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Speaker: The Honourable George Qulaut, M.L.A.

Legislative Assembly of Nunavut

Speaker

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(Amittuq)

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(Gjoa Haven)
Deputy Chair, Committee of the Whole

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(Arviat North-Whale Cove)
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Hon. Paul Quassa
(Aggu)
Government House Leader; Minister of Education; Minister responsible for Nunavut Arctic College

Pat Angnakak
(Iqaluit-Niaqunnguut)

Steve Mapsalak
(Aivilik)

Allan Rumbolt
(Hudson Bay)

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(Iqaluit-Manirajak)
Deputy Premier; Minister of Economic Development and Transportation; Minister responsible for the Status of Women; Minister responsible for the Utility Rates Review Council

Hon. Johnny Mike
(Pangnirtung)
Minister of Family Services; Minister responsible for Homelessness; Minister responsible for the Qulliq Energy Corporation

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(Rankin Inlet North-Chesterfield Inlet)

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(Tununiq)
Deputy Speaker and Chair of the Committee of the Whole

Simeon Mikkungwak
(Baker Lake)
Deputy Chair, Committee of the Whole

Hon. Joe Savikataaq
(Arviat South)
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(Iqaluit-Tasiluk)
Minister of Health; Minister responsible for Suicide Prevention

Hon. Keith Peterson
(Cambridge Bay)
Minister of Finance, Chair of the Financial Management Board; Minister of Justice; Minister responsible for Labour; Minister responsible for the Workers' Safety and Compensation Commission

Isaac Shooyook
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David Joanasic
(South Baffin)

Hon. Peter Taptuna
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Iqaluit, Nunavut**Thursday, October 20, 2016****Members Present:**

Mr. Tony Akoak, Ms. Pat Angnakak, Hon. Monica Ell-Kanayuk, Mr. Joe Enook, Hon. George Hickes, Mr. David Joanasi, Mr. Pauloosie Keyootak, Hon. George Kuksuk, Mr. Steve Mapsalak, Hon. Johnny Mike, Mr. Simeon Mikkungwak, Mr. Paul Okalik, Hon. Keith Peterson, Mr. Emiliano Qirngnuq, Hon. Paul Quassa, Hon. George Qulaut, Mr. Allan Rumbolt, Mr. Alexander Sammurtok, Mr. Tom Sammurtok, Hon. Joe Savikataaq, Hon. Peter Taptuna.

>>*House commenced at 13:30*

Item 1: Opening Prayer

Speaker (Hon. George Qulaut) (interpretation): Mr. Qirngnuq, can you say the opening prayer, please.

>>*Prayer*

Speaker (interpretation): Good afternoon, fellow Nunavummiut, members, ministers, and (interpretation ends) Premier.

(interpretation) My colleagues, I wish to inform you that the Member for Quttiktuq will not be here today due to personal reasons.

Going back to the orders of the day. Item 2. Ministers' Statements. (interpretation ends) The Hon. Minister of Justice, Mr. Peterson.

Item 2: Ministers' Statements**Minister's Statement 158 – 4(3):
Innovations at the Nunavut Court
of Justice**

Hon. Keith Peterson: Mr. Speaker, earlier this week I had the opportunity to visit the Nunavut Court of Justice and was able to see two new systems intended to help Nunavummiut understand and navigate the often complicated judicial process.

The court has installed three touch-screen public legal information kiosks. These kiosks will provide the public with information about the courts and a great deal of other publicly available legal information from the Department of Justice and other partners in the justice system. Mr. Speaker, Nunavummiut will be able to access Nunavut Department of Justice information in one of our official languages.

Secondly, the court recently installed a new hearing assistive audio system which will allow Nunavummiut with hearing disabilities to better follow court procedure. This new system will reduce communication-related challenges faced by hearing impaired people and the courts and has the potential to allow multiple simultaneous translations and audio recordings of hearings. The new audio assist system is currently being tested at the Iqaluit courthouse with the intention that when the test period is completed, it will be available for community circuits.

Mr. Speaker, I am happy that justice officials are bringing in new innovations that will make our courts more user-friendly. We will continue to look at new ways to improve and modernize our

court to promote access to justice for Nunavummiut in our official languages. Thank you, Mr. Speaker.

>>Applause

Speaker (interpretation): Thank you. Ministers' Statements. Minister of Economic Development and Transportation, Ms. Ell-Kanayuk.

**Minister's Statement 159 – 4(3):
Plenary Session at Arctic Circle
Forum – Reykjavik, Iceland**

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Speaker. I am pleased to inform my colleagues that a small delegation from the Department of Economic Development and Transportation was able to attend the Arctic Circle Forum earlier this month in Reykjavik, Iceland.

(interpretation ends) *Uqaqtistijii*, the Arctic Circle organization is described as the largest network of international dialogue and cooperation focused on the future of the Arctic. It is an open and democratic organization that operates on a non-profit and non-partisan basis.

The Arctic Circle Forum was well attended by governments, organizations, corporations, universities, policy institutes, environmental associations, indigenous communities, concerned citizens, and others with a stake in the responsible development of the Arctic.

More than 2,000 participants from 50 countries attended the forum this year. Many of these delegates operate in environments similar to ours; and like us, they are developing and refining

strategies to improve their prospects.

I was pleased to be part of a panel organized by Stony Brook University of Stony Brook, New York, called "Rethinking shared interests in arctic oil and gas – can we actually manage more effectively?" The panel consisted of foreign affairs ministry of Iceland, president and CEO of Arctic Economic Council, the US Department of State on Arctic Sciences and Policy, just to name a few.

Staff attended plenary sessions, breakout sessions on shipping and transportation infrastructure, arctic tourism and aviation, communication networks, mineral resource development, the prospects and risks of oil and gas drilling, and Canadian Arctic Policy.

Mr. Speaker, in addition to the main assembly held in Reykjavik, the Arctic Circle convenes smaller and more specialized forums in other locations throughout the year, with the next one on sustainable development in northern regions to be held in Quebec City in December of this year.

These sessions provide for the sharing of information and strategies from the arctic regions that are confronting many of the same challenges that we face in Nunavut, and I believe that there will be great value in our continued participation in both the assembly and select forums in the future.

(interpretation) Thank you, Mr. Speaker.

>>Applause

Speaker (interpretation): Thank you. Ministers' Statements. Minister of Environment, Mr. Savikataaq.

**Minister's Statement 160 – 4(3):
Kivalliq Marine Research with the
RV Nuliajuk**

Hon. Joe Savikataaq: Thank you, Mr. Speaker. I am pleased to report that the research vessel Nuliajuk has successfully completed its first research season in the Kivalliq region. The Nuliajuk is a key piece of infrastructure in the territory, providing the necessary research platform to conduct marine research programs in Nunavut.

Mr. Speaker, the vessel focused its efforts in Chesterfield Inlet and Wager Bay from late July until early September. During that time the Nuliajuk undertook bottom mapping activities and water sample collection. In both Wager Bay and Chesterfield Inlet the biological life of the seafloor was sampled through collection and videotaping of bottom-dwelling invertebrates for species and habitat identification. Sediment cores were also collected in both areas to analyze contaminant trends. In Chesterfield Inlet local youth from the high school were invited to board the vessel, where researchers gave them demonstrations of bottom mapping techniques.

The continued success of the Nuliajuk's research efforts in Nunavut relies on community support, and I would like to thank the communities of Naujaat and Chesterfield Inlet. They took an interest in the research that was being conducted by the Nuliajuk and they showed great support to the crew of the vessel.

Mr. Speaker, I am pleased with the success of this year's research season in the Kivalliq, and I will continue to deploy the Nuliajuk throughout Nunavut

to aid in the continued study of our territory's marine environment. Thank you, Mr. Speaker.

>> *Applause*

Speaker (interpretation): Thank you. Ministers' Statements. Minister of Education, Mr. Paul Quassa.

**Minister's Statement 161 – 4(3):
Residential School Awareness
Workshops**

Hon. Paul Quassa (interpretation): Thank you, Mr. Speaker. I say "good day" to the residents of my community in Igloolik and my colleagues here.

Mr. Speaker, I would like to update my fellow members on my department's continued efforts to provide residential school awareness training to Government of Nunavut staff. One of the calls to action in the Truth and Reconciliation Commission's final report was for all levels of government to provide awareness and sensitivity training for all public servants on the history and impact of residential schools.

Mr. Speaker, our education staff has adapted and designed a one-day workshop suitable for Nunavut public servants based on residential school awareness training developed by the Government of the Northwest Territories for their employees.

Mr. Speaker, this workshop will be included in the new teachers' orientation kit we are developing so that all new teaching staff will have knowledge and sensitivity regarding this issue. My department is also adapting this

residential schools workshop into a three-day cultural awareness workshop designed specifically for new teachers.

Mr. Speaker, with the support of the Nunavut Teachers Association, this new workshop is being offered during professional development week to 50 new teachers from February 14 to 16, 2017 in Iqaluit.

My department has also developed a train-the-trainer kit to help other departments offer the workshop to their own staff so that all public servants across Nunavut will benefit from this training.

Mr. Speaker, it is important that we find ways to educate our staff and students to help move us towards the path of reconciliation through awareness and education of residential schools. Thank you, Mr. Speaker.

>>Applause

Speaker (interpretation): Thank you. (interpretation ends) Ministers' Statements. The Hon. Minister responsible for the Status of Women, Ms. Ell-Kanayuk.

Minister's Statement 162 – 4(3): Arctic Circle Forum

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Speaker. As Minister responsible for the Status of Women, I recently presented at the Arctic Circle Forum in Reykjavik, Iceland.

(interpretation ends) Mr. Speaker, I was invited to speak on "Envisioning a Future of Mental Well-being in the

Arctic." I welcomed the opportunity to speak on this topic again and to an international audience. The forum provided an international platform to raise awareness of issues that continue to affect our families and our communities in the Arctic.

My participation in the panel was an opportunity to share our diverse strengths and best practices, and demonstrate the importance of working together to address issues that affect us all in the circumpolar region.

It was evident that no matter who or where we are, supporting healthy relationships and resilient communities and families can positively influence our long-term mental health, healing, and prosperity. Thank you, Mr. Speaker.

>>Applause

Speaker (interpretation): Thank you. I have no more names on my list for Ministers' Statements. Moving on. Item 3. Members' Statements. Member for Kugluktuk, Mr. Taptuna.

Item 3: Members' Statements

Member's Statement 314 – 4(3): 2016 High School Graduates of Kugluktuk

Hon. Peter Taptuna: Thank you, Mr. Speaker. Good afternoon, colleagues, Nunavummiut, and Kuglukturmiut.

Mr. Speaker, over the past several years as MLA for Kugluktuk, it has always been a source of pride to see our young people graduate from grade 12.

Mr. Speaker, for 2016 we had several graduates and I want to name them off:

Dustin Aleekak
Keiran Panioyak
Christin Kukilukak
Courtney Egotak
Keith Hatogina
Cameron Kaitak, and
Krista Niptanatiak

Mr. Speaker, several local companies and agencies also sponsored awards for the students. I would like to take this opportunity to mention some of them.

The Royal Canadian Mounted Police sponsored a citizenship award to a student who demonstrated positive decision-making and encouraging youth to stay positive. The winner of that award was Christin Kukilukak.

As well, the Kitikmeot Inuit Association sponsored an award for cultural awareness and helping to share their culture with their peers. The winner was Doyle Algona.

Mr. Speaker, the community and government services department sponsored an award that recognized a student who demonstrated excellence in all subject matters and has shown growth and interest in math and science. The winner of this was Keiran Panioyak.

Mr. Speaker, there were over nine individual and group awards presented during the graduation. I would ask that the House join me in congratulating the students and their teachers as well as their parents for another successful school year 2016 in Kugluktuk. Thank you, Mr. Speaker.

>> *Applause*

Speaker (interpretation): Thank you. Members' Statements. Member for Uqummiut, Mr. Pauloosie Keyootak.

**Member's Statement 315 – 4(3):
Government of Nunavut Should
Give Priority to Translate
Documents to Inuktitut**

Mr. Keyootak (interpretation): Thank you, Mr. Speaker. I rise at this time to speak to an ongoing concern that has arisen upon my election to this seat, and I wish to air my concern to my colleagues.

We are all aware as Members of the Legislative Assembly that it is primarily due to the land claims agreement that Nunavut was created, with its own government. The Nunavut territory was created as part of the *Nunavut Land Claims Agreement*, which outlined a process towards a Nunavut government, including a separate Legislative Assembly of Nunavut. If Inuit hadn't fought to include Nunavut within their land claim, perhaps we would still be fighting Yellowknife, with MLAs representing us within the NWT as it stands today.

Mr. Speaker, sometimes in listening, this thought crops up from time to time. It seems many forget where Nunavut was created from, that it is a result of the land claims agreement between Inuit and Canada. What I believe comes to the forefront instead is the fact that we are a public government, without recognizing the fact that Inuit fought to create Nunavut for better representation. I think we tend to gloss over this, although it has not been forgotten. Nonetheless, it is

put on the backburner too often in most cases.

On more than one occasion, as an MLA, I have received correspondence from our government, actually from the ministers. The correspondence is sent in English only, with a caveat stating that the Inuktitut version will follow upon completion. This tendency to have Inuktitut a seeming afterthought by the bureaucracy still exists today.

I thought this government would change its colonial ways upon the creation of Nunavut and with the recognition of the three official languages of Nunavut. They are: Inuktitut, French, and English. Inuinnaqtun is included, but it is a dialect of Inuktitut.

With the public service continually placing Inuktitut as a secondary thought, those residents or MLAs who can only read in Inuktitut are being forced to slow down and fall behind the debate. This is very disconcerting to me, as we the MLAs represent Nunavut and our linguistic requirements have to be the priority.

