crushing had been previously — and I referred back to the 1980-81 budget — put in Projects. Because of the reorganization of the department and where we felt it should rightfully belong, we have brought those particular things up into this Road Surface and Shoulders budget. If you go across the line you will see that in 1981 it was \$6,000,000 approximately and this year we have increased it 35 percent to the \$14,000,000 that we are talking about.

Mr. Byblow: I am curious about the bituminous surface treatment. Can the Minister report the success of the previously installed highways of this treatment method in terms of how it is standing up to the weather conditions of an all-season nature? I ask that question with specific knowledge of what took place in Faro when the bituminous treatment was used in the town. Unfortunately some of it did not stand up at all and it has a lot to do with the traffic pattern, the condition of the weather when it is being installed and the competence of the installation. I would like to hear from the Minister how successfully the installed portions of road are standing up?

Hon. Mr. Lattin: Generally, our assessment of this particular treatment is very good. There have been exceptions, as the Member opposite mentioned, where we have had some difficulties. The condition of the weather at the time of application has a lot to do with it. We try to program our projects in the seasons that would have a favourable effect. Looking at the project generally, out of all that we have done, except for a few minor things, we are quite satisfied that this is a good and useful method of servicing our highways.

Mr. Penikett: The Minister and I have previously discussed this treatment, which his department has now offered to municipalities and communities. There was some interest expressed at the time, or perhaps even concern, about the notion that this might be done when the equipment was in the region or in the neighbourhood. I am still a little curious as to how the problem of an adequate sub-surface would be dealt with if there is not some other kind of better plan for co-ordinating the preparation for such a surface. I wonder if the Minister might speak briefly to the way in which the department will be handling that problem?

Hon. Mr. Lattin: Again — fortunately or unfortunately whichever you want to take it — this is a matter for co-operation between two

departments. We recognize this and we are working very closely with Municipal and Community Affairs on this and we are trying to organize it so that we can take advantage of the equipment. Moving equipment from one place to another for a small job is very costly and we have very good co-operation between the two departments. I do not say this because I happen to be responsible for both the departments. These things are being addressed and I think that we can overcome any problems that you are suggesting and I do not know what else I can say about it at this time.

Mr. Byblow: In the awarding of contracts surrounding the bituminous surface treatment of the roads, I am unclear as to whether the Highways Department does that work on its own or whether it is contracted out. I ask that in light of the high requirement for oil in the application.

Hon. Mr. Lattin: On this treatment that we are referring to, we do not contract it out. We have purchased the necessary equipment and we are doing it ourselves. It is a method that, I think, is found in other jurisdictions as well. There are no contracts, we definitely do all the work ourselves.

We are building up a certain amount of expertise. I feel that we have a very good staff and I am sure, in the end, that we can call on this expertise. In future I feel that we will benefit very greatly from having this expertise in our department.

²⁷ **Mr. Penikett:** One other supplementary question on this subject.

Yesterday, the Minister was explaining again his five year planning framework. Could I ask him one question about that as it relates to the chipseal? The plan, presumably, involved a program to pave and upgrade certain roads, integrated with the maintenance projections. How has the chipseal program affected that plan? Since there has been a fair amount of interest in it and it has had some singular successes in some applications, has this affected the paving plans in any place? How has it affected the department's five year projections in terms of its priorities in paving and improving the gravel roads?

Hon. Mr. Lattin: As you are aware, this is a fairly new technology in the Yukon. In our planning this surface treatment is an integral part.

Mrs. McGuire: Are the statistics contained on page 167 within the Estimate of \$14,001,000?

Hon. Mr. Lattin: Yes.

Mrs. McGuire: The Minister attempted to explain to me the difference between the 1981-82 Estimate as it was compared to 1982-83 Estimate in the amount of \$3,600,000. I still have not got the message. Why the big raise? Where is it going? In the statistics it only shows a difference of \$50,000. Where did that big increase go?

Hon. Mr. Lattin: To do this work, it is just costing more now. The treatments are costing more and that is why we have the difference between the 1981 and the 1982. I guess that is one of the things we pay for, escalation in prices. That is just a fact of life.

²⁸ **Mr. Byblow:** Can the Minister confirm whether the application of the bituminous surface, as opposed to standard pavement, works out on a cost basis on a ratio of four-to-one?

Hon. Mr. Lattin: It is between seven and ten rather than one to four.

Mr. Penikett: The Minister was very friendly and helpful in his answer to my last question, but unfortunately he did not tell me anything. Has the success of this new chipseal technology changed the department's five-year plan in respect to paving anywhere in the Territory?

Hon. Mr. Lattin: No. I do not think that is correct. Not this year, but down the road we will be weighing the pros and cons of both. I think it will be an economic decision. It is going to enter into our projections on the five-year plan. In all our planning, we should consider all the alternatives. If there are more pluses than minuses, I think that is the one we should take.

Mrs. McGuire: I am not satisfied with the answer to my last question. I am going to go through this again. The statistics on Page 167 contain this figure of \$14,001,000. The statistics suggest that between last year and this year there is a difference of only \$50,000. Okay? On the program objectives, there is a difference of \$3,600,000. Where is that \$3,600,000 going? It is not identified on the Estimates on the other side. A breakdown on it would probably help.

Hon. Mr. Lattin: I am having a little difficulty with it. You will notice on the explanation notes on Page 167 under No. 3, that we are increasing the amount of BST treatment for 226 kilometers on the Alaska Highway. That would be in the range to which the Member is referring.

²⁹ *Road Surface and Shoulders in the amount of \$14,001,000 agreed to On Drainage*

Mr. Chairman: Drainage, \$609,000.

Hon. Mr. Lattin: There really is not too much to say. It is quite explicit. Drainage contains ditches, culverts and things like that. A very nominal increase this year.

Mr. Penikett: Has the Minister any breakdown either in respect of roads where this money is going to be spent or in respect of personnel versus equipment?

Hon. Mr. Lattin: We do not have a breakdown on that line item.

Drainage in the amount of \$609,000 agreed to On Roadside

Mr. Chairman: Roadside, \$188,000.

Hon. Mr. Lattin: I want to get through this Budget very rapidly, but I think you are trying to help me a little too much. I will make some comment on this. This entails brush clearing on the side of the roads. An operation such as this does not require much of an expenditure and the change is not very significant.

Roadside in the amount of \$188,000 agreed to On Winter Conditions

Mr. Chairman: Winter Conditions, \$2,436,000.