We need to have Inuktitut available as with all official languages recognized by our legislation. It seems that we get correspondence way too many times with notes stating that the translation will follow. This is unacceptable since Inuktitut is one of the official languages here in Nunavut.

Mr. Speaker, I would like to ask for unanimous consent to conclude my statement.

Speaker (interpretation): Thank you. The member is seeking unanimous

consent to conclude his statement. Are there any nays? There are no nays. Mr. Keyootak, please proceed.

Mr. Keyootak (interpretation): Thank you, Mr. Speaker. I also thank my colleagues.

As per my earlier statements about Nunavut during the land claims process, I was intimately involved in that. During the negotiations for the land claims agreement and up to the completion, I was part of the board members who fought that battle. Furthermore, many Inuit who were involved back then are now sitting in this House.

At the time our expectation as board members, at least some of us, was that once Nunavut was created, Inuit rights would be incorporated into the new government system to be created. As board members, that was part of the reason to expect Inuktitut to be recognized and this formulated part of our struggle to establish the territory. Further, many of our constituents harboured that same expectation.

Part of that vote was to create Nunavut and the recognition therein of Inuit, with *Inuit Qaujimagajatuqangit* forming a foundation for the new government. This was part of our expectations. Some of our board members were relentless in trying to establish the territory because of our expectations to finally have Inuit rights and language enshrined in the new government.

Mr. Speaker, now some of us think and I imagine previous MLAs have thought the same thing that the bureaucracy imagines we are trying to return to olden days when we speak of Inuit knowledge

from time immemorial and when it is voiced here. However, all members know that it is not trying to return us back to the old ways as practised nor will we ever return to those days when Inuit were self-determining.

Nonetheless, in speaking of actual Inuit abilities and knowledge related to social interactions, that was what some Inuit expected to be incorporated into this government once Nunavut got its own government. That is why our elder fights for incorporation of this knowledge. Furthermore, it illustrates why some of us fought so hard to get Nunavut due to what we thought would change in the governance mindset.

The expectation was that our Inuit abilities that sustained us would be incorporated into the Nunavut government, but we still find barriers today that keep Inuit in the secondary tier. Progress has to be made to ensure it is equivalent. That is what I wanted to speak to, Mr. Speaker. Thank you for being able to voice my thoughts.

>>Applause

Speaker (interpretation): Thank you. Members' Statements. Member for Netsilik, Mr. Qirngnuq.

**Member's Statement 316 – 4(3):
Suicide Prevention**

Mr. Qirngnuq (interpretation): Thank you, Mr. Speaker. I want to say this prior to my statement to the House. I had to first call the affected individual today and with their approval, I will be speaking about suicide today and how to prevent suicide in our youth. What I wanted to say is that this stems from a

suicide last spring or last year that I will reference in order to make progress on this front.

(interpretation ends) Mr. Speaker, I rise today to speak about the issue of suicide prevention.

Mr. Speaker, as you recall, I spoke about this issue earlier this year when I learned of the tragic news of a suicide that had taken place in my constituency.

Mr. Speaker, at that time I noted that although we cannot control human beings' lives, we must do what we can to help our young people avoid a dark path.

Mr. Speaker, I know that suicide is a crisis in our land. Although one suicide is too many, we have been facing a situation that is unprecedented in terms of the number of young people who have been lost to us.

Mr. Speaker, it is also a tragedy to see that suicide afflicts so many remote indigenous communities elsewhere in Canada. This is truly a national tragedy that requires a national response.

Mr. Speaker, a few weeks ago the House of Commons Standing Committee on Indigenous and Northern Affairs held a public hearing here in Iqaluit on the issue of suicide prevention.

(interpretation) Mr. Speaker, I seek unanimous consent to conclude my statement.

Speaker (interpretation): Thank you. The member is seeking unanimous consent to conclude his statement. Are there any nays? There are no nays. Mr. Qirngnuq, please proceed.

Mr. Qirngnuq (interpretation): Thank you, Mr. Speaker. Thank you, my colleagues.

(interpretation ends) I was very honoured to have had the opportunity to speak directly to the committee about the importance of suicide prevention, and it is my hope that they listened carefully to our words.

Mr. Speaker, our own minister responsible for suicide prevention made a presentation to the federal committee, and I will have questions for him at the appropriate time on this important subject.

Mr. Speaker, I would like to conclude today by noting that the issue of suicide prevention was also addressed at the recent annual general meeting of the Kitikmeot Inuit Association, which I had the honour of attending earlier this month. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Members' Statements. Member for South Baffin, Mr. David Joanasié.

**Member's Statement 317 – 4(3):
Heritage Minute Honouring the
Late Kenojuak Ashevak**

Mr. Joanasié (interpretation): Thank you, Mr. Speaker. Good afternoon, colleagues, people of Kimmirut, Cape Dorset, and Nunavut.

Mr. Speaker, I rise today to honour the late artist Kenojuak Ashevak, who is showcased in a new Heritage Minute video which was released today.

Mr. Speaker, last year I made a statement in this House on this very

matter indicating that this Heritage Minute video will be released and it's the first of its kind in that it's narrated in Inuktitut.

Mr. Speaker, Kenojuak is one of the most recognized names in the arts sector. Her accomplishments and impact that she's had on the community, in the territory, and for Canada have been tremendous.

Mr. Speaker, this Heritage Minute is acted out appropriately by members of her family, including her sister Koomoatoo Mathewsie, her grandson Johnnybou Ashevak, and even her great-grandchildren Joshua Wortman, John Walker Ashevak, and Liam-Riley Alivaktuk.

Mr. Speaker, Miali Buscemi, who plays Kenojuak in the one-minute piece, is the only non-relative of the cast, but she portrayed the late artist beautifully.

Mr. Speaker, please join me in thanking the sponsors, CBC News, Canadian North, ACTRA, and the federal government Department of Canadian Heritage for their contribution to this Heritage Minute and a great tribute to Kenojuak, her community, and her family, who have a proud moment to cherish through this video. Thank you, Mr. Speaker.

>> *Applause*

Speaker (interpretation): Thank you. Members' Statements. Member for Baker Lake, Mr. Simeon Mikkungwak.

**Member's Statement 318 – 4(3):
Maintenance of Government of
Nunavut Buildings**

Mr. Mikkungwak (interpretation): Thank you very much, Mr. Speaker. Before I proceed, I would first like to say that my father-in-law turned 79 today. I wish a very happy birthday to Matthew Kunungnat.

Mr. Speaker, I rise today to talk about the importance of building maintenance and satisfactory working conditions.

(interpretation ends) Mr. Speaker, the Government of Nunavut employs many Nunavummiut and delivers services to many more. The buildings that the government owns and leases serve as the workplace of many Nunavummiut and the service centres for many more.

When these buildings are well-maintained, they provide the basic working conditions from which employees are able to deliver the best possible services to their communities. On the other hand, when these buildings are in a constant need of maintenance and repair, it affects the employees, it affects the employees' ability to serve their clients, and it affects the community as a whole.

I recognize that our territory needs a significant amount of new and important infrastructure and I encourage the government to continue its efforts to meet Nunavut's infrastructure needs. However, I urge the government to recognize that the development of new infrastructure should not come at the expense maintaining its current infrastructure.

Mr. Speaker, leaky pipes and aging floors may not seem very dramatic in comparison to the need for million-dollar capital projects, but addressing these smaller problems will make a big difference for government employees and the community members that they serve.

Mr. Speaker, at the appropriate time I will have questions for the minister on this issue. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Members' Statements. Member for Aivilik, Mr. Steve Mapsalak.

**Member's Statement 319 – 4(3): 2016
High School Graduates of Coral
Harbour**

Mr. Mapsalak (interpretation): Thank you, Mr. Speaker. Good day, people of Naujaat and Coral Harbour.

Mr. Speaker, I rise today to congratulate students in Coral Harbour who graduated from grade 12. Unfortunately I was not able to attend the ceremony because of a family matter at home.

I will announce their names and I would like to congratulate them for graduating on August 26. They are:

Chantel Emiktowt
Sebastian Saviadjuk
Caylin Angootealuk
Andy Nakoolak
Karla Nakoolak
Vivian Paniyuk
Christopher Eetuk
Jenna Natakok
Daniel Jr. Shimout, and
Mark Judai

Mr. Speaker, I ask my colleagues to join me in congratulating the graduates.
Thank you, Mr. Speaker

>>Applause

Speaker (interpretation): Thank you. Members' Statements. Member for Pangnirtung, Mr. Johnny Mike.

**Member's Statement 320 – 4(3):
Expressing Pride in Grandsons**

Hon. Johnny Mike (interpretation): Thank you, Mr. Speaker. Good afternoon, Nunavummiut and residents of Pangnirtung.

I take this opportunity to rise and extend congratulatory remarks to our youth who have caught their first animal, male or female, as I am equally proud of all of them for practising our traditional hunting culture.

Recently this summer stemming from the spring, my three grandsons were able to hunt and caught their first animal of certain species. I wish to praise their hard work, including every other young person who accomplished this.

My grandson is now 13 years old. He shot his first beluga and I took great pride in his first catch. His younger brother harvested a harp seal beater, which is called a *milajuaq* in Inuktitut, for the first time.

Further, my *irngutalluaq*, whom I referenced a while back as having caught his first walrus and congratulating him for that accomplishment, just recently caught his first arctic hare on his first solo hunt whilst accompanying his parents on a berry-picking trip. While

his mother was picking, he went hunting for arctic hare.

Pangnirtung, as you know, has quite steep and craggy terrain, with many hills and mountains. He started searching for his quarry and found some arctic hares. He had run out of ammo while on the mountainside and hurried back to the boat, grabbed more ammo to continue his hunt. He ran uphill to continue his hunt and he returned clutching a hare in one hand. He just turned eight this year.

I wanted to express my pride in my grandsons' accomplishments and congratulate them for continuing our traditional hunter-gatherer practices and for being allowed to hunt, which is the Inuit men's tradition in the Arctic.

Further, I regret not being able to be on the land and hunting with my grandsons, as they are learning by themselves and becoming ever more capable. I can live with that as that is the current reality we face. Thank you, Mr. Speaker.

>>Applause

Speaker (interpretation): Thank you. Members' Statements. I have no more names on my list. Moving on. Item 4. Returns to Oral Questions. Item 5. Recognition of Visitors in the Gallery. Member for Iqaluit-Niaqunngu, Ms. Pat Angnakak.

Item 5: Recognition of Visitors in the Gallery

Ms. Angnakak: I just caught it. I just saw one of my constituents come in right now. Her name is Parniga Akeegok and I would like to welcome her to the House.

>> *Applause*

Speaker (interpretation): Welcome to the gallery. Item 6. Oral Questions. Member for Tununiq, Mr. Joe Enook.

Item 6: Oral Questions

Question 412 – 4(3): Departmental Vacancies

Mr. Enook (interpretation): Thank you, Mr. Speaker. My question is for the Minister of Community and Government Services.

Now, in relation to the latest Government of Nunavut quarterly report ending June 20, 2016 wherein I read the following figures, in Pond Inlet the number of government positions vacant totalled 44 and out of these 44 positions, 12 of them were in the Department of Community and Government Services.

Let me start by first asking the minister: can he identify the duties of these 12 positions and exactly which positions are currently vacant? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister of Community and Government Services, Mr. Joe Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Speaker. It's my understanding that there are five vacant positions in Pond Inlet right now and they are for four project managers and one facility manager. That is my understanding of the current situation there. Thank you.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Enook.

Mr. Enook (interpretation): Thank you, Mr. Speaker. Can the minister indicate which of these vacant positions are currently out for competition? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Community and Government Services, Mr. Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Speaker. Currently there is only one project manager position that is being advertised and I know the member will have something to say about this, but it's due to staff housing issues.

>> *Laughter*

We are not allotted staff housing, so therefore we can only advertise one of the positions because that's the only staff housing that has been assigned to us so far. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Enook.

Mr. Enook: *Uqaqtii*, I wasn't surprised.

(interpretation) Mr. Speaker, I'll comment on this one regarding the shortage of staff housing. I wasn't going to mention it, but the minister is well aware that the shortage of staff housing is a real problem in the smaller communities. This is especially true in the smaller communities whereas in some communities, for example, in Pond Inlet there are way too many staff houses that have always been vacant and it is also a problem.

Do the positions that the minister mentioned come with shared staff housing if someone is going to be in government staff housing? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Community and Government Services, Mr. Joe Savikataaq.

Hon. Joe Savikataaq: Thank you, Mr. Speaker. The qualifications for project managers are quite stringent and it's a highly competitive market within Canada and not just within Nunavut. We have advertised in the past and have been unsuccessful on them. As I stated, we are currently advertising for one project manager right now with housing and the other positions are not advertised right now, again, because there is no housing available. We feel that it would be futile to advertise the positions without housing because people have to have a place to live. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Oral Questions. Member for Baker Lake, Mr. Simeon Mikkungwak.

Question 413 – 4(3): New Building Canada Fund

Mr. Mikkungwak: Thank you, Mr. Speaker. My questions are for the Minister of Finance.

During yesterday's sitting of the Legislative Assembly the minister introduced the Government of Nunavut's 2017-18 capital estimates. Towards the end of this document there is a long listing of projects that are coming forward under the federal government's New Building Canada Fund.

One of these projects is the Qikiqtani Correctional Healing Centre. However, I do not recall seeing any federal news releases or announcements confirming federal support for this project, and this project is currently not listed on Infrastructure Canada's website.

For the record, can the minister confirm whether or not the federal government has formally approved this project under the New Building Canada Fund? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister of Finance, Mr. Keith Peterson.