Hon. Mr. Lattin: This is snowplowing, sanding, et cetera. I think you will notice that the expenditure is up considerably from last year. Last year, due to the very cold weather and the absence of a lot of snow, did not require as much expense as the previous year. We feel the amount is definitely a reasonable estimate for this year. To a degree, it is difficult to give a definite figure because in each winter season, depending on the severity, we can experience things beyond our control. I feel and the department feels that we can maintain the roads adequately on this amount.

³⁰ **Mr. Veale:** What is the increase based on? I assume it is not based on any snowfall predictions and it would be based on increased costs. What is the cost component that is increasing, the actual products being purchased or are we talking about the expenditure of fuel?

Hon. Mr. Lattin: Basically, in an operation such as this we have a heavy fuel usage. That is where we are projecting most of the costs on this item.

Mr. Penikett: I would like to ask the Minister if his experience this winter has caused the department to change its procedures or techniques in terms of dealing with winter conditions? I ask that question in context with the Minister's comment in general debate that he has continued to benefit from experience in order to improve the operations of the department.

Hon. Mr. Lattin: Winter conditions are beyond our control. I would like to think, and I know it is true, that experience is probably one of the greatest teachers that we have. The experience we gather over the years goes a long way to improving the way in which we approach similar situations in the year to come.

Mr. Penikett: To be more precise, though, could the Minister say he has found no reason to change anything in their procedures at all?

Hon. Mr. Lattin: He is probably referring to the cold weather treatment. I do not know what else we can do. Certainly people have suggestions on that, but most of them have been tried and they are not practical. If we do come up with any better ways and technology does change, we will use them. Right now, a lot of the things we tried last year under these conditions were not successful. If there are other methods to address this problem, we certainly will try them.

³¹ **Mr. Penikett:** It occurs to me that there may be other jurisdictions that have had some experience with the kind of problems that we have had this past winter. I admit it was the coldest winter, in several years — my memory says at least five or six. Is the department in regular communication with the State of Alaska, for example, which has quite a bit of paving in its road system and must, in most parts of the State, have experienced similar weather conditions over the years?

Hon. Mr. Lattin: Yes, we do have a good consultation with the State of Alaska. We do have a lot of exchange of ideas. As far as other

jurisdictions in Canada, we have a very good rapport with them and, I would say generally in both Alaska and the other provinces, we do have a lot of consultation. I think that they are experiencing, in this field of winter maintenance, the same difficulties that we are experiencing.

Mr. Veale: Would the Minister give a run-down on some of the experiments that were conducted this winter to solve the particular road surface problem and talk about the use of salt and whether the department is using any more than they have in the past.

Hon. Mr. Lattin: When I made my introductory remarks, I mentioned that we had used hot sand. We have done grading. If my memory serves me correctly, I think we experimented with a mixture of sand and various chemicals.

None of the ones that we tried worked out. I think we even tried to liquify our calcium treatment and it was not very effective either. We have tried everything that we could possibly come up with, with the available knowledge that we have at our disposal, to improve these methods, and none of them were particularly successful. Mother Nature, in the end, won out.

Mr. Byblow: Is there a policy of the Highways Department respecting the winter clearing of off-highway roads? I ask that in consideration of the number of recreation locations along highways, private roadways and questionable public roads that from time to time show indications of being cleared by Highways. Is this a charge-back method? Is there an unwritten policy that, if it is appropriate to clear and there is time and the grader is going by, it gets done? What is taking place?

Hon. Mr. Lattin: You mentioned private driveways. That is a not a responsibility of the Highway Department. In certain cases where other equipment is not available, we will do it. We feel that if there is a private operator available, we will not do it.

On the policy of roads, we are certainly looking at these recreational roads and we are certainly working on policies. We will be formulating some policies in the very near future to address these particular things. These are questions that have not come up in the past but, with the growing population in summer resorts, I think it is something that we have to address and we are certainly addressing it now.

Mr. Veale: Just to help the Minister, my understanding is that there already is a policy. If there is a grader coming close, you can use it on a fee-for-service basis, on a small roadway going into a recreation lot and, in fact, the policy is in place and has been for some years.

Hon. Mr. Lattin: No. I did not say it was not. That is what I intimated. We are talking about future roads. If the equipment is there and there is no other operator then we will certainly do it on a charge-back basis. I am just addressing the subject of roads generally.

Winter Conditions in the amount of \$2,436,000 agreed to On Bridges

Mr. Chairman: Bridges, \$390,000.

Hon. Mr. Lattin: I really do not mind getting up at all but there is really not an awful lot I can do with Bridges. You will notice that there is a two percent decrease in Bridges. I guess that that is what you will question. As we are progressing in our upgrading of some of these old wooden bridges, we have put in large culverts, and this is a figure that we feel that we are going to be spending this year. We feel that we are slowly catching up in replacing all of these old structures and, therefore, that is one of the predominant reasons why we have decreased this budget by two percent.

Mr. Chairman: This item was cleared, however, because there was no discussion I will allow you to go ahead.

Mr. Byblow: I was going to ask the Minister if there were any bridges in the previous administration named after the previous Minister?

Hon. Mr. Lattin: I think that he knows that as well as I do. I am not aware of any, and if he is suggesting that maybe I want one named after me, I certainly do not.

Bridges in the amount of \$390,000 agreed to On Traffic Services

Mr. Chairman: Traffic Services, \$720,000.

Mr. Penikett: Perhaps the Minister might tell us a little bit about this \$720,000 before we pass it.

Hon. Mr. Lattin: Traffic Services are signs, centre lines, traffic

counting and this kind of thing, general items such as this. In this Budget, again, you will notice that there is a slight decrease because we feel that we are far advanced in it. We feel that we are adequately caught up and we are in a position that we can reduce it a certain amount this year. We feel that the amount of \$720,000 is adequate to address the work in this area that we want to do next year.

Mr. Penikett: I notice it is reduced. I would therefore wonder about the following. We had a piece of literature land on our desk today, which was in reference to signs. Would that come out of this item or will that come from Tourism and Economic Development?

Hon. Mr. Lattin: I wonder what you are referring to.

Mr. Penikett: I do not have a copy of the press release here but we had a press release on our desk today about new signs.

Hon. Mr. Lattin: Department of Tourism.

Traffic Services in the amount of \$720,000 agreed to On Ferry Operation

Mr. Chairman: Ferry Operation, \$356,000.

Hon. Mr. Lattin: There is not too much I can say about it. I know people are thinking that I am trying to slide something by them without getting up on my feet.