Hon. Keith Peterson: Thank you, Mr. Speaker. I thank Mr. Mikkungwak for the question. Mr. Speaker, that particular project has gone forward to Canada. It's a priority project for Nunavut. It has received discussion in this House in the past. It is a project that exceeds what I think is a \$50 million threshold, so it has to receive a final cursory review by the Treasury Board of Canada, likely in November. We have received assurances from Infrastructure Canada that this is just a normal process. It's being recommended and supported by Infrastructure Canada. They've had people up here meeting with our people to review the project and discuss it. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Speaker. During Tuesday's sitting of the Legislative Assembly my colleague from Uqummiut asked whether or not the federal government has formally said

yes or no to constructing a new deepwater port for Qikiqtarjuaq under the Building Canada Fund. Mr. Speaker, I listened carefully to the response that he received to his question and it is not at all clear to me what the federal decision actually was.

Mr. Speaker, when projects are approved by Ottawa, there is no shortage of news releases, photo opportunities, and signing ceremonies to celebrate the occasion. My question is this: can the minister clarify how Nunavut communities and their MLAs are informed when Ottawa says no to a funding request? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Finance, Mr. Peterson.

Hon. Keith Peterson: Who am I now, the Minister of Finance for Canada?

Mr. Speaker, Ottawa has a process we have to follow and it's no different than any other province or territory where projects have to... . The New Building Canada Fund is a 10-year program. Nunavut is receiving \$256 million under that, of which 10 percent is for the Small Communities Fund.

The projects are similar to the way the capital planning process goes. We have to meet the criteria. We put projects together. Some are through the departments. Presumably they work with communities, the Nunavut Association of Municipalities, and other entities, and then they would come through the Financial Management Board, which I chair. We then review and recommend these projects to Ottawa and Infrastructure Canada. They review them

down there and they will indicate to us whether they consider them eligible or whether they can fund them. It's a little back and forth.

I believe we work with the standing committees to ensure that they understand whether projects are funded or not. We've had projects that we have sent down. This process started way back when funding was announced in 2013 and the criteria was out in 2014. We put business cases down there in early 2015. They have told us and come back to us a few times saying that these projects aren't eligible. My colleague at CGS would normally communicate through his officials down to the communities. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Speaker. My community of Baker Lake has many infrastructure funding needs, but it is not clear whether or not any of these ideas have been submitted to Ottawa for consideration.

Can the minister clarify how the Government of Nunavut decides which projects to submit to Ottawa for consideration and which projects it decides not to support? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Finance, Mr. Peterson.

Hon. Keith Peterson: Thank you, Mr. Speaker. I thank Mr. Mikkungwak for the question. I'm sure he understands how the capital planning process works. First of all, we've got this program, the

New Building Canada Fund, which has its criteria that Ottawa has established with the Treasury Board. Infrastructure Canada then gives that information to the provinces and territories. We will review that ineligibility criteria and then we look at what projects we have that can potentially meet that criteria.

You know, in our capital planning process, of course we say projects that are top priority would be health projects, education projects, and safety projects. There's a whole bunch of criteria that Mr. Mikkungwak is well aware of that we would apply to a particular project. We're not just picking some project because it's a special project. It's a project that is going to have a significant benefit to a community or to the territory.

We're working with limited resources, as Mr. Mikkungwak is well aware. We have to kick in 25 percent and we have to do a lot of detailed planning to ensure that if the project is approved, it gets down to a class "A" estimate and then it goes out to tender. We're responsible for anything over that. Canada kicks in 75 percent. If it's anything more than that, then we would have to cover the cost overruns.

There are a lot of details and a lot of processes involved. We involve the standing committees. We were down here in the Committee of the Whole through our capital planning process to make sure that whatever projects are approved, they are projects that can get delivered on time and on budget and are of benefit to Nunavut and to the communities. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. [Oral Questions]. Member for Gjoa Haven, Mr. Tony Akoak.

Question 414 – 4(3): Legal Services Board

Mr. Akoak: Thank you, Mr. Speaker. Good afternoon to Gjoa Havenmiut. My family is watching. I miss you all.

Thank you, Mr. Speaker. My questions are for the Minister of Justice.

As the minister will recall, I have raised a number of questions in the Legislative Assembly regarding the Legal Services Board, an organization which is headquartered in my community of Gjoa Haven. I have previously raised such concerns as why the board's chief executive officer has been located in Rankin Inlet and the board's comptroller has been located in Manitoba.

In April of this year a contract worth up to \$128,700 was awarded to a consulting company to undertake a review of the Legal Services Board's organization and compensation structure. Can the minister indicate whether or not the report on this review has been completed and, if it has, will he make a copy of the report available to me and other MLAs? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister of Justice, Mr. Keith Peterson.

Hon. Keith Peterson: Thank you, Mr. Speaker. I thank Mr. Akoak for the question. The decision to put the Nunavut Legal Services Board in Gjoa Haven goes way back. I think that at one point they were recommending that the

Nunavut Liquor Commission be in Gjoa Haven, which is a prohibited community. The brain trust of the day decided, “That didn’t work. We better put them in Rankin Inlet and we will put the Legal Services Board in Gjoa Haven.”

It has proven difficult to staff all the positions over there because first of all, as Mr. Akoak knows, there’s a problem with housing and of course recruitment. There have been arrangements made over the years to allow the executive director to live in firstly Iqaluit and then in Rankin Inlet. I think that’s a function of you have to hire some qualified staff and have people available to work. There being no housing in Gjoa Haven is a problem. Recently, I believe, in Gjoa Haven it was a real struggle earlier this year to hire a local manager to replace yourself for the last two years, so that has been a real challenge.

As for the status of the report, I can’t tell you that it’s complete. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Akoak.

Mr. Akoak: Thank you, Mr. Speaker. If I can correct you, when I first got my job as an office manager over in Gjoa Haven, the office was fully staffed. We had the director there and finance officers there. It was fully staffed, just to correct you.

As the minister will be aware, the LSB’s board of directors met in Rankin Inlet last month. One of the board’s agenda items was an update on the structural review of the organization. Has the minister been made aware of what

decisions the board has made on this issue? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Justice, Mr. Keith Peterson.

Hon. Keith Peterson: Thank you, Mr. Speaker. I thank Mr. Akoak for the update. It’s an interesting structure with the Nunavut Legal Services Board because some of the employees actually work for the Government of Nunavut. I think there are three in Gjoa Haven who are Government of Nunavut employees and then there are other employees who are Nunavut Legal Services Board employees. It’s an interesting structure that has been difficult to unravel over the years, to sort all that out.

I believe they’re working on it. We met with the executive director last summer. When I was in Rankin Inlet in June, we had an opportunity to meet with the executive director. They are working on that. I believe the executive director is in town this week or coming into town. I probably will get an opportunity to talk to her about some of the restructuring decisions or recommendations that are coming forward. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Akoak.

Mr. Akoak: Thank you, Mr. Speaker. I just want to make sure that we keep the jobs in Gjoa Haven and this is my last question. What assurances can the minister provide me that no Legal Services Board positions will be moved out of Gjoa Haven? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you, Minister of Justice, Mr. Peterson.

Hon. Keith Peterson: Thank you, Mr. Speaker. I can't give Mr. Akoak any assurance, but as of today I don't know of any movement afoot to move any positions.

The Government of Nunavut has a decentralization policy that if positions are moved out, other positions are moved in so that it all balances out. In Nunavut I think there's a 60-40 ratio where a maximum of 40 percent of Government of Nunavut employees are in Iqaluit and 60 percent are outside of Iqaluit.

If there's something you're aware of that I'm not aware of, feel free to approach me and I'll have my officials, who are probably listening, follow up on your concern, but I'm unaware of any decisions to move Legal Services Board positions out of Gjoa Haven. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Oral Questions. Member for South Baffin, Mr. David Joanasié.

Question 415 – 4(3): Providing Local NTEP Programs

Mr. Joanasié (interpretation): Thank you, Mr. Speaker. I would like to direct my question to the Minister responsible for Nunavut Arctic College.

Mr. Speaker, in recent years Nunavut Arctic College has made great progress in introducing the Nunavut Teacher Education Program at the community level. This program was very welcome in the community of Cape Dorset, but

delivery seems to have stalled for this year.

I would like the minister to provide an update on when the Nunavut Teacher Education Program will continue its delivery in Cape Dorset. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for Nunavut Arctic College, Mr. Paul Quassa.

Hon. Paul Quassa (interpretation): Thank you, Mr. Speaker. I also thank my colleague for that question. (interpretation ends) Year one (interpretation) of the program was rolled out in fiscal year 2015-16 and it was successful. Further, the courses were completed for the first year in 2015-16.

A problem cropped up in the community of Cape Dorset or rather, upon the burning down of the school, this became a concern due to the issues faced by the community related to space. Shortly thereafter only one student out of the original six student body was able to return to resume their studies for the NTEP program.

The program was unable to proceed mainly due to the lack of students, with the single student returning for the second year. Within this school year the student was transferred to the Iqaluit campus to continue her studies in the NTEP program. The lack of students resulted in the closure of the program in Cape Dorset. There were originally six students who took the program, as per my earlier statement, and only one pursued further studies and now attends

the program here, as the student wanted to continue past their first year. The student is here in Iqaluit and currently succeeding.

With respect to the other students who passed the first year, we are open to accommodating them in the program here in Iqaluit. I want to reiterate that the NTEP program can be taken by students in the communities, but it is contingent on the number of students attending the program in order for it to succeed. With only a singular student interested, we generally don't offer the program.

I can't tell the member when the NTEP program will continue in Cape Dorset, but I urge the people of Cape Dorset to express their interest in the NTEP program. We would need six or more applicants to take on the program to restart the course at the community level. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Joanasié.

Mr. Joanasié (interpretation): Thank you, Mr. Speaker. As the minister stated, they had a number of reasons not to continue the program. Perhaps the burning of the school had more ramifications on these students, as it affected the community immensely.

Mr. Speaker, a number of students have received financial assistance to take the NTEP program through Arctic College in Cape Dorset. Now that the program delivery has stalled through no fault of their own, will these students have to now pay back the money that they received? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister responsible for Nunavut Arctic College, Mr. Quassa.

Hon. Paul Quassa (interpretation): Thank you, Mr. Speaker. I also thank the member for requesting that information. Let me first thank the students who originally participated in the program, as some are taking the course in other communities for the NTEP program. This sector is very important.

With respect to the students who didn't continue with their studies, we would only encourage them to assess the viability of taking the NTEP program at the Nunatta Campus here in Iqaluit. This course is already ongoing and we would prefer that they continue.

With respect to FANS, the assistance program for students is administered by the Department of Family Services and perhaps the minister of that department can better respond to that question. It would seem more appropriate, at least with respect to that part of his question. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Joanasié.

Mr. Joanasié (interpretation): Thank you, Mr. Speaker. Thank you for explaining as to whom I should be asking my questions.

Mr. Speaker, now that the NTEP program will not be proceeding in Cape Dorset as planned, can the minister tell us what programs will be delivered this year at Nunavut Arctic College's community learning centre in Cape Dorset? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for Nunavut Arctic College, Mr. Quassa.

Hon. Paul Quassa (interpretation): Thank you, Mr. Speaker. Every year in all communities with community learning centres the local worker sends out a questionnaire or survey to various organizations on what programs they want offered in the community, kind of like an individualized local set of programs. They query the community members directly. That is how we try to offer the programs that the community wants through the community learning centres. Direction is taken after this survey on the programs.

Our department doesn't actually set the programming for the upcoming year nor dictate which community shall offer which program. Instead we adapt the programming based on the desire of the community members. Nonetheless, certain programs continue unabated, such as (interpretation ends) adult basic education, (interpretation) as the program is called, including others. Further, different courses and their availability are outlined in various forums.

To reiterate, the community is surveyed on the programs they want offered and that is what we follow. I suppose I can't really answer my colleague's question about whether this program will continue. However, it would depend on the CLC teachers, who make most of the decisions on the courses offered in the community.

I want to repeat that in the case of NTEP students, we currently have 88 students

taking the program throughout Nunavut and I am quite thrilled with that number such that I wanted to say it again. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Oral Questions. Member for Iqaluit-Niaqunngu, Ms. Pat Angnakak.

**Question 416 – 4(3): Motion
Regarding the Development of an
Updated Elders Strategy and
Action Plan**

Ms. Angnakak: Thank you, Mr. Speaker. Good afternoon, everyone. My questions are for the Minister responsible for Seniors' Advocate.

On March 16 of this year the Legislative Assembly voted unanimously in favour of a motion that called on the government to develop an updated and comprehensive strategy and action plan to address the needs of Nunavut's elders.

I want to take this opportunity to again thank the Member for Quttiktuq for having seconded my motion and to thank the minister for his own strong words in support of the motion.

Mr. Speaker, the terms of the motion called for a strategy and action plan to be tabled in the House no later than the first sitting day of the fall sitting, which began earlier this week.

Can the minister assure the House today that we will be seeing this before the end of the current fall sitting? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for Seniors' Advocate, Mr.

Peter Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Speaker. I thank the member for the very important question. Mr. Speaker, we have been working diligently with our departments and as the member is well aware, there are all kinds of programming dispersed through our departments, in fact eight different departments.

We have been working on a document initially to put all the programming together so that our seniors and our people out there fully understand that there are programs available for seniors, homeowners, and other types of programs that were distributed throughout a number of different departments. We're putting the document together. We're just awaiting the translation of the document. This is just about putting all the programs where every community would be able to understand the programs that are available to them. This is coming up shortly.

We have been working on the strategy diligently. Mr. Speaker, at this point I really can't say when we will be able to table that. There has been a lot of programming that we have been looking at, including the operational audit where we can make it more effective and have more efficiency in delivering these programs to the seniors. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Ms. Angnakak.

Ms. Angnakak: Thank you, Mr. Speaker. Perhaps we could get a better

idea. I guess it would be helpful for ordinary people. The motion was passed about seven months ago. I think it would be helpful for ordinary people who are following our proceedings today to get a better understanding of how government works behind the scenes.

Can the minister take a few moments to describe in detail what specific work the government has done over the past seven months to respond to the motion that all Members of the Legislative Assembly voted to support? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for Seniors' Advocate, Mr. Peter Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Speaker. Again, I do know it's taking this length of time to get things moving forward. As I have indicated in the past, there are many obligations we have to do as a government and sometimes some of these files fall back. There's no intention of making these files fall back, especially for the seniors, our elders of Nunavut.

Mr. Speaker, we work diligently behind the scenes. As the member indicated, at times we have other files that we're obligated to fulfill. It seems at times that there are just not enough employees to carry out some of these files that desperately want done as a government.

I understand fully the motion that was put forth seven months ago. We're making that effort very diligently and we want to make sure we put everything in there that will make it quite clear. We want to be able to ensure that we have a

process that is going to be helping our seniors throughout Nunavut. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your final supplementary, Ms. Angnakak.

Ms. Angnakak: Thank you, Mr. Speaker. In June of this year the Legislative Assembly voted in the House here to approve over \$4.5 million in supplementary funding to implement the *Nunavut Suicide Prevention Strategy*. I want to be the first to say that I look forward to supporting a new infusion of funding to support a new elders strategy. Can the minister give us a sense today how much new funding will be required to implement the new Elders Strategy? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for Seniors' Advocate, Mr. Taptuna.

Hon. Peter Taptuna: Thank you, Mr. Speaker. I don't have those figures in front of me at this point.

We're working diligently to ensure that we have the strategy, our document, where it can be dispersed throughout the territory of Nunavut where it's going to be available through our GLOs and the hamlets to ensure that the seniors understand that there are programs available, not just in one department but throughout seven or eight other departments. There's programming out there that we see that has been underutilized and we want to ensure that our seniors, our elders utilize these programs that are available.

At this point I can't say exactly what the amount may be, but I'll certainly get back to the member on that. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Oral Questions. Member for Hudson Bay, Mr. Allan Rumbolt.

Question 417 – 4(3): Qulliq Energy Corporation's Storage and Disposal of Waste Oil

Mr. Rumbolt: Thank you, Mr. Speaker. Today I would like to direct my questions to the Minister responsible for the Qulliq Energy Corporation.

Mr. Speaker, according to the government's used oil and waste fuel guidelines, generators, owners, or persons in charge of used oil and waste fuel "must ensure the waste is properly and safely managed from the time it is produced to its final reuse or disposal."

Considering that QEC operates large diesel-powered generators in the communities to generate power, QEC must generate large amounts of waste oil. Can the minister tell us today how the Qulliq Energy Corporation currently stores and disposes of its waste oil and at what cost to QEC? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister responsible for the Qulliq Energy Corporation, Mr. Johnny Mike.

Hon. Johnny Mike (interpretation): Thank you, Mr. Speaker. I also thank my colleague for that question. QEC strives to manage its hazardous waste in a manner that reduces harmful impacts on the environment and wildlife.

I know that QEC's generators use great amount of oil. I can say that in one year QEC generates approximately 200,000 litres of liquid waste products as a result of generating electricity from diesel engines. This liquid waste must be properly disposed of or recycled by QEC, Mr. Speaker. Thank you.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Speaker. I also asked the minister how much it cost the Qulliq Energy Corporation to take care of its waste oil.

In its 2016-19 corporate plan the Qulliq Energy Corporation indicated that it had been working to develop a "waste oil reduction and recycling plan." Has the Qulliq Energy Corporation come up with any specific plans to reduce the amount of waste oil that is currently being produced in communities and what kind of cost savings are associated with these plans? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for the Qulliq Energy Corporation, Mr. Mike.

Hon. Johnny Mike (interpretation): Thank you. (interpretation ends) The cost of shipping liquid waste out of the territory is about \$250,000 a year for disposal or recycling. That is the approximate amount in dollars.

(interpretation) Eight waste oil burners were purchased for \$232,000. I can use one as an example. In Kugluktuk since 2003 the warehouse burner uses waste oil from the power plant.

I can use Cambridge Bay as an example. Since 2014 Qulliq Energy Corporation warehouses and/or garages have been utilizing waste oil. A waste oil burner was installed in Cambridge Bay in 2014 and has been operational since that time. To date we have burned approximately 150,000 drums of waste oil.

There's really not much else we can do with waste oil that was used for power generation. We can't just pour it out onto the tundra, so we have to try to reuse it as much as we can. That's my response to the question, Mr. Speaker. Thank you.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Speaker. Waste oil in our communities is becoming a big concern as the territory grows. It's interesting that QEC is coming up with ways to dispose of their oil.

I wonder if the minister could commit to tabling the Qulliq Energy Corporation's waste oil reduction and recycling plan in the House and if he could also give us more details on how these types of burners that he's talking about work in the communities. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister responsible for the Qulliq Energy Corporation, Mr. Mike.

Hon. Johnny Mike (interpretation): Thank you. We are currently heating up our warehouses with used oil. Following the plan for 2017, we're looking at Igloolik, Clyde River, Sanikiluaq, and Pangnirtung to have their warehouses heated with recycled oil. We will be

working on those communities this year. I do know that in Pangnirtung we have a backup generator that is also using recycled oil.

Yes, I could to commit tabling that plan in the House so that you will have better information on how we look at those different programs at QEC. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Oral Questions. Member for Rankin Inlet North and Chesterfield Inlet, Mr. Tom Sammurtok.

Question 418 – 4(3): Community Transportation Initiatives Programs

Mr. Tom Sammurtok (interpretation): Thank you, Mr. Speaker. First of all I say “good afternoon” to the people of Chesterfield Inlet and the people of Rankin Inlet, who are having a funeral service. They are in my thoughts.

Thank you, Mr. Speaker. (interpretation ends) My question today is for the Minister of Economic Development and Transportation.

Earlier this week the government’s response to a written question concerning her department’s Community Transportation Initiatives Program was tabled in the Legislative Assembly. Under this program, municipalities submit funding proposals to the department for consideration.

I was very pleased to note that a total of \$155,000 was provided during the 2015-16 fiscal year for community access road projects in Rankin Inlet and Chesterfield Inlet.

Can the minister indicate what projects her department has approved for funding in Chesterfield Inlet and Rankin Inlet for the current 2016-17 fiscal year? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Economic Development and Transportation, Ms. Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Speaker. I also thank the member from Chesterfield Inlet for his question. For Chesterfield Inlet, we had set up a contract to build the access roads and with the community access road, there’s \$40,000 that was given to the Hamlet of Chesterfield Inlet. I’m not sure what it’s called in Inuktitut, but it’s for a small craft harbour and we have also given \$21,730 for that project. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Tom Sammurtok.

Mr. Tom Sammurtok (interpretation): Thank you, Mr. Speaker. I also thank the minister for her response. (interpretation ends) The government’s *Community Transportation Initiatives Program Policy* states that an annual call for proposals will be sent to all municipalities before the beginning of a new fiscal year.

Can the minister confirm what the deadline is for proposals to be submitted from municipalities to her department for funding during the upcoming 2017-18 fiscal year? (interpretation) Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister of Economic Development and Transportation, Ms. Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Speaker. I also thank the member. I can't tell you the exact date, but we usually start getting submissions around the beginning of the new year. This time around we would like to start getting proposals before November. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Tom Sammurtok.

Mr. Tom Sammurtok (interpretation): Thank you, Mr. Speaker. I also thank the minister for that response and now our communities will be making funding proposals.

(interpretation ends) The government's *Community Transportation Initiatives Program Policy* requires the Minister of Economic Development and Transportation to table an annual report in the Legislative Assembly that details her department's activities and expenditures under this policy. When will the minister's next annual report be ready for tabling in the Legislative Assembly? (interpretation) Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister of Economic Development and Transportation, Ms. Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Speaker. I also thank the member for that question. I will get further

information and give him an actual date on when it's going to be tabled. Thank you, Mr. Speaker.

Speaker (interpretation): Can you clarify your question for the minister? I'm sorry, I misunderstood. Oral Questions. Member for Netsilik, Mr. Emiliano Qirngnuq.

Question 419 – 4(3): Implementation of the Nunavut Suicide Prevention Strategy

Mr. Qirngnuq (interpretation): Thank you, Mr. Speaker. When I made my statement earlier, I forgot to say something. Good afternoon to my fellow residents of Kugaaruk, people of Taloyoak, and my colleagues. I say "good afternoon" to you all.

(interpretation ends) Thank you, Mr. Speaker. My questions are for the Minister responsible for Suicide Prevention.

As I noted in my Member's Statement, the Legislative Assembly approved over \$4.5 million in new funding in June of this year for the *Nunavut Suicide Prevention Strategy*. Can the minister provide an update on how these new resources are being used? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister responsible for Suicide Prevention, Mr. George Hickes.

Hon. George Hickes: Thank you, Mr. Speaker. I thank the member for continuing the focus on this very important file that we have to deal with, unfortunately. The member is correct. About \$4.5 million was allocated

through the Quality of Life, with some of that money going to the Department of Family Services and the Department of Education.

That being said, in May of this year there was summit held with a number of stakeholders brought forward to bring forward different concerns and suggestions on how to improve the situation that we're experiencing.

Mr. Speaker, there are a number of wellness programs delivered at the community level, some through the hamlet and some through the Department of Health. We're in the process right now of renewing a wellness agreement with the federal government.

Just as recently as a couple weeks ago I have met with two different regional training sessions of community wellness workers that are tasked with bringing forward the concerns at the community level to make sure that we focus our energies to individual community needs. There are a number of other different initiatives that the Quality of Life has been working with other departments on bringing forward across the territory as a whole.

Like I said, with a lot of the programming that we're looking at focusing on, we want to make sure it's done at the community level, where people know what programs and services are needed in their community. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): Thank you, Mr. Speaker. (interpretation ends) As I noted in my Member's Statement, the House of Commons Standing Committee on Indigenous and Northern Affairs held a public hearing in Iqaluit last month on the issue of suicide prevention.

During his testimony to the standing committee, the minister stated that he would, and I am quoting here, "like to see the federal government sit at the table with us."

Can the minister indicate what specific actions he would like the federal government to take in the area of suicide prevention? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for Suicide Prevention, Mr. Hickes.

Hon. George Hickes: Thank you, Mr. Speaker. I thank the member for that question. When we're dealing with the federal government on suicide prevention, the main focus that we're looking at is mental health and community wellness. Just coming from a federal-territorial-provincial meeting as of two days ago, mental health is a large focus of the federal government.

I'm very excited about some of the anticipated programming that we could be applying for. I think it's an ideal time for Nunavut to be negotiating our wellness agreement with the federal government. Like I stated earlier, we want to make sure that we're delivering programs in the communities that are wanted and recognized by those communities as needs.

I'm encouraged by the relationship that we have with the federal government on this topic and I look forward to returning with good news in the House in the future. Thank you.

Speaker (interpretation): Thank you. Your final supplementary, Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): Thank you, Mr. Speaker. I believe he responded to the latter part of my question, so I will first ask him my supplementary.

(interpretation ends) Earlier this week a federal-provincial-territorial meeting of health ministers took place in Toronto. Although I recognize that the main topic of this meeting was funding for the health care system in Canada, can the minister indicate if he had the opportunity to raise the issue of suicide prevention with the federal Minister of Health? Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister responsible for Suicide Prevention, Mr. Hickes.

Hon. George Hickes: Thank you, Mr. Speaker. I thank the member for giving me the opportunity to elaborate a little bit more on some of the discussions that we had in Toronto.

Like I have stated, there is a shared focus on mental health with all of my colleagues across the country. I did have the opportunity to address those specifically to Nunavut's needs. Like what the member said, core funding was one of the focuses of that meeting.

One of the other aspects of the meeting that came out was how interested the

federal government is willing to explore proposals from other Canadian jurisdictions, including the territories, on accessing more detailed funding for mental health, including addictions counselling.

Like I had mentioned earlier, I appreciate the member asking that question and giving me the opportunity to elaborate a little bit more. Like I stated, when I learn more of the parameters of the proposal structure that the federal government is looking for, I can assure you that Nunavut will be applying for further funds. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Oral Questions. Member for Uqqummiut, Mr. Pauloosie Keyootak.

Question 420 – 4(3): Houses Built in 1960s

Mr. Keyootak (interpretation): Thank you, Mr. Speaker. My question is directed to the Minister of the Housing Corporation.

Mr. Speaker, in representing our communities, we try to canvass our constituents' concerns prior to attending the sessions at the House. In my constituency a concern was brought up on more than one occasion about the length of years some buildings have been inhabited, with some units continuously inhabited since the early 1960s.

I know for a fact that in our community, the areas with the DEW line installations that the Americans used as early warning posts had buildings in nearby communities, as well as certain lands

near the community. They had buildings at every site. Once usage was discontinued, Inuit tried to acquire the buildings. Due to the soundness of the buildings, they wanted to purchase them for their own usage, but Inuit were warned that these buildings couldn't be used at all.

All buildings constructed for those sites in the 1960s apparently were painted with lead paint and that all paints mixed in that era contained PCBs. It made Inuit wonder if these buildings that were constructed during the early 1960s, which are still inhabited today, contain any PCBs. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) The Hon. Minister responsible for the Nunavut Housing Corporation, Mr. George Kuksuk.