As everybody is aware, we have two ferries in the Yukon. There is one at Dawson and one at Ross River. In the past we find that we have budgeted less, therefore we feel that this year we have address this problem and we have identified for this project in this coming year \$356,000 and we feel this is adequate.

Mr. Veale: My question relates to the ferry service being cut back last spring, particularly at Dawson. The hours of the operation were cut. Is there going to be an increase in hours of operation as a result of the substantial increase in the amount of money budgeted for it?

Hon. Mr. Lattin: It was not cut back in the spring, it was in the fall. After the tourist season and the main season is gone, we have to be accountable for the dollars we spend and I feel we will be following the same process this year. We gave a lot of notice to people because some of them had problems getting their equipment in and out. We did extend it for a couple of days. This year, we will follow practically the same system. We give people lots of advance notice when it is happening. The policy has worked out pretty well. There are always a few complaints, but generally I think we have had good reception. I think the people using it are quite pleased with the co-operation and advance warnings that we do give them.

Mr. Veale: If there is no improvement in service, what is the justification for the \$136,000 increase in that budget item?

Hon. Mr. Lattin: If we go back to the 1980-81 Budget, it was there. Last year was badly underestimated. We have taken the procedures to correct it this year.

Ferry Operation in the amount of \$356,000 agreed to On Projects

Mr. Chairman: Projects, \$206,000.

Hon. Mr. Lattin: Some of the things under this item have been moved up to Road Surface and Shoulders. Projects include hydro-seeding, and that type of thing, on the Alaska Highway. Last year we had a lot of construction. We will be doing a lot of hydro-seeding on some of the roads. This will aid in the stabilization of shoulders. The big decrease, as I explained before, is because we have moved some of the things that have been previously covered in Projects up into Road Surface and Shoulders.

Mr. Penikett: I understand that move that the Minister made. Could he indicate if any of the projects that he has slated for this year are, in fact, left over from last year's budget?

Hon. Mr. Lattin: No.

Projects in the amount of \$206,000 agreed to On Territorial Airstrips

Mr. Chairman: Territorial Airstrips, \$44,000.

Hon. Mr. Lattin: I want people to realize that these are not the airports, but the emergency strips. Basically this is for clearing them and maintenance.

Mr. Penikett: I appreciate the Minister's description. Could he explain why there is such a dramatic reduction in the amount?

Hon. Mr. Lattin: I guess we win a few and lose a few. Last year, when referring to the ferry operations, we definitely underestimated. We realized last year that we overestimated this, so we feel that this is a

reasonable figure and we feel, with this amount of money, we can adequately do the work that we need to do.

Mr. Byblow: On what basis are the emergency strips maintained? What is the criteria by which they are kept open and maintained?

Hon. Mr. Lattin: These strips are emergency strips and we maintain them to a basic minimum.

Mr. Byblow: Just for the record, I believe the Minister of Economic Development said it depended on whether it was a Conservative riding or not.

Hon. Mr. Lattin: Well, Mr. Byblow, you have been around this Legislature for about three and a half years now and I think you realize that that is not quite true. If you just look at your own riding, you will realize the amount of money that we have put in there, so I think that Mr. Byblow should reconsider remarks like that in the future.

Mr. Byblow: I did not make the remark. I was merely repeating a remark from a Member opposite.

Territorial Airstrips in the amount of \$44,000 agreed to On Overhead

Mr. Chairman: Overhead, \$5,821,000.

Mr. Penikett: This is a fascinating item. Overhead, almost six million bucks. I think it warrants a little explanation.

Hon. Mr. Lattin: This item includes all the field supervisions, safety driving instructors, foreman, the operation and maintenance of all camps — 22 of them, the application of the weigh scales — two, operation of a sign shop and any guard work that we do in stockpiling materials. Generally, all costs that are in this line are costs that cannot be charged against any particular road activity. All costs on the Alaska Highway are prorated and charged back to Public Works Canada.

Mr. Penikett: When the Minister began reading his answer, I listened to the first four items and thought, "Well, that took care of a few hundred dollars. I wonder where the rest went." Then he got to the camps. That is obviously where the bulk of the money is. I will make a suggestion and ask the Minister to respond to it. In the estimates of this year, in detail, there is some very useful material on highway maintenance in supplementary information and on airport maintenance. Can I suggest that the Minister give consideration, in future years, to in fact providing some supplementary information on the camps expenditure? The Minister will recall, from his time on Public Accounts that there were a lot of questions surrounding that and a lot of detail surrounding that, not just in terms of the location camp-by-camp. It is a fairly large amount of money and I think it would warrant some more narrative than is presently here.

Hon. Mr. Lattin: Yes, I think that that is a very good suggestion. I hope I have the pleasure of presenting the next budget on this and we will consider that suggestion.

*Overhead in the amount of \$5,821,000 agreed to
Highway Maintenance in the amount of \$24,771,000 agreed to*

37 On Airport Maintenance

Mr. Chairman: Airport Maintenance, \$700,000.

Airport Maintenance in the amount of \$700,000 agreed to

On Building Maintenance

Mr. Chairman: Page 172, Building Maintenance, total of \$1,276,000. General discussion.

Hon. Mr. Lattin: I want to be very brief on this item. Building Maintenance is pretty self-explanatory. The increase of \$66,000 from 1981-82 Estimate to the 1982-83 Estimate is minimal. There is not very much else I could say.

The internal charge-backs of \$160,000 represents a cost recovery from building maintenance along the Alaska Highway and Haines Junction road under the Alaska Highway Maintenance Agreement with Public Works Canada.

Mr. Penikett: I would like the Minister to explain how this item is affected by the responsibilities which have been assumed by Government Services?

Hon. Mr. Lattin: The only area that went over to Government Services was property management. It has moved out of our area and that is the only relation it has with that part of the Budget last year.

Mr. Penikett: As we all know I am not a man of a great deal of property. Perhaps the Minister might indicate the functional rela-

tionship between property management and building maintenance? It seems to me that there ought to be some kind of logical link.

Hon. Mr. Lattin: Property management, I have been informed, is the janitorial services that have been performed and were charged-back to the various departments.

Mr. Penikett: When I was a very young student I used to work for an outfit called Building Maintenance that did janitorial work. Let me ask the Minister if he could clarify his answer a little bit because this item is an increase over last year, a modest increase. If part of the function of property management, and the Minister did not make the distinction clear, has been transferred to Government Services, I would have thought that this item would have gone down or been affected in some way.

Hon. Mr. Lattin: I think because things cost a little bit more, like the Member suggests, that they probably should not go down. It is true that we have had money transferred over. Costs for Building Maintenance have risen in the last year as everybody is aware, like everything else is going up. We feel that the actual change is a five percent change, and with that amount of money we can adequately maintain the buildings that we have to maintain at this time.

Mr. Byblow: Just to understand this more clearly. Can the Minister then describe how the function of Building Maintenance under this vote has changed from last year?

Hon. Mr. Lattin: Looking back on last year's Budget, this aspect has not changed. The cost of accommodations and charge-backs last year and I refer you to Page 174, they were geared out anyway, because we had accommodations in with internal charge-backs.

I think we are getting confused. This has nothing to do with the actual Building Maintenance that we are talking about.

*Building Maintenance in the amount of \$1,436,000 agreed to
On Less Internal Charge-backs*

Mr. Chairman: Less Internal Charge-backs, a credit of \$160,000.

*Less Internal Charge-backs in the amount of (\$160,000) agreed to
Building Maintenance in the amount of \$1,276,000 agreed to*

On Recoverable Services

Mr. Chairman: Recoverable Services Page 173, in the amount of \$290,000, general discussion.

Mr. Veale: Just to open the discussion, I would be interested in having the Minister review what is not a large item, but there must be a substantial number of contracts to private enterprise that are being performed by the Government. I understand a mining operation, Boswell River Mines or something, has gone up the South Canal from the Alaska Highway for a number of miles. Now, is that something that is part of this Third Party Services or is that a completely independent arrangement where the mine pays for that entirely?

Hon. Mr. Lattin: No.

Mr. Veale: Would the Minister address the first part of my question about what contracts are being provided here for the private sector?

Hon. Mr. Lattin: We are providing the services where there are no private services available.

Mr. Veale: Could the Minister detail what services and what contracts?

Hon. Mr. Lattin: We are not talking about contracts. We are talking about dragging the road. Plowing out driveways is a part that could come into that. This is 110 percent recoverable.

Mr. Veale: Is the Minister stating that this deals with the snow removal that is done on private driveways for a charge? Is that the bulk of it? That seems to me to be a tremendous amount of work being done. Are those areas where private enterprise is not available?

Hon. Mr. Lattin: Basically those are the areas where we are doing it. I cannot be more explicit than that. Because it is 110 percent recoverable, there should be no problem with it. I can remember when I was in business, we wanted a particular machine that the Government had and we rented it from them because it was not available in town. This was in connection with steaming, a problem we had with the sewer. It is those types of things that this service is providing.

Mr. Veale: Could the Minister provide us with a list of the major items under that?

Hon. Mr. Lattin: I do not have it. It is hard to do. If you are asking me what services were provided last year, I would ask my department to give you a list. It is hard for me to provide a list of what we are going to do this year. If that is what the Member is getting at, I will try to get that list for him.

Mr. Veale: I will accept his commitment to provide the list for last year.

*Recoverable Services in the amount of \$290,000 agreed to
On Garage Operations*

Mr. Chairman: Garage Operations, Page 174, a credit of \$2,918,000

Hon. Mr. Lattin: There is a correction I would like to bring to the Committee's attention, on line four, where it says "(2,918), (2,400), (22) and (2,240). Those figures are incorrectly there. They should be zeroed out. I realized that everybody would realize that there is an error there. I want to bring that to your attention.

The Garage Operations cost is recovered in total by charges against equipment repaired. You might notice the decrease showing in the Dawson garage operation. This is a reflection of reduced workloads and elimination of the stocks and parts operation. The overall increase reflects the higher cost of labour, utilities, parts, et cetera.

Mr. Penikett: Just a question about the Dawson City amount. Is there a reduced man-year allocation there?

Hon. Mr. Lattin: Yes, there is.

Mr. Penikett: How much of a reduction?

Hon. Mr. Lattin: One.

Mr. Penikett: That is one, on top of three that were reduced in the last couple of years?

Hon. Mr. Lattin: I would have to go back and check. I will bring that information back to the Member.

On Whitehorse

Mr. Chairman: Whitehorse, \$2,681,000.

*Whitehorse in the amount of \$2,681,000 agreed to
On Dawson City*

Mr. Chairman: Dawson City, \$237,000.

*Dawson City in the amount of \$237,000 agreed to
On Internal Charge-backs*

Mr. Chairman: Internal Charge-backs, credit \$2,918,000.

Internal Charge-backs in the amount of (\$2,918,000) agreed to

Mr. Chairman: I will have to correct myself when I said the total was \$2,918,000 before. The total is actually zero. Therefore we do not have to clear it.

Garage Operations in the amount of nil agreed to

Mr. Chairman: Page, 176, Revenue and Recoveries. Information only.

Mr. Veale: Would the Minister explain the criteria on overweight permits, when they are allowed and when they are not allowed?

Hon. Mr. Lattin: They are covered by regulations. You will notice an increase from \$80,000 to \$100,000. This is a projection of the trend of the present time. A lot of these overweight permits are for loads that are passing through either to Alaska or up the Dempster. Most of the overweight permits do not pertain to ore from the mines at all.

Mr. Chairman: Turn to Page 161. Total appropriation to be voted, \$28,405,000.

Department of Highways and Public Works in the amount of \$28,405,000 agreed to

Mr. Chairman: After a brief recess we will be going to the Department of Tourism and Economic Development on Page 122.

Recess

Mr. Chairman: I will call Committee back to order.

Tourism and Economic Development, general discussion.

Hon. Mr. Lang: I appreciate the opportunity to stand up and speak in respect to the budget which is before you. I trust Members have had the opportunity to analyze it in the detail that I would expect it to be analyzed.

The budget itself is, in one respect, reduced in a number of areas of

administrative costs. We are also reflecting, as per the Budget Speech, expected various improved management and program delivery within the resources made available to the department.

The department contains five branches. Two of the branch budgets have decreased in size to achieve the aforementioned administrative cost reductions and one man-year has been eliminated along with the reduction in travel and other support costs.

As indicated in the Question Period today, the Tourism Advisory Board has come to the end of its life, largely through the principle that the Yukon Visitors Association, in our opinion, is now represented throughout the Territory and can reflect a regional, as well as a business type of input necessary for the expenditure of government money.

Further to that, the museum grant money, originally administered by the board, has been transferred to the Department of Heritage and Cultural Resources.

In light of the lull in the economy, as far as the mining industry is concerned, which is not only being experienced here but North America-wide, we have increased the emphasis in funding allocated to tourism and also, you will note in the budget, we have indicated a small business development program.