Hon. George Kuksuk (interpretation): Thank you very much, Mr. Speaker. I also thank the member for that excellent question. Mr. Speaker, I can't say or respond as to whether or not the units owned by the housing association have PCBs, as per his question, and whether or not any remnants exist.

Nonetheless, I can say that if any units have any hazardous materials such as (interpretation ends) mould (interpretation) or other contaminants, the local building maintainers employed by the LHOs were recently trained by the housing corporation on the removal of contaminated materials and the processes involved.

However, with regard to the actual component he mentioned in his question of PCBs in any unit, I can't respond whether or not any such contamination

exists at this time. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Your first supplementary, Mr. Keyootak.

Mr. Keyootak (interpretation): Thank you, Mr. Speaker. At the time it was feared that the residents of Qikiqtarjuaq were in danger by health authorities, which led to meetings of the residents on the contaminants and hazards associated with PCBs from the 1960s era.

The information was that no building with PCBs can ever be used. The information stated that all paints mixed in that era contained this contaminant. Inuit started pondering how long Inuit had been exposed to hazardous substances without their knowledge. This may continue to this day where Inuit are needlessly exposed to hazards, so it makes one wonder if we still are.

At that time all buildings in those sites could not be occupied or owned by any Inuk, as we were informed they contained paints from the 1960s era. We queried the presenters whether the DEW line buildings were the only ones that contained the PCB contaminants. The response was that no, all paints used in that era and earlier had this PCB additive wherever any and all paints were sold.

This has been a real concern of my constituents and perhaps we have been exposed to other substances for years. Residents always state that they don't want the wildlife contaminated, but on the other hand, Inuit don't seem to be a cause of worry with needless exposure for many years. That is the perception of people.

I wonder if the minister can commit to getting any unit, with records dating back to this era, that doesn't contain this type of paint which our residents still inhabit today. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Minister responsible for the Housing Corporation, Mr. Kuksuk.

Hon. George Kuksuk (interpretation): Thank you very much, Mr. Speaker. As per my earlier statement, if any of our units contain any hazardous materials or if suspicion exists, our local maintainers at the LHOs were trained to conduct proper clean-up procedures in the Kivalliq, Kitikmeot, and Baffin regions. This training encompassed the entire process and what procedures were required for different substances, especially for any of our units suspected to be in that category.

If we know of any hazardous materials or contaminants, yes, I concur that we do not want any Inuit to be faced with any exposure to dangerous substances wherever they are. This would be immediately treated as an emergency clean-up situation if that was indeed the case. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. The time for question period has expired. Moving on. Item 7. Written Questions. Item 8. (interpretation ends) Returns to Written Questions. Item 9. Replies to Opening Address. Item 10. Petitions. Item 11. Responses to Petitions. Item 12. Reports of Standing and Special Committees on Bills and Other Matters. Item 13. Tabling of Documents. (interpretation) Member for Chesterfield Inlet, Mr. Tom Sammurtok.

Item 13: Tabling of Documents

Tabled Document 185 – 4(3): Photographs of Nipissar Lake

Mr. Tom Sammurtok (interpretation): Thank you, Mr. Speaker. (interpretation ends) I wish to table a set of photographs of Nipissar Lake which were taken earlier this year. These photographs illustrate the low level of water in the lake.

Mr. Speaker, I will have questions for the appropriate minister at a later date during this sitting.

I encourage all members to review these items with care. (interpretation) Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) Tabling of Documents. The Hon. Premier of Nunavut, Mr. Taptuna.

Tabled Document 186 – 4(3): Final Report of the Truth and Reconciliation Commission of Canada

Hon. Peter Taptuna: Thank you, Mr. Speaker. I am pleased to table the Government of Nunavut's response to the "Honouring the Truth, Reconciling for the Future" Final Report of the Truth and Reconciliation Commission of Canada. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. Tabling of Documents. (interpretation ends) The Hon. Minister of the Nunavut Housing Corporation, Mr. Kuksuk.

**Tabled Document 187 – 4(3):
Blueprint for Action on Housing**

Hon. George Kuksuk (interpretation): Thank you very much again, Mr. Speaker. I have the document that is now available today.

(interpretation ends) Mr. Speaker, I am pleased to table today the *Blueprint for Action on Housing – Implementation Plan for the GN Long-term Comprehensive Housing and Homelessness Strategy*. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. (interpretation ends) Tabling of Documents. (interpretation) I have no more names on my list. Moving on. Item 14. (interpretation ends) Notices of Motions. Item 15. Notices of Motions for First Reading of Bills. Item 16. Motions. Item 17. First Reading of Bills. Item 18. Second Reading of Bills. Item 19. Consideration in Committee of the Whole of Bills and Other Matters. Bill 24 with Mr. Akoak in the Chair.

Before we proceed to the Committee of the Whole, we will take a 20-minute break.

(interpretation) Sergeant-at-Arms.

>>*House recessed at 15:21 and
Committee resumed at 15:46*

**Item 19: Consideration in Committee
of the Whole of Bills and Other
Matters**

Chairman (Mr. Akoak): Good afternoon, everyone. I would like to call the committee meeting to order. In Committee of the Whole we have the

following item to deal with: Bill 24. What is the wish of the committee? Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman, and good afternoon. Mr. Chairman, we wish to continue with the review of the capital estimates for the Department of Economic Development and Transportation, followed by the Department of Community and Government Services. Thank you, Mr. Chairman.

Chairman: Thank you, Mr. Rumbolt. Are we in agreement that we first deal with Bill 24?

Some Members: Agreed

**Bill 24 – Appropriation (Capital) Act,
2017-2018 – Economic
Development and Transportation
– Consideration in Committee**

Chairman: Thank you. I would now like to ask the Minister of Economic Development and Transportation if she has officials that she would like to appear before the committee. Ms. Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Yes. Thank you, Mr. Chairman.

Chairman: Thank you. Does the committee agree to let the minister's staff go to the witness table?

Some Members: Agreed

Chairman: Sergeant-at-arms, please escort the witnesses in.

For the record, Minister Ell-Kanayuk, please introduce your officials.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. To my right and your left is Sherri Rowe, Deputy Minister of Economic Development and Transportation, and to my right and your left is John Hawkins, Manager of (interpretation ends) Iqaluit Airport Operations. (interpretation) Thank you.

Chairman: Thank you. Yesterday we started our review of the Department of Economic Development and Transportation on page K-3. Today we are still on page K-3. Following the list of names, Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. I just have a few questions that I wanted to ask you today. I will start with your department's *Community Transportation Initiative Program Policy* that was recently updated in August of 2015.

Schedule A of the policy details departmental support for "Access Roads and Community Marine Infrastructure" while Schedule B details departmental support for "Small Craft Harbour Capital Contributions." The policy provides that the "Minister will table annually in the Legislative Assembly a summary of contributions detailing the amount of each contribution, the type of initiative being supported, and community."

Why have you not yet tabled any annual reports on your department's spending under these programs? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. We will be tabling them. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. It's good to hear that you will be tabling them. Could you enlighten us today as to when you will be tabling them? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. I also thank the member for that question. I'll be tabling them at the upcoming winter sitting. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. Now a bit of a different topic, during the Legislative Assembly's consideration of your department's 2016-17 capital estimates, concerns were raised by MLAs about your department's practice of providing contributions under its Small Craft Harbours Program to the greatest possible number of applicants rather than focusing on fully funding a smaller number of projects during each fiscal year. How will your department address this concern? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. The concerns will be

reviewed in detail and in consideration of the recommendations of the members. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. It was quite some time ago when we suggested this. I'm not quite sure of the timetable, but how long will this review take before there's a decision made on the next steps in this process? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. (interpretation ends) Before April 1 next year. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: I know there was some talk on airports the other day, yesterday, and I just have another question and I'm hoping I'm not asking a question that may have been asked already and, if I do, I apologize.

On March 11, 2016 you tabled the *Nunavut Airports 20-year Infrastructure Needs Assessment: 2014-2034*. This document indicates that "Most airports in Nunavut have trained weather observers onsite operating a Community Aerodrome Radio Station (CARS). Funded by Nav Canada, these services are relatively high cost and only available during the hours when air services are planned and scheduled.

Nav Canada is currently considering introduction of Automated Weather Reporting Systems (AWOS) at

community airports, which will operate on a 24-hour per day basis.

At an approximate equipment cost of \$1 million per site, upgrading weather services will also require capital investments for site preparation, utilities and services to support the new Nav Canada equipment."

Which communities are currently being considered to have the new automated weather reporting systems installed? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I'll have John Hawkins respond to the question. Thank you.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. NAV CANADA operates that program and we don't actually have a lot of input into that. Their main clients are the air carriers and the air carriers are the ones that request the sites they want additional services in.

NAV CANADA, in consultation with us, has identified that their priorities for the weather observations... . It's all part of how the actual weather forecast is developed. They believe there should be a choice between whether there is one type of system, whether there is a person there actually providing the weather observations, or whether there will be an AWOS. They don't believe in most cases that they need to have both systems in one community. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. On that subject you said that NAV CANADA has identified their priorities. Can you share with us what the priorities are and which communities they feel need the 24-hour service and which ones the manned services? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. Through you, Mr. Chairman, we can provide that information since we don't have that information in front of us. Thank you, Mr. Chairman.

Chairman: Thank you. We're on Economic Development and Transportation. Transportation. Total Capital Expenditures. \$59,332,000. The next name on the list, Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): Thank you, Mr. Chairman. I have few questions to pose. I would also like to welcome the minister and her officials.

I'll have questions in regard to Taloyoak's airport terminal building. What's the status of that? That's my first question. Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. Taloyoak is the only community with the "freezer" style airport terminal building in the [Kitikmeot]. As the member knows, this

building is over 25 years old and it's not big enough for the community. In July 2016 we sent out an RFP for the concrete slab to be poured in fiscal year 2016-17. The construction would start May 2017 and the completion target date is November 2017. Thank you, Mr. Chairman.

Chairman: Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): Thank you, Mr. Chairman. At this time the concrete slab is being worked on. Will they be working on it continually starting from now until completion? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I also thank you for requesting that information. Construction will start in May 2017. Thank you.

Chairman: Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): Thank you, Mr. Chairman. I would like to ask: now that the concrete slab has been completed, why does it take so long to construct a building, starting only in May? What's the reason for starting it so late? Thank you.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. It's better to start working on it during the spring than if they start construction in winter. We do it this way in order to have efficiency. Thank you.

Chairman: Thank you. Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): Thank you, Mr. Chairman. Yes, at least I have a better understanding in regard to this issue.

My other question is last spring you spoke to the airport terminal building renovation for Kugaaruk. Did the material arrive in Kugaaruk for the renovation of the ATB there? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. Regarding the community of Kugaaruk, I don't have the information in front of me for the capital estimates. It's not included here, so I will look into that. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Qirngnuq.

Mr. Qirngnuq (interpretation): She will look into that and I'm sure she will get back to me once she gets the information.

I don't have any other questions. Thank you, Mr. Chairman, for allowing me to ask the questions.

Chairman: Thank you. Next name on my list, Mr. Alex Sammurtok.

Mr. Alexander Sammurtok (interpretation): Thank you, Mr. Chairman. I have a question related to the offloading of ship cargo in Rankin Inlet. When they offload cargo on the other side of the peninsula, the cargo area becomes congested.

At this time the limited space is more noticeable with the (interpretation ends) mine (interpretation) infrastructure cargo that arrived, and the mine will be opening soon.

The hamlet council has continually requested improvements on the sealift cargo area for many years. I wonder why this hasn't been taken into consideration. That is all I want to get clarified. Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. Perhaps the member can elaborate further on what he is talking about regarding Rankin Inlet. Thank you, Mr. Chairman.

Chairman: Mr. A. Sammurtok.

Mr. Sammurtok (interpretation): Thank you, Mr. Chairman. The sealift offloading area is situated on the other side. At least that is what it is called locally. The ships offload the barges and they drop off the sealift in that area. The area is becoming too small to accommodate the sealift materials at the (interpretation ends) loading dock and unloading dock.

(interpretation) The mine will be opened soon in that area. This will result in more cargo being offloaded, exacerbating the situation. This is obviously an issue.

Just last week there were two cargo ships that arrived in Rankin Inlet at the same time. The other ship had to wait for the first ship to offload before the cargo on their ship can be offloaded. That happened due to the lack of sealift

landing area for (interpretation ends) unloading and loading of the dock.

The Municipality of Rankin Inlet (interpretation) has continually requested that this site be enlarged for many years. I was wondering when this issue will be considered (interpretation ends) by your department. (interpretation) Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. This issue has been discussed previously to be identified as a priority project as there are many needs on that front. For Rankin Inlet specifically, it would not qualify under the Small Craft Harbours Program but for larger projects that we call a port. We know that this type of facility was estimated to cost \$48 million.

At this time the government and the Department of Transportation have discussed these issues. However, in order to move this project forward, we would have to negotiate with the federal government for funding. This has been identified as a priority. Thank you, Mr. Chairman.

Chairman: Thank you. The next name on the list, Mr. T. Sammurtok.

Mr. Tom Sammurtok (interpretation): Thank you, Mr. Chairman. (interpretation ends) I don't have a lot of questions. However, there are a couple of items I would like clarification on.

Yesterday Mr. Rumbolt referred to the Nunavut Airports 20-year infrastructure needs assessment. This document

referenced the urgent need for new airport terminal buildings for Chesterfield Inlet as one of the items there. As I indicated before, this is a much-needed facility. The current airport terminal building that is in Chesterfield Inlet is the old "freezer" type that was built in the 1980s.

Yesterday the Minister of CGS kindly provided the regular MLAs with an update on the planning projects. The airport terminal building for Chesterfield Inlet is one of the items identified for the 2017-18 planning cycle.