The Yukon Tourism Program, which is undertaken with the Yukon Visitors Association, has been increased by \$130,000, and also we are projecting \$85,000 to be provided to administer the commitment made by the Government of Canada of the transfer of the Small Business Loan Fund, which should be in the area of \$5,000,000. We still do not have approval for that particular program. I must confess, and express my disappointment, and I want to let the Committee know that the Government of Canada did make the commitment that the transfer was going to come through, similar to the recommendations that were made by the Auditor General at least a year and a half ago, and we still do not have the necessary authorization from the Minister of Indian Affairs and Northern Development. We are working to that end and we do have the legislation available and I intend to table it.

I want to ensure that we have the commitment from the Government of Canada that that program is going to be transferred to us prior to bringing in the necessary legislation.

The most important issue facing Yukon is the question of energy. In view of that, we have taken a step within the department and are upgrading a position within the branch to that of an energy economist to work in conjunction with the Government of Canada to try to come to solutions to the very serious problems that the people of Yukon face.

During the past Session, we tabled the report entitled "Projected Yukon Energy Requirements, 1980-1981" which identified a number of solutions to Yukon problems and would require both a reduction in energy consumption and in inter-fuel substitution measures.

In the area of conservation, I am pleased to report, under the agreement that was signed approximately two years ago, "The Conservation and Renewable Energy Demonstration Program", that projects totalling \$209,300 have been approved to emphasize building construction and retrofit techniques, which will help to determine how Yukon building stock may be improved upon to reduce our energy requirements.

I should also like to inform Members that we have been in the process of examining the use of waste heat from diesel generators and the use of wind for electrical generation, and these studies are in their formative stages. During the coming year we will be emphasizing using alternate energy sources such as wood, wind and hydro with greater community benefits to be derived from the projects.

In the same vein, the Energy Conservation CENTA Program for commercial, industrial and institutional establishments has identified first-year savings of \$229,240. At today's prices, the average saving is \$9,600 per audit performed.

In view of the success of the program, the grant formula has now been amended to cost-share with the private sector, energy investments in excess of the identified first year savings, with a maximum grant of \$10,000 still to apply. Currently, there is a two-month backlog of applications awaiting commercial audits, which in my view demonstrates a significant sign of the popularity of the program.

In order to speed up the process of these applications, we will be hiring an assistant to the energy auditor, thereby ensuring that all

interested parties will be able to take advantage of this free advice and in the end contribute to alleviate Yukon high energy consumption.

The Special Programs Branch of the department has initiated discussions with Energy, Mines and Resources Canada with the thought in mind of benefiting as much as possible from the National Energy Program, either through expansion of the existing agreements or by a tailored application of Federal programs to Yukon.

Over the past year, the Government has seriously argued for a new petroleum pricing regime to provide greater fairness and equity to northern residents. Despite the representations that have been made to the Government of Canada the Federal Government has seen fit to refuse to negotiate a petroleum product pricing scheme for the North.

In effect, from where we sit, we are subsidizing the importation of crude oil into Canada. There is no recognition of the high cost that we must pay as consumers in Yukon. I want to assure Members that as a Government we will continue to pursue this and to see if some alleviation will be made in respect to the logistics of where we live.

I should inform Members further that we have requested from the Government of Canada a number of items which we believe would help in the area of conservation. We would like to see the establishment of a residential energy analysis service and we have indicated we are prepared to cost-share such a service if necessary. Also, to broaden our agreement that we presently have to allow for the establishment of a municipal energy analysis and retrofit incentive program, the Government plans to take the lead and have their buildings up to an acceptable conservation standard, in 1982 terms.

44 We have also been fighting for — and I think this is important because quite a number of people have requested it, and with good reason — people becoming eligible for conversion from electric space heat to wood heat under the Canada Oil Substitution Program. Indications to date appear that the Government of Canada may well broaden the mandate of the aspect of that program.

We are also looking at the possibility of the development of small off-oil energy projects in our remote and isolated communities. Hopefully, we will have something concrete to say on this subject in the not too distant future.

We are looking at the various technical sides of the question of natural gas, if natural gas were to be made available to us. We would like to think that some monies would come forward from the Government of Canada to assist us in this area.

In the area of tourism, we have been successful. One area the Government can claim a lot of credit for is the significant progress which has been made under the terms of the Canada Tourism Sub-agreement. To date, some twelve major projects have been approved for a total of \$4.6 million dollars. In the employment area, which is a crucial area to us, there have been 280 people employed under the various construction projects. Fifty-six jobs will be permanently created through the various projects we have undertaken.

Further to that, we have been successful in convincing the Government of Canada to extend the Tourism Agreement for one more year. This will enable us to complete those projects already underway and initiate a number of new ones.

In the area of marketing, we have directed our efforts towards the co-ordination of marketing programs with the private sector. This has resulted in the formation of a Yukon Co-operative Tourism Marketing Committee, which consists of both public and private sector representatives developing for the short and long term marketing plans guiding the implementation of these plans and ensuring the best return of the investments of the marketing fund.

It would be my intention on Monday to table a conversion study we have done on our marketing. I will explain the success of that program, for which I am sure all Members will give proper credit to the Government once they have had the opportunity to read it.

45 In respect to the Yukon Visitors Association, I would like to take this opportunity to commend the members of the Yukon Visitors Association for the time they volunteer and the work that they put forward in the persons of the President, Mr. Reg Terrien and his executive, and also Mr. Barry Redfern, who is working very hard in the area of marketing. I think they have done a very successful job on the various commitments that they have made both to their membership as well as the Government.

Last year we did transfer a man-year from tourism over the Yukon Visitors Association and it has worked out very well. We are going to continue that agreement for this forthcoming year. Further to that — and I am sure that Members opposite will give credit where credit is due — we have signed an agreement with the City of Whitehorse for the Downtown Improvement Program. The City, who will be largely responsible for implementing it, is in the process of looking at the various elements of the agreement, and I would like to think that that will be going ahead over the course of this summer. There is no question in my mind — and I am sure I can speak for the City on this matter — that we are confident that the project will go a long way in improving the attractiveness of the downtown business core of Whitehorse.

Also, as indicated to the House — it has not been completed and I do not even have a draft that the Member for Whitehorse South Centre can request by substantive motion — we are looking at the area of a non-renewable resource policy. The policy is being discussed, on an ongoing basis, with industry. We are attempting to come forward with a policy that will reflect the co-operation and consultation that I feel is important with the mining industry to ensure that both Government and private industry is going in the same direction and we can encourage future investment to the Territory once we get over the present economic lull that has been created by the poor metal markets.