Can the minister or her officials provide me and the House an update as to what type of air terminal building is going to be planned for Chesterfield Inlet? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. It would be the same as the Taloyoak Air Terminal Building, which is 250 square metres. It would be the same as that ATB. Thank you, Mr. Chairman.

Chairman: Mr. T. Sammurtok.

Mr. Tom Sammurtok: Thank you, Mr. Chairman. I thank the minister for that response. It looks like the terminal building for Chesterfield Inlet is in the horizon now.

As part of the preparation for the building of this new terminal building, would the department be prepared to include a GPS landing system as an

upgrade to the new airport terminal building? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. We would have to negotiate that with NAV CANADA about the type of (interpretation ends) terrain (interpretation) or type of land that needs to be reviewed. We would have to first negotiate with them and deliberate on how to resolve this issue prior to this matter being addressed in detail. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. T. Sammurtok.

Mr. Tom Sammurtok: Thank you, Mr. Chairman. I thank the minister for that information. On another subject, and this is something that I have brought up before, Chesterfield Inlet needs an upgrade to their existing docking facility. The current facility is too small and it's very inefficient when a number of boats try to use the facility at the same time.

Chesterfield Inlet is one of the communities that provide arctic char to Kivalliq Arctic Foods in Rankin Inlet. Consequently there are a lot of people who are fishing in Chesterfield Inlet over the summer and they all try to use the docking facility at the same time to offload the fish that they have caught. However, because of the size and condition of the docking facility, it makes for a very inefficient operating system at the community level.

Can Economic Development and Transportation look into upgrading the

existing docking facility in Chesterfield Inlet? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. I also thank the member for that question. The details of what we want are in our business plan, which has been announced, and Chesterfield Inlet was included in the list. Yes, we would have to look for funding for this part of the plan and we know it has been estimated to be around \$22 million to complete that project. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. T. Sammurtok.

Mr. Tom Sammurtok: Thank you, Mr. Chairman. On to another subject and this will be my last item that I want to ask the minister at this time.

Actually I would like to express my appreciation to the Department of Economic Development and Transportation for finally providing what I think would be the appropriate equipment to help maintain the runway in Rankin Inlet. I am personally aware of how often the jet services are cancelled due to runway and weather conditions in Rankin Inlet. This piece of equipment will go a long way to help to ensure that regular, scheduled services are provided on a daily basis and weekly basis.

I know that my colleagues are going to be very enthusiastic to help me approve this particular unit. I just want to express my appreciation to the department. Thank you, Mr. Chairman.

>> *Laughter*

Chairman: That was just a comment. Thank you. The next name on the list, Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman. Welcome, minister and your officials.

I would like to start with this, perhaps by using the previous questions as a basis. However, it includes many issues that were raised earlier, I believe, in the spring session when we reviewed the Department of Economic Development and Transportation's 20-year needs assessment report. The report was quite legible and easy to understand, with references to many details. To start off, I am grateful to the department for tabling that information as it helps members to understand the situation Nunavut airports are in and this includes air terminals. With that being said, page 2-6 speaks to that.

We are aware that the capital estimates include the Taloyoak Airport Terminal Building. However, other communities also require the infrastructure. We heard the responses from Ms. Rowe yesterday that some airport terminals are dilapidated and on their last legs. I wonder which will be prioritized and I wonder if the department has any plans on the other communities that have terminals that are no longer feasible for usage. In the short-term future, which project will be the priority?

As an example, on page 2-6, it lists Chesterfield Inlet, Whale Cove, Naujaat, Taloyoak, and Kimmirut. Where do they go from there? Will Taloyoak be after that? Have you made a decision as to

which community goes next or will that decision be made later? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I also thank the member. Out of the communities the member mentioned on that page, one of the communities was approved and we are pleased to hear that this project will now move forward.

The other communities of Whale Cove, Chesterfield Inlet, Naujaat, and Kimmirut have been identified for follow-up work, where we will work with the communities to submit more capital project funding requests. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman. Maybe she didn't understand my question. Which community will be next in line after Taloyoak? Have you made that decision yet or will you be making that decision at a later time? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I think it is Chesterfield Inlet, but I will have to check into that before I definitively answer that. I will provide the information through you, Mr. Chairman. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Joanasie.

Mr. Joanasié (interpretation): Thank you, Mr. Chairman. Thank you for saying you will check into that, so I will be expecting it.

With regard to the three other communities listed in the report where the local airstrip needs to be relocated, it includes Kimmirut. On page 4-3 it speaks to the situation that is faced, which we are all aware of, by the community of Pangnirtung as funding was set aside for further studies. In listening to the responses yesterday, as an example, new funding from the (interpretation ends) Building Canada Fund (interpretation) amongst others and ACAP was mentioned as well.

Will you send correspondence to the federal government regarding the communities where the airstrip has to be relocated to access more funding in the coming years? Will you be writing to the federal government to request money for that? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you. I apologize for not hearing you, Mr. Chairman.

It is an ongoing challenge. As the member knows, we developed a (interpretation ends) siting study (interpretation) as well as the photographic records, which we now have. These are called the (interpretation ends) photogrammetry work. (interpretation) We have that information now. It is to be included in the Nunavut government plans for the next (interpretation ends) five-year capital plan (interpretation) prior to submitting our request. We will resubmit

the application as it was not approved the first time we submitted it. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Joanasié.

Mr. Joanasié (interpretation): Thank you, Mr. Chairman. Thank you for explaining that. I believe, last year, I accompanied the minister to Kimmirut specifically on the airstrip, so I thank the minister for her trip. She probably recalls our landing, as it sometimes is daunting in trying to land in Kimmirut due to the terrain. Kimmirut is classified as one of the most dangerous airports in all of Canada and this is actually referenced in the report.

Due to that reason, for many years the community of Kimmirut has pushed hard to try to relocate the airstrip, even back to the days where we were still under the NWT prior to the creation of Nunavut during the first attempts to relocate the airstrip. Not a whole lot of progress has been made, except for the photographs of the terrain, including mapping alternatives. I am grateful to the people who have worked on this, as it has now resulted in a survey. Further, I will continue to push for this for my constituents.

With respect to the report, I really noticed when Ms. Angnakak was talking about (interpretation ends) aerodrome deviations. (interpretation) Perhaps I can refer to them as problems for simplicity's sake and I am unsure where it is, but it is listed on page 4-3. I also noted clearly that Cape Dorset is faced with a similar challenge based on the local terrain restrictions either adjacent to the airstrip or landing angles.

Due to these issues, under (interpretation ends) Mitigation (interpretation) it is listed as (interpretation ends) “Do Nothing.” (interpretation) I assume this means the department will not do anything related to the public safety concerns or problems even when faced with those challenges. Will nothing be done? Is that it? What is the position of the Department of Transportation on the matter? Are you just going to do nothing? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I would like to refer this to John Hawkins. Thank you.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. The capital needs assessment that we’re referring to does say to “Do Nothing.” That is in a capital manner. There are other mitigations. It’s required that an exemption brings measures forward that provide an equivalent level of safety to the standards. All of those are analyzed by us and by Transport Canada before any exemption is granted.

From a capital perspective or from an improvement perspective, Cape Dorset says “Do Nothing,” but there are other mitigation measures which include sometimes publications. Sometimes they include lighting or obstacles. There are other ways to mitigate that just weren’t included in here. It may be that the mitigation that says “Do Nothing” could have been phrased differently. For the purpose of this report, where it’s capital

needs, then that suffices. Thank you, Mr. Chairman.

>>*Laughter*

Chairman: Thank you. Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman. It states that the Cape Dorset Airport has adjacent terrain that is quite hilly. I wonder if consideration has been given to removing these hilltops, perhaps by using explosives to level them. Would this be too expensive to undertake? This concern has been raised for several years. It can become problematic wherever hilly terrain exists, especially when low visibility or bad weather causes delays in the flights landing, or it is considered dangerous by the pilots. Has the department considered this idea at all? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you. I will refer this question to Mr. Hawkins once again. Thank you.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. I don’t believe that we have undertaken a cost analysis of the hills specifically in Cape Dorset. We have looked them in other locations, including here. It is extremely expensive. I think the cost here to do them was somewhere in the magnitude of \$60 million just to remove one hill.

As I said, there are other mitigations and the danger of it is mitigated by not

allowing the approach to be designed onto a very low level. There is a loss of efficiency and availability at the airport, but the safety is actually not compromised by the hills in any great manner. As for removing rock, it is an extremely expensive operation. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Joanasié.

Mr. Joanasié (interpretation): Thank you, Mr. Chairman. I'll move on to another subject and talk about marine infrastructure. With the written question that was asked by you, Mr. Chairman, (interpretation ends) RTWQ 13 – 4(3) (interpretation) was tabled in the House two days ago.

With respect to the Small Craft Harbours Program, in reviewing the figures for 2015-16, a fund totalling \$500,000 has been used by various communities. Some of the requests submitted were not approved for funding and it states that problems existed with the applications or the lack of resources. Nonetheless, I wonder if the minister can provide further details.

The report indicates that Kimmirut and Sanikiluaq didn't receive any funding, or (interpretation ends) zero (interpretation) dollars. I will stop there for now as I have run out of time. Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I don't think he finished his question. He indicated that there's zero dollars for Kimmirut, I believe. Mr.

Chairman, can you ask the member to clarify his question?

Chairman: Thank you. Mr. Joanasié, can you clarify your question? Mr. Joanasié.

Mr. Joanasié (interpretation): Thank you, Mr. Chairman. Yes, I am trying to get clarification. Perhaps I can segregate my question into two parts.

I wonder why the communities didn't receive any funding from this fund. Although it states that an agreement was struck with the hamlets, two communities had to reimburse the funds due to problems or lack of resources. This is related to the Small Craft Harbours Program. Work couldn't proceed, so they had to return the funds. What were the requirements to expend the funds? I imagine that their resources were no longer available. What was the reason for not moving forward, resulting in the returning of the funds?

Not every community is listed here, so that is part of my question. There's \$500,000 available here. Why is it that the other communities have not applied for these funds under the Small Craft Harbours Program? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. The fund is set at \$500,000 that communities can apply for and the funds are available to the hamlets that applied for the funding. In 2015-16 the requests totalled \$996,500. This was the total funding requested by the

communities. However, due to the limited funds, not all applications were approved. In some cases we deliberated with the communities by slashing the overall amounts they requested. We also know some communities did not submit an application for this funding.

Thank you, Mr. Chairman.

Chairman: Thank you. The next name on the list, Mr. Mapsalak.

Mr. Mapsalak (interpretation): Thank you, Mr. Chairman. I would like to ask the same question that I bring up every time regarding capital budgeting for the Iqaluit airport project. Every year you ask for approval for larger amounts of money to be used for this project. Maybe firstly, when do you plan on opening the new terminal? That's my first question. Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. It is planned to be open in August 2017. Thank you, Mr. Chairman.

Chairman: Mr. Mapsalak.

Mr. Mapsalak (interpretation): Thank you, Mr. Chairman. This fund currently requested totalling \$48,472,000 is specific to this project. Funding requests seem to rise higher every year, with some funds a bit lower.

I previously asked about this issue when the project started and it is still ongoing. I asked whether this project would impact other communities that wanted an air terminal building throughout Nunavut. I recall the response I received

that no, it would not have an effect on delaying other community projects if the requests were approved to do so here in Nunavut.

I have maintained my position and with winter approaching, our terminal building in Naujaat is extremely undersized to serve our population, which is also growing. I have maintained that due to this population growth, which is quite fast, it has resulted in people and passengers not being able to enter the building.

Passengers sometimes have to wait outside during the winter and when the plane arrives and passengers disembark, the building is full, even when there are not that many passengers. Many people cannot enter the building. This includes passengers arriving and passengers trying to get on the flight.

Some people have to wait outside during the coldest part of the year. I keep reiterating this problem, but somehow I guess I don't sound truthful. Nonetheless, since I reside in that community, I have seen it first hand as I personally have had to wait outside.

With that being the case, will the department provide some figures specific to the communities that need air terminal buildings in a plan for next year? Will a document be tabled outlining your plans? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. With respect to requests for

air terminal buildings here in Nunavut, we are aware that many of our existing buildings require renovation or replacement. The plans are listed in the (interpretation ends) 20-year infrastructure needs assessment (interpretation) report that outlines these communities that have been prioritized. Naujaat, Chesterfield Inlet, Whale Cove, Taloyoak, and Kimmirut are listed as the priority communities.

However, we have provided the planning documents by listing the projects and the communities. Whenever the government requests funding for various capital projects, all the requests are not approved and other departments also submit their capital plans. That is why we generally are approved for one project for the year. With respect to which building will be renovated or replaced, we will keep submitting these projects for approval as we are aware that these buildings need to be replaced. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Mapsalak.

Mr. Mapsalak (interpretation): Thank you, Mr. Chairman. I also comprehend the fact that the Nunavut government will not spend over \$300 million for this Iqaluit project. That is what I have been led to understand.

You stated that past submissions have been tabled for funding approval to the government. Perhaps you meant to the federal government or the Government of Nunavut when you negotiate funding for various capital projects.

You stated that the department has submitted applications for funding. Is that funding application sent to the

federal government or does the Nunavut government submit their application to the federal government for these types of capital projects that are a priority? I hope I was understandable. Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. Yes, your verbal presentation was completely understandable.

What I was referencing in my earlier response is that the Government of Nunavut has various departments that submit their plans for projects they wish to undertake in the upcoming year. In that process, we have to have a comprehensive plan prior to submitting funding applications to the federal government.

Some of the criteria are if these projects are the priority projects in their capital plans and if agreement has been reached within our government. It has to first be a priority project before it can be submitted to the federal government for funding. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Mapsalak.