For the information of the Member for Faro, the MacMillan Pass Task Force will be continuing and we will be meeting on a regular basis throughout the year, facilitating information, exchanging cost-sharing on a variety of studies and ideas in respect to that area.

46 The area where we are presently conducting a study is the area of a permanent community versus a long-distance commuting operation for the area and a decision has yet to be made on this matter.

In respect to our supporting the mining industry, you will recall that my colleague, the Minister of Highways and Public Works, worked out an arrangement with Hudson Bay and the various other mining companies in the area and we did keep, over this past winter, the road to MacMillan Pass open, which was used in order to finish up some of the work that had been left since last summer.

I want to emphasize that despite the downturn of the present economy as far as the mining industry is concerned, the Task Force is working well and we expect it to continue meeting over the course of this year.

In the field of data development and dissemination of information, the Economic and Research Planning Branch has worked diligently to refine and expand the Yukon Economic Review. As of the fourth quarter of 1981, the Yukon Economic Review has undergone an extensive revision intended to improve the quality, as well as the readability, of the publication. The changes were results of constructive public input and, as a Government, I would like to acknowledge those individuals who provided us with their constructive criticisms that have resulted in a better publication for our over 1700 subscribers. In addition, to the provision of information through this means, the branch handled more than 1,000 requests in 1981-82 for information from businesses, consultants and researchers with respect to the general Yukon economy.

The special ARDA program is also administered, in part, by our department. We have just completed a final year under the Canada-Yukon Agreement and, to date, 29 projects have been implemented and managed with Government of Yukon funding in some cases. The major area that we have identified, in that we have tried to concentrate in this area as far as that agreement is concerned, is in the area of trapping. We have been successful, working through the Trappers' Association, in doing everything we possibly can in conjunction with them to bolster the trapping industry and promoting it as a viable industry. It appears to be working well.

I think that gives a fairly substantive look at the overall department. I just want to reiterate the one area that we do have direct responsibility for is the area of tourism. The method we have employed with the private sector has worked out very well and, in conjunction with Alaska, and the agreement we have with Alaska, we are starting to reap the benefits of that tourism marketing and it will be our intention to continue with that joint agreement between the Alaska Business Association, the State of Alaska, the Yukon Visitors Association and

the Government of Yukon.

It is to the Yukon's general economic well-being, as well as to the benefit of those people who are directly involved in the business. I should point out, in my discussions with the various hotel people throughout the Territory, except for the Member for Faro, I have had indications that, in most cases, they are pretty well booked for this coming season. I think this speaks well as far as the general industry is concerned.

⁴⁷ **Mr. Byblow:** I guess I would like to first thank the Minister for his usual short address and recitation of departmental accomplishments. I think it would be fair to say that I will have a number of specific questions on a number of the areas brought up by the Minister here in general debate.

I would like to remark on the positive note first. I am quite impressed with the Minister's department's efforts in the area of energy. Certainly this is a very critical area facing the Territory and efforts to bring down or hold the line in that area of costs has to be complimentary.

In the area of Tourism I will have a number of questions later on, as I will in the area of small business loans, the non-renewable resource policy, and the MacMillan Pass developments.

I would first like to address what I would consider to be a major concern revolving around this department and that is essentially the economic planning component of the department. I raise that because of its very critical nature at this time in the Yukon. The Minister has mentioned that we are in an economic lull and that the efforts of tourism will, to some degree, offset that decreased activity.

I note that one of the first departmental objectives stated in the Budget relates to this very aspect of my concern. It states there that the departmental objective is "to co-ordinate the formulation, the development, the implementation of short, medium and long term economic development strategies, plans and programs for Yukon, including its various regions and economic sectors". I probably would be the first to agree that a fundamental stumbling block to the creation of an ideal economic plan is the lack of control over our non-renewable resources.

⁴⁸ However, I believe it is a Government responsibility to provide a framework for the encouragement, for the development and, indeed, for the maximization of those aspects of resources and economy that it has under its control.

What I would like to seek from the Minister, quite directly, is whether he can assure the House that this department has a functional economic planning component and whether or not, in his elaboration of his response, he can say that economic planning is a priority of this particular department? Are plans being assembled? Are plans being put in place for those aspects of the economy over which the Government does have control?

I think a number of the renewable resource areas could very well be applied. I believe the Minister has indicated the area of tourism as an area of his control. I think we have had quite substantial evidence from the Minister and other representatives of Government that one of the primary objectives of this Government would be to develop an economic development strategy for Yukon.

We have heard the Minister indicate in previous and present debate that that economic strategy revolves around tourism. I would like to then ask him if this is the only restricted area of long-range planning that exists and his concept of economic planning, and how well is his department facilitated to developing this and is it taking place?

Hon. Mr. Lang: Just a couple of comments about what the Member has said. Yes, we do have planning capabilities and, quite obviously, we are utilizing them where we have the authorization and direct responsibility, such as in the area of tourism, and it has worked out well. There are other areas we have worked out, and if the Member looks further into the Budget that has been presented to him, we have done a number of reports, and I recognize they do not solve all your problems. In the area of energy, in conjunction with the Government of Canada, various other working documents in respect to the mining industry have been produced.

If the Member opposite is indicating to me that he or his Party is going to put into place more regulation with the idea of directing private enterprise, I say to the Member opposite that I believe his philosophy is in the wrong direction. Perhaps, maybe we should do it

in the hotel business. I would be the first to argue that. In the overall economy I believe very strongly that in order to get an economic investment climate we must do whatever possible we can to encourage people to come and invest. That is primarily in giving as much help as we possibly can with those private investors who are prepared to come to the Territory, commit themselves to the Territory and that is what we do in a large part. We have worked, for example, in the MacMillan Pass area bringing various levels of government together, the mining companies together, and mutually trying to sort our problems as opposed to proceeding in a confrontation manner that the Member opposite appears to prefer.

⁴⁹ For an example, we have been working very closely with Trans North Turbo Air and smaller airlines in trying to develop — and we have been successful in part — a regional airline to service people of the Territory. We, in part, are responsible for that with the work that we have done in conjunction with those people to try and ensure that we can accomplish what their end objective is and what we believe ours should be, a strong regional airline.

I hear the Members opposite talking about an economic plan, an economic formation, whatever you might want to call it. In some ways, I think they are defeating the purpose of what they are trying to express, in my view. On a philosophical note I feel that we should be working in conjunction with private enterprise. I recognize the Party opposite does not believe in private enterprise. In my view, if we can create that climate, which in part we have done — we had a very good year last year although we are having some problems this year which, is not just a Yukon problem but more of a national or international problem — I think we are doing the job we indicated we would do.