Mr. Mapsalak (interpretation): Thank you, Mr. Chairman. This funding being requested now is a substantial amount. You identified that this would be completed in August. Will this be the last time you submit a funding request for this project and that no further funding requests for that project will be submitted? Is that how the process will work? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. I also thank the member for asking for clarification. Yes, the plan is for the project to be completed by August of next year and it will be opened upon completion. This current request for funding is our last significant amount. However, this will not be the very last funding request, but it will not be like these substantial amounts. There will be funding requests specific to operations and maintenance. Members will still see future funding requests for that, but the requests will no longer be that substantial. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Mapsalak.

Mr. Mapsalak (interpretation): Thank you, Mr. Chairman. Actually I was referring to the capital plans only, as obviously the operations and maintenance funding requests will be submitted annually.

With that being the situation, this fund of \$48,472,000 is specifically requested for that project. You stated that when negotiations commence, the criteria include prioritized projects of the government and you keep mentioning that Naujaat is one of these prioritized projects. Even though that is the case, I wonder why this project isn't slotted as an absolute priority, as the need is there and this situation is well known.

The capital plan we are reviewing today for funding approval will also be the last funding approved within our term. I wonder how that can change. In looking

at the Taloyoak Air Terminal Building project that totals \$3,960,000, is it impossible to take some funds from this Iqaluit airport, perhaps an amount like \$4 million from their funding request? Is that impossible? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. This plan is specific to that project and was negotiated and agreed upon for that amount. We can't take any funds from this project funding request. Thank you, Mr. Chairman.

Chairman: Mr. Mapsalak.

Mr. Mapsalak (interpretation): Thank you, Mr. Chairman. The money that is budgeted, \$48 million, is coming from the federal government to the Nunavut government and it's slated for that project only. Am I clear? Thank you, Mr. Chairman.

Chairman: Thank you. Before I go to the minister, I would like to welcome to the gallery the two young ladies sitting behind the cabinet members. Welcome to the House.

>> *Applause*

Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. This capital estimate plan for 2017-18 includes this last funding request of \$48,472,000 for the expenses that must be paid as the construction work is in the last stages. This funding is for the completion of this project and

many aspects of this project have already been completed. There are construction workers that need to be paid and this project is nearing completion. Therefore we can't excise any funds from this project and earmark them for a different project. Thank you, Mr. Chairman.

Chairman: Thank you. The next name on the list, Mr. Keyootak.

Mr. Keyootak (interpretation): Thank you, Mr. Chairman. Prior to asking my questions, one of the visitors you welcomed is my grandchild, who is wearing the blue outfit, and her companion. I wish to welcome my grandchild to the House.

Mr. Chairman, I would like to ask firstly about the document I tabled yesterday related to a request from Qikiqtarjuaq for a port, which included the design drawings that I tabled. I wonder what the minister will do with that plan I tabled. That's my first question. Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. With respect to Qikiqtarjuaq's request, our department is well aware of the plans and we will continue to push the project forward. This project has been reviewed in the past and we will ensure that it is reviewed in greater detail by our staff. We know that the residents of Qikiqtarjuaq are ardent about this piece of infrastructure they desire. However, as a department, we tried to request a further \$500,000 which wasn't approved, so we will persevere with this request later on.

With respect to the past studies on the small craft harbour for Qikiqtarjuaq, this constitutes the third edition or version. The Hamlet of Qikiqtarjuaq had a study conducted in 2009 called the Qikiqtarjuaq Harbour Development Project 2010, which outlined a plan through Fisheries and Oceans, and another study in 2013 called Port of Qikiqtarjuaq, which also includes plans in detail through the Nunavut Development Corporation. All of these studies were reviewed by our departmental staff, but again it requires a budget through the capital process to move it down the line.

Although all these plans already exist, I suppose we will look at amalgamating them to see which designs could best be used for the community and to conduct an internal review of this project plan. That is what is needed. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Keyootak.

Mr. Keyootak (interpretation): Thank you, Mr. Chairman. I thank the minister for her response. We all know that this project has been at the forefront of Qikiqtarjuaq's priorities, as they have tried to get this harbour.

As one of the smaller communities, why are they pushed back on the priority list? It seems whenever a larger community wants a project, the smaller community's request tends to lose out. This also does not appease the community nor our constituents, as residents of smaller communities have to push for many years to garner the infrastructure in the face of larger community requests.

It seems this project is being pushed aside, although the designs are all drawn out by the hamlet. Based on my knowledge of the type of plans required for any large infrastructure project, harbour design drawings are quite expensive. This has already cost the municipality funds for the design drawings, which you saw when I tabled them. It has already led to large expenditures without any assistance from the government.

When I first got elected, one of my first questions to the minister was about the port project status based on Qikiqtarjuaq's desire to get a small craft harbour that could accommodate both boats and small ships. It receives a lot of traffic since it sits at a junction between north and south, especially just offshore where the shrimp and turbot fishery vessels sometimes stop over in Qikiqtarjuaq.

When any type of offloading is required or to load supplies, the vessels currently have to travel to Greenland or Newfoundland to offload or take on supplies. Our community is situated adjacent to the fishing grounds and it has been slated many times as the most ideal location for fishery type harbours.

At that time I asked the minister in that first meeting if she could travel to Qikiqtarjuaq to meet with the hamlet council. She was unable to visit the community due to weather issues. Will this also be the same result with the new request from the council to meet with her? When would she be able to travel to Qikiqtarjuaq? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. It wasn't because of the weather. When I was trying to get to the community, some of your colleagues, you, and some of the hamlet councillors were out by boat when I was planning to visit the community and I couldn't do it afterwards. I wanted to meet with the hamlet council with you present. It would have been more appropriate. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Keyootak.

Mr. Keyootak: (interpretation) Thank you, Mr. Chairman. Perhaps next time she should go there outside of the boating season.

>> *Laughter*

Thank you, Mr. Chairman. Can she give us an estimate on this fall or this winter to meet with the hamlet council? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. Yes, I can work with both the hamlet council and my colleague. I am completely open to visiting the community where I used to live. Whenever the municipal council is available and it coincides with my travel itinerary, it will be evaluated by my officials and the hamlet office to determine when this trip would happen. We have no qualms about going to the community. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Keyootak.

Mr. Keyootak (interpretation): Thank you, Mr. Chairman. There are many people talking about the need for ports and harbours and they all want to be a priority. Some of my colleagues asked if their communities would be a priority. As there is already a design in place, would it be a priority? I know that there is a lot of work involved, but the design has been completed. Can it be a priority for future projects? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. This project continues to be on the list of prioritized projects. As I have stated previously, there are seven communities within Nunavut that were earmarked to receive marine facilities. Qikiqtarjuaq is one of the communities listed as the priority projects for these requests. It is obvious that the Hamlet of Qikiqtarjuaq is very dedicated and committed to getting their local marine facility and we have recognized that. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Keyootak.

Mr. Keyootak (interpretation): Thank you, Mr. Chairman. I also thank you for clarifying that to me. Yes, we will be expecting you in Qikiqtarjuaq, but it isn't just the hamlet council, as it includes the local HTO that is very committed to completing this project in light of the offshore fisheries adjacent to our waters for both turbot and shrimp.

There are many opportunities for local economic growth where the money is spent elsewhere away from our

community. In particular the smaller ships fishing for turbot and shrimp spend a lot of money in sailing to ports such as those in Greenland and Newfoundland to offload their catches. The offloading expenses are quite high and it is added to the cost of the catch. We know that in our community, as does this government that has bought products.

This includes the clam diving on the seafloor and this constitutes part of the economic benefits of this project. They are included in this plan. It would not just be a docking facility, as they explored the possibilities of servicing the ships that fish for shrimp and turbot. When these ships that fish for these species land their catches, whether they are shrimp or turbot fishing vessels, they tend to have by-catches of other species.

As an example, the turbot fishing vessels catch many fish that are not turbot and the by-catch is thrown offshore since there are no docks to offload them. That's what we find out when the vessels go fishing for shrimp. They also catch creatures other than shrimp. Due to the fact that there is no facility in Nunavut, they just throw them back in the ocean that may have some economic benefits or alternatively, the community may have been able to use them for food.

There are many side benefits that we are aware of and it would alleviate the situation for people living in poverty or facing food insecurity, as they would be able to access the by-catch. We are aware of this. In consideration of these benefits, our community is very committed to this project. I just want to reiterate that scenario and I really don't

have a question within my commentary.
Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk
(interpretation): Thank you, Mr. Chairman. I would like to thank the member for being quite passionate about this. I can tell him that we are listening. That's all I can say. Thank you, Mr. Chairman.

Chairman: Thank you. I have recognized all regular members for questions on page K-3. I will exercise my discretion as per Rule 77(2) and recognize Mr. Rumbolt, then Mr. Mikkungwak. You're first, Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman, for allowing me to ask a few more questions. I just want to go back a little bit when we were talking about air terminal buildings for Naujaat and Chesterfield Inlet. Yesterday we were provided with some information as to CGS is doing two preplanning studies for these two specific communities for airport terminal buildings. I'm just wondering if you could enlighten us today as to what specific work needs to be done as part of a preplanning study. What is involved in a preplanning study? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk
(interpretation): Thank you, Mr. Chairman. I'll have Mr. Hawkins respond to the question.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. The preplanning study for an air terminal building typically involves the siting of the building. Sometimes it goes in a different place than it formerly was. Sometimes it's the construction method. We have suspended buildings. We have some buildings that are built slab-on-grade. It depends a bit on the geotechnical feasibility of building them on grade. If we can do that, that's obviously the better way to do it. It's the size of the building. There's a bit of a master planning of how the other facilities will fit around the building. That's about the extent of it. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. There has been a lot of talk over the years about using common designs for buildings and whatnot. It makes us wonder why so much preplanning is needed for buildings. I wonder if you can explain why it is that we use common designs, yet we still need the same number of dollars all the time for preplanning studies. Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk
(interpretation): Thank you, Mr. Chairman. I'll have Mr. Hawkins respond.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. This is a question that we have asked ourselves. Every design has to be re-engineered. The common design is sort of the wall configuration and

where the plumbing and different parts of it go, but it is not with a great deal of efficiency or savings. There's efficiency of time of course, but there isn't a great deal of savings in doing that. It's just one of those things. All the designs have to go through a code review. No matter what, they will have to be re-engineered and re-stamped. It just doesn't seem to come up with a lot of savings. As I said, it delivers quite a lot of efficiency as it is less time-consuming. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. I thank you for that information. Maybe we need to rethink the name, common design, because it's not so common. When you really look, it boils down to the nuts and bolts of everything.

I'm going to move on and I want to talk a little bit about the Motor Vehicle Information System. In my opening comments I talked with concern about the amount of time it takes for documentation to get to our communities. It takes a year or sometimes longer for clients to get their general identification cards and their driver's licences.

Back in April I wrote a letter to the minister asking for an update on my community in particular on outstanding driver's licences and general identification cards. Back in April there were 69 outstanding driver's licences and general identification cards. The minister did explain some of the reasons for the delays and it was such things as applications incomplete, backup

documents missing, or no photos attached.

I know in our communities we use the GLOs for this process, for getting this information. Can you explain to us why such a great amount of information is always missing? Is it the system that we're currently using or is it that the GLOs are not trained well enough to take the information? If you could explain some of that, please. Thank you.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. Since he's asking questions regarding staff, I'll have my Deputy Minister, Ms. Rowe, respond. Thank you, Mr. Chairman.

Chairman: Ms. Rowe.

Ms. Rowe: Thank you, Mr. Chairman. Actually it's both. We can't say it's just the GLO's problem and we can't say it's totally a system problem, but it's a combination of things in that particular case that caused there to be 69 files that had issues.

We believe the new system will assist us greatly in flagging this information automatically because, once the document is in the system, we will be able to follow up to see if something is missing right away instead of the way it is now where our system is very old and doesn't provide automated information very easily. We do believe that the new MVIS system will assist greatly in the turnaround time of driver's licences and general ID cards. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. I was going to get into questions on the new system shortly, but currently we are using the old system and that's what we've got to work with and that's where our issues are.

Again, back to the letter that was given to me in April, the minister did state that in May a person was going to go to the community and help with the backlog. That person did go there and I appreciate that. In September I took it upon myself to ask for an update and in that update there were still 62 pending driver's licence and GIC cards. The backlog only went down by seven people.

The problem still exists and it's four months later, which brings me to my question. I know part of it was answered. With this new system that you want to install, how exactly will it improve getting their information back to the clients in a timelier manner?

Currently photos are taken, they're put on a USB, they're mailed to Iqaluit, Iqaluit looks at them, "Whoops, it's not good enough," mails it back, and the process takes forever. How will this new system simplify things so that people get their identification cards and driver's licence much quicker? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I would like Ms. Rowe to respond.

Chairman: Ms. Rowe.

Ms. Rowe: Thank you, Mr. Chairman. What we are looking at doing is making it so that we don't have to mail documents from one community to another. We have backups in mail and we've had mail missing. That causes a great deal of concern and it also does not help with all the pending files.

What we're hoping for is, instead of putting this information on a USB, there will be a way to transfer those items from a community to Iqaluit so that it's not a matter of it being mailed and lost and not picked up. Instead of it taking a week or more just to receive the package, we can actually do it through uploading of information electronically. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. If I understand the response correctly, these applications and photos that are done in the community locally will be electronically accepted in Iqaluit in a central location for processing. Do I understand that correctly? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Yes. Thank you, Mr. Chairman.

Chairman: Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. The current system, once all the electronic information is in Iqaluit or the mail system at current, it is then sent to Ottawa for processing, where the

cards are created and whatnot. Will this still be a requirement of the new system or will all the processing be done in Iqaluit? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. We will still have to send the information to Canada Bank Note in Ottawa, but we will be able to issue temporary driver's licences with photos that we are not able to do at this time. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Rumbolt.