In the tourism industry, I think we can prove that it has worked well in conjunction with our agreement with the Yukon Visitors Association and with the obvious results in respect to that area and also as far as the actual cost incurred by the taxpayer in this area. We have been able to do it with the same amount of staff, yet we are broadening our horizons, and I think it has worked well.

As I indicated in my earlier comments, I believe energy is one of the most vital areas as far as the economy is concerned and there are a number of areas that we are looking at. Hopefully I will be in a position to announce some steps forward in the not to distant future, perhaps in conjunction with the Government of Canada if they return their phone calls.

Mr. Veale: I am in general agreement with the approach that economic development in terms of the long range, respecting non-renewable resources is not the area that is going to produce the most immediate economic impact in the Yukon, and that is what we need right now. I am generally very much encouraged by the attention that is being given to energy. As we control our energy costs, so we are going to improve our economic development because the tightest position for a businessman is to have a declining economy and face increasing overhead and energy costs with which he has to deal on a daily basis. ⁵⁰ My hope is that the energy focus is going to be one of the major answers to what we are facing now on the short term in the Yukon. The major area of failure that I see, in terms of what the Minister is doing, relates to precisely the marriage, or the interface, between the tourism industry and economic development. What our Party would like to see is a greater focus placed on the development of the renewable energy resources we have. That might be trapping, which the Minister has mentioned. I see a greater focus on that he has given, although I would like to hear more about his special ARDA programs. In terms of the handicraft industry, leather industry, the actual fur garment industry, those are areas in which Tourism and Economic Development really overlap in a way that is probably unique in many parts of this country. It is a way that I do not believe that we have actually fully developed.

For example, we can talk about the parka factory that is now being set up in Whitehorse. That has been a very successful project. The parka factory is employing about 20 people and it is producing a product which is a Yukon product and a unique product. That is the area where I see our greatest advantage in developing the Yukon, to develop specifically Yukon-oriented products which relate to the tourist market. And the tourist market interfaces once again because tourists can come up and see this as something that is done in the Yukon that is not done in other places. Those are the areas where I see

the greatest potential, and I would like to hear from the Minister on that whole issue.

I raised, last fall, some questions in Question Period, regarding the document that was prepared in association with Alaska and the problem of the small amount of specific private business advertising that went into that first document. I understand that that might have been because it was a first try, but there were a number of concerns raised by very small businessmen about being able to afford the cost of advertising there. I wonder what the Minister can do? I know that is YVA's baliwick, perhaps, but I would like to see a lot more local businesses being able to advertise in there.

The capital cost, I understand, was about \$150,000 American to have the Yukon section of the magazine prepared. The point is that it seems to me, when we have that amount of taxpayers' money going into a magazine, that there should be a very broad opportunity for individual businesses to get into it.

The Minister may say, "Well, it was there", but I do not think that it was, perhaps, promoted in the sense that it could have been promoted, because that is one of the areas where each individual company in the tourist business could get some promotion. It seems to me that it was not fully developed. I would be interested in hearing from the Minister on that as well.

51 Hon. Mr. Lang: I hate to sound facetious, and I appreciate the Member's comments in respect to the inter-relationship between the tourism industry as well as the encouragement of small businesses that would be providing products that could be sold to tourists. We have supported very much the initiation of the parka factory. We allocated dollars for the marketing study and a study of the actual internal workings of what such an endeavour would entail. There has been a great deal of money put into this area from the Government of Canada and, in part, from the Government of Yukon under the special ARDA Program. We recognize the importance of that.

I should point out, too, that we have jointly gone along with the Council of Yukon Indians in publishing some commercial tourism brochures as to what the Native segment of our population has to offer. I think it is going to work out very well.

In respect to the area of marketing, as far as the agreement between Alaska, ourselves, the Yukon Visitors Association and the Alaska Visitors Association, it would seem to me that things have worked out well. We have had, as far as the actual advertising within that particular medium, 43 listings that were available and worked out between the YVA and Government as to what sectors should avail themselves as far as the free listing. Advertising does cost money. As far as I am concerned, I think that the general taxpayer has gone their half-mile. As far as the private sector is concerned, they have a responsibility to put monies forward as well, as far as advertising is concerned. In fairness to the industry, in large part, they do do that, and a substantial amount of money, and we recognize that. I cannot buy the argument because one person comes forward — and I am sure I know the individual you are speaking of because I am sure it is the same one who approached me as well — that it is totally the Government's responsibility as far as providing some free advertising space. I think we are doing the best we can, within the dollars we have, and as far as I am concerned, those people who are directly profiting from the tourism industry should take their responsibilities on with the investment of some dollars from which they are going to reap benefits.

Mr. Penikett: I said at the outset that it was not my intention to shout or scream at the Minister today. Probably everyone gets a little bored with those exchanges. I do want to say something on an entirely serious note about planning because the Minister has said some things, some a little flippant, some a little frivolous and some facetious.

52 I think he has not taken the remarks of my colleague in the constructive way in which they were intended. Let me say to the Minister, off the top of my head, that there are some obvious areas under this Government's control, not necessarily the Minister's department, which are critical in terms of an integrated economic development strategy. Those areas include tourism, which the Minister is responsible for, some very interesting and potentially enriching areas of renewable resources, the whole problem of transportation to the extent that includes roads and to some extent airports and air charter business — the sort of business the Minister has taken interest in recently — is in

an area for which the Minister was formerly responsible, so he knows something about it. There is another critical area, in terms of economic planning, which is manpower development and training, which the Minister of Education is directly responsible for. These are all critical elements.

Most modern governments that are involved in economic planning at all do it in one of two ways. They may have a secretariat, which is attached directly to a cabinet, which plays principally an integrating role and a synthesizing role which involves setting short-term and long-term priorities for the Government. These are usually stated in terms of obtainable goals as measured in either jobs, capital formation, small business starts, small business failures, and a number of sectors. They also involve statements of plans in terms of infrastructure development, some of which the Minister has touched on. The other method they use is one which seems to be the one we are more structured potentially to do, which is the specialist function in a Department of Finance or a Department of Economic Development. While the controls may not be there, at least the designs or the proposals or the concepts originate with the ideas people or the people responsible in the department and flow through that Minister, and that Minister takes them to the Cabinet.

53 The Minister seems to misunderstand planning. I do not know whether he does it willfully or whether he is just being playful with Members. Planning is a principle of function of, not regulation, but co-ordination. I want to emphasize that because I have said it in the House before, there is no longer a serious debate among political economists or skilled bureaucrats about the wisdom of the necessity of planning. I think that is accepted. There is a lot of debate about the kind of planning. It is only the most extreme economic fundamentalist that questions the wisdom of planning. The Minister made some remark about not wanting me to plan his family. I want to say to the Minister I am not talking about that kind of family planning at all. That is entirely something to sort out at home.

What I want to do though, is use the family for a second as an analogy. The wise family budgets in the short run for their expenditures on essentials like food, clothing, housing, fuel and so forth. In the same manner that a Government makes an annual budget, families make weekly and monthly budgets. The wise family also plans for such obvious eventualities as some of their children possibly attending college, retirement, expanding their home to provide for an expanding family, putting aside money for an annual holiday or a special trip or planning for the reality that one of the children might want to be in school longer than their parents have been and that will put a special drain on the family's resources. There may also be times in which the family will plan that both parents will have to be at work in order to achieve the family's goals.

I want to emphasize that I am fundamentally a democrat. I am a person who believes in both planning and democracy. Those are two ideals which are sometimes in conflict and it is not easy to achieve a perfect marriage between the two. It is not a business of someone else planning for you, because that is what is going on now. In a democratic sense we must plan for ourselves for our own futures as a community. I say in all seriousness that we cannot afford not to do it. If we do not do it, other people will. Ottawa, or the multi-nationals or the major resource industries will do it for us.

54 If other people outside the community do it, the Minister, obviously, instinctively understands, they will not do it in our interest, they will do it in their interest. Whether it is the interest of Canada or the narrow interest of some company. The reason why we must do it is that we must have a vision — and I do not mean stated in ethereal terms — but stated in terms of hard objectives of where we want to be five or ten years from now.

It is sometimes a depressing prospect in an environment such as ours to be faced with the difficulty of trying to harness our scarce resources towards achieving those objectives. I would like to go back to the point about co-ordinating. If we do not do it with the scarce human resources we have available in this Government, the price is quite awful. If our economic development planning, in terms of what we hope to see done, whether we do it or other people do it, in tourism, in mining, in the public services or in terms of education, is not there and if they are not integrated — some of the integrating function can be carried on in

the Executive Council Office or in the Minister's department if the thing were structured that way — we do find that it is enormously wasteful, because there are public servants employed and money being spent which, consciously or not, end up working at cross purposes and that is very dangerous. It is not wise expenditure for the taxpayer and it is not a wise expenditure for the community.

The Minister made some flip remark about free enterprise. I just want to say to the Minister, again, because we could waste a lot of hours arguing about the use of words like that, but it is a bit silly to throw words like that around. I doubt very much if the Minister could define that term in a way that would find agreement among half the people in this House, because it is a pure concept, and we all have notions about what it is, but it is almost as difficult to define nowadays as getting an agreement on the word "democracy" or "freedom". It is one of those that have been so used, they have almost been bled dry of any precise meaning.

Remember we heard about three years ago the computer model that was being discussed — I do not know what use that has been put to, perhaps the Minister could say — it is a realistic objective to do what the Minister has done in terms of the number of jobs that might be created by this budget, in terms of construction jobs or permanent jobs — which, interestingly enough, other Ministers have not been able to do and I would like to commend the Minister for doing that — to state your objectives in terms of the kinds of jobs you seek to have created in the tourism sector or the kind of jobs you see being created by certain initiatives, in the long run, in renewable resources.

Then, it is necessary to plan accordingly in order to achieve these goals, saying that in order to achieve these goals it will be necessary to co-ordinate these different activities.

I do not hope at all to persuade — God bless me — the Minister to my point of view politically in terms of economic or political philosophy, but I do urge upon the Minister the wisdom of seeing the benefits to the taxpayers, to the community and to the economy of even some mid-term planning, at least, at the level of someone — from an economic planning point of view — co-ordinating the resources of this Government, and in a consultative process, with the plans being aware of and co-ordinated with the plans of both the major developers in the private sector and the small business community.

Hon. Mr. Lang: The Member opposite is indicating to us that there are no planning capabilities within the Government or no co-ordination. In respect to the department which I have responsibility for, we do provide a co-ordinating responsibility throughout the Government. We have a system of a permanent advisory committee, we have the Executive Council Office and the Cabinet. That work is done internally. The left hand does know what the right hand is doing. I have to agree with my colleague across the floor that that is necessary in the overall functioning of Government or else you are really going to have poor expenditure of money and also the lack of co-ordination, which would reap political havoc.

I want to impress upon the Member opposite that there is a planning co-ordination function within the Government. There is no question that on any decision that is made there is a certain procedure that has taken place. Because of my oath of secrecy, I do not know how far I can go. I recognize the Member opposite will never be in a position to find out, but you can rest assured it is running smoothly.

I see we are getting to 5:30. As far as the area of setting up secretariats, and whatever, I would say from my perspective, it is not necessary at this time. I do not see setting up another structure for the sake of setting up a structure, if what we have is working well within the Government.

The point I would like to make, and I agree with the Member from Riverdale South, is that the major area and the key area is the area of energy. Unless that is resolved and we take steps ourselves, we are going to be in a position where we are really going to reap havoc from the neglect we have had from 4,000 miles away.

Mr. Graham: Mr. Chairman, I move that you report progress on Bill No. 5 and beg leave to sit again.

Mr. Chairman: It has been moved by the Honourable Member for Whitehorse Porter Creek West that Mr. Chairman report progress on Bill No. 5 and beg leave to sit again.

Agreed

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

Mr. Chairman: It has been moved by the Honourable Member for Whitehorse Porter Creek West that Mr. Speaker do now resume the Chair.

Agreed

Mr. Speaker resumes the Chair

Mr. Speaker: I will now call the House to order. May we have a report from the Chairman of Committees?

Mr. Fleming: The Committee of the Whole has considered Bill No. 5, *Second Appropriation Act, 1982-83*, and directed me to report progress on same and beg leave to sit again.

Mr. Speaker: You have heard the report of the Chairman of Committees. Are you agreed?

Agreed

Mr. Speaker: Leave is so granted. May I have your further pleasure?

Mr. Graham: I move, seconded by Honourable Member for Mayo, that we do now adjourn.

Mr. Speaker: It has been moved by the Honourable Member for Whitehorse Porter Creek West, seconded by the Honourable Member for Mayo, that we do now adjourn.

Motion agreed to

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

The House adjourned at 5:30 p.m.

The following Sessional Paper was tabled April 15, 1982:

82-5-12

Terms of Reference for Advisory Council on Women's Issues