Mr. Rumbolt: Thank you, Mr. Chairman. I think that's a bit of good news that you will be able to... I just had my driver's licence renewed four weeks ago and I just got a receipt and I don't have it back yet by the way.

With this new system, you're saying you're going to have a photo attached to the temporary licences. Will this be recognized when clients are travelling at airports and whatnot through security that they will recognize this as a formal government identification card? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. We are working to have that recognized elsewhere than the territory. It is possible to do that in other provinces and territories at this time, not with ours. I'm just saying that that is also something other provinces and territories do as well with temporary

issuing of driver's licences with photos. Thank you, Mr. Chairman.

Chairman: Thank you. Before I go to the next member, I just wanted to remind all members that we are here to deal with the proposed capital budget for 2017-18. Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman, for recognizing me again. I'll give it another try.

Your department's June 23, 2015 presentation to the *Canada Transportation Act* Review Panel recommended that "all Nunavut airports [be] upgraded to the GPS Instrument Approach that is appropriate for each individual airport." What has been the federal response to this recommendation on the part of Transport Canada and NAV CANADA? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I'll have Mr. Hawkins answer that question. Thank you.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. The last information we have on the update is instrument approaches are NAV CANADA's responsibility and the Government of Canada has some sway over NAV CANADA, but most of its sway over NAV CANADA is from their clients, who are the air carriers, and they identify the priorities.

We do meet with them and consult with them and try to obviously push them into

creating the instrument approaches for our airports. The last update I had from them or I attended was in April of this year and they were pushing four or five approaches out. I'm afraid I don't have the list of which ones they were working on in front of me, but there is progress in this.

Each approach to an airport is different and they all have different things that they have to consider when they take them into consideration. Sometimes it's the hills surrounding it, as we talked about earlier, and sometimes it is the town or some other kind of obstacle. The approach has to be a safe approach.

In the next four or five years, we will see, I believe, about half of the approaches or more in Nunavut will be completed and then it's just another rollout of probably another ten and they will all be completed. Thank you, Mr. Chairman.

Chairman: Thank you. Just for clarification, I have allowed the questions on the motor vehicle system, as on page K-3 there is an item called "Computer Hardware and Software" which shows capital expenditures in fiscal year 2016-17. Thank you.

Mr. Rumbolt, are you done? Mr. Mikkungwak, sorry.

>> *Laughter*

Mr. Mikkungwak: Wow! Thank you, Mr. Chairman, for giving it back to me. I don't think Mr. Rumbolt has ever shared his time with me.

>> *Laughter*

Aside from all that little humour there, when we look at this GPS approach and when we look at one, transportation being very vital, I know that in my community I can honestly say I won't ask for a port because I'm the only inland community in Nunavut.

I have been lobbying for my runway extension and GPS approach, considering the fact that I have an operating gold mine north of my community which has added the stress of aircraft. In addition to that, we also have an upcoming gold mine south of my community, Rankin Inlet, which is also going to increase the transportation.

When I look at that, I believe, when we look at transportation issues and we want to keep some of the transportation issues and funds within our territory, my thinking here is if we are weathered out in Rankin Inlet, we should have an alternate site. I'm 40 minutes away from Rankin Inlet. If you cannot land in Rankin Inlet, your alternate site should be Baker Lake, definitely.

>> *Laughter*

When I look at that and at the same time I take into consideration the minister's opening comments, I take safety wholeheartedly and I surely understand that the department takes that very seriously. When I look at that, I guess that's why I have been lobbying so much for a GPS instrument approach for my community, taking that into consideration.

Yesterday when the minister responded to one of my questions, the concern was a bit of a slope. For clarity, when we look at that slope and the stockpile to

maintain safety within our airport, in this document that your department has provided along with the federal government on page 2-3, Baker Lake is identified as having “either very little or no stockpiles of granular material available for airport maintenance.”

When we look at this GPS approach and very little or no stockpiles of granular material, does your department have an idea of what capital amount of money to deal with the gliding slope, as indicated by the department, to make it feasible to get a GPS approach system? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk
(interpretation): Thank you, Mr. Chairman. I would like Mr. Hawkins to respond to that. (interpretation ends)
Thank you.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. I'll start with the instrument approach. There is a GPS instrument approach currently in Baker Lake published this year, but it doesn't offer much of an improvement over the old one because of the terrain.

In order to get a better instrument approach or lower approach limits into Baker Lake, it would take approximately... . We have an estimate of \$7 million. I'm not sure if that estimate is current enough, but it's the only one that we have at the moment.

Because Baker Lake, as you know, is bounded by a hill on one side and a hill on one end, it makes a challenge. The

instrument approach there would not likely be upgraded for some time.

The stockpile is a little bit simpler. Although having done a layover in Baker Lake years ago, I know that there were some challenges with the material there. I'm not quite sure why there isn't much of a stockpile there. Thank you, Mr. Chairman.

Chairman: Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. I know that in my community I often to go to the airport. I was very fortunate, after I got elected, where a number of cabinet members were able to travel to the community of Baker Lake. I definitely do not have two hills that impact my runway. I believe there is just one. If you do lengthen and widen the runway, I think that would resolve a lot of the concerns that have been indicated by the official. I would like to make that correction. There are no two hills that are an obstacle. It's just one and it's off to the side.

Your department's June 23, 2015 presentation to the *Canada Transportation Act* Review Panel recommended “paved runway and apron surfaces at all major hub/regional centre airports.” The minister and I are fully aware that apron services have been tackled in Baker Lake. What has been the federal response to this recommendation on the part of Transport Canada and NAV CANADA? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk
(interpretation): Thank you, Mr.

Chairman. This process hasn't been completed yet, although we have deliberated on the issues with the federal government. This includes the (interpretation ends) *Canada Transportation Act* review (interpretation) where I presented the report to the review panel. However, the federal government has to consider the recommendations. I discussed that with the minister when he was in Iqaluit in July. The funding application process hasn't been completed to date, so I can't provide any new information. Thank you, Mr. Chairman.

Chairman: Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. When we're talking about airports, I know some of my colleagues have mentioned it and I'll leave the runway portion for now. I'll go into my air terminal building upgrades.

On this particular document on page 2-7 again, "A number of communities require substantial upgrades to their existing ATB facilities to address building system faults or major structural items. These airports are:

- Baker Lake;
- Kugluktuk;
- Kugaaruk; and
- Gjoa Haven."

Are there current plans in place to address these issues? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. I will refer this question to Ms. Rowe.

Chairman: Ms. Rowe.

Ms. Rowe: Thank you, Mr. Chairman. Yes, we continually work with our internal report, our 20-year needs assessment. We keep going through the report. We keep making priorities. We continue to look at ways we can do everything that needs to be done with the limited dollar amounts we have. Thank you, Mr. Chairman.

Chairman: Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. How are the communities that have been identified that have building system faults or major structural items... ? Are they advised and is there a cost estimate identified for each air terminal building to make it suitable? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk

(interpretation): Thank you, Mr. Chairman. This particular 20-year infrastructure needs assessment for Nunavut requires improvements, such as optional ideas, but it doesn't include a cost estimate for these projects.

When we start to develop the details upon approval for funding, the actual needs are identified after studying the building, whether it needs renovation or replacement, and it includes any land remediation or work required. There are many details that have to be factored

into these projects that identify the cost estimates for the facility work.

I can't tell the member how much a project would cost at this time. Thank you, Mr. Chairman.

Chairman: Mr. Mikkungwak.

Mr. Mikkungwak: Thank you very much, Mr. Chairman. I thank the minister for the response. I look forward to working with the minister and the officials to rectify the issues of concern at the Baker Lake Airport Terminal Building.

I'll move on to, one of my colleagues touched on this, the Motor Vehicle Information System project. As we all know, Inuit in our territory are travelling south, whether it be on medical travel or some other things. When we look at this, it's a critical ID system which benefits a lot of the Nunavutmiut.

During the winter 2016 sitting the Legislative Assembly approved \$3,079,000 in supplementary funding for your department's Motor Vehicle Information System project. Figures provided by the department indicated that the total system cost would be \$7,579,000. In June of 2016 the Legislative Assembly approved a \$4 million capital carryover for this project. As of today, what is the status of this project? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. The MVIS replacement project has begun and is now in the

system requirements phase. We expect the new system to be in place across the territory in late 2018. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Mikkungwak.

Mr. Mikkungwak: Thank you, Mr. Chairman. What is the likelihood of your department requesting additional funding to complete it? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I can't answer that question. Thank you, Mr. Chairman.

Chairman: Thank you. The next name on the list, Ms. Angnakak.

Ms. Angnakak: Thank you, Mr. Chairman. Yesterday I forgot to ask a question regarding the Iqaluit airport or part of the project. Just to go back, we have heard in the news over the last couple of years since the project began, there was some talk about working with the city here and the issue of the road going up to the new airport, who is responsible for paving it and who is going to do what.

Yesterday when I was asking some questions, I was just looking at the *Blues*, I was asking about contaminated sites yesterday. The minister replied by saying, "Thank you, Mr. Chairman. Yes, I understand the question. We had estimates for the clean-up before the paving began at the airport."

I guess what you're referring to are two different projects. Are you talking about

paving at the airport and, if you are, what about the paving of the road? What are the next steps in determining who would be responsible for that and where are you at now with that? Thank you very much.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I was talking about the airport runway when I was talking about the contaminated sites. The road to the airport is a municipal responsibility. Thank you, Mr. Chairman.

Chairman: Ms. Angnakak.

Ms. Angnakak: Thank you, Mr. Chairman. If the city is claiming that it's not or that they don't have the money to do the paving or whatever reason that comes up, what's going to happen to that road? Are we going to have a bumpy road like how it is now with all that traffic going up to the airport? Will it become a safety issue? Is it wide enough? There are a lot of questions there and a lot of concerns. How are you as the minister and how is your department going to address that? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk (interpretation): Thank you, Mr. Chairman. I will refer this to my Deputy Minister, Ms. Rowe. Thank you.

Chairman: Ms. Rowe.

Ms. Rowe: Thank you, Mr. Chairman. The road is a municipal responsibility, but we all agreed that with a brand-new terminal building and the traffic, there is

going to be a problem with the road and the condition it's in right now.

Although Economic Development and Transportation has funding for access roads, we don't do any in-community roads. That would belong to the Department of Community and Government Services. I believe they're having conversations with the City of Iqaluit on the road, but it's not Economic Development and Transportation that would be paving the road. Thank you, Mr. Chairman.

Chairman: Ms. Angnakak.

Ms. Angnakak: Thank you, Mr. Chairman. Thank you for that. It's probably a question I would like to ask the Minister of CGS, if possible. I don't know how it works, although it has to go through. I guess it will be an oral question or something to the minister.

I also wanted to touch on and I'm looking at page 9-2 of the *Nunavut Airports 20-Year Infrastructure Needs Assessment*. Actually if you go first to 9.2, Policy Development, there's a table in here, 9-1. It says, "Policy Development Requirements" and there are five areas where you have a requirement for policy and you have a requirement for standards, but the department doesn't have any of them developed.

It says here in the report over the next page that "Nunavut Airports staff are hampered because they do not have formal policies and standards for the situations identified" in that table. "As a result, they cannot properly defend the budgets they request for maintaining the territorial airport system. They cannot

prioritize their requirements in the budget process in a way which ensures that the long-term objective of providing a safe and reliable transportation system [is] achieved.”

I was quite surprised to read a statement like that about policies and that. What are you doing to address that now? Like you were saying, there is very limited money. Is this part of the reason why you don't have the budget that you require? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I'll have Mr. Hawkins answer that question. Thank you.

Chairman: Mr. Hawkins.

Mr. Hawkins: Thank you, Mr. Chairman. This is the opinion of the consultant that worked for us. There are some areas in there where they should be reasonable. Some of these policy areas may be reasonable. I'm not sure that all of them are, but I don't believe that we have made any progress on developing any of these. Thank you, Mr. Chairman.

Chairman: Ms. Angnakak.

Ms. Angnakak: Thank you. I think I heard two things, one they're reasonable and one that you didn't make any development. I'm going to leave that. That's a comment. I'm a little bit concerned about that. It's probably something that perhaps this House will come looking for an update over the next year or so to see how that is coming along.

Just one more question. I just want to know from 9.3, Development Planning, it says that you need a “Master Plan for all airports with a 15 to 20 year planning horizon...” I guess that's what Transport Canada requires.

In here it says, “The Government of Nunavut has not implemented a consistent policy in respect of airport planning to date. Currently only the Rankin Inlet, Cambridge Bay and Baker Lake Airports have master plans prepared within the last five years.”

It says here, “It is strongly recommended that master plans/development plans be developed for the remaining 19 airports.” What are you doing to address this? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. We have not made any progress in that at this time. Thank you, Mr. Chairman.

Chairman: Ms. Angnakak.

Ms. Angnakak: Thank you. It says here, “Without the proper approved planning documentation, airport staff are unable to effectively plan, prioritize and obtain funding for their projects.” That's the biggest concern. Even you as a department have raised the issue that you can't get funding.

The members here have raised all the issues that they're finding in their own airports. To me it would be something that should be worked on as a priority. If you don't have it now, when do you anticipate that you will be able to start work on this, working with the

communities? Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. We have not done that as yet. I would like to take that question back to the department and get back to you. Thank you, Mr. Chairman.

Chairman: Thank you. The next name on the list, Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman, for allowing me another opportunity to ask more questions.

I believe it was yesterday that questions were raised by Mr. Okalik and I understood that with respect to the Iqaluit airport project, his reasoning was to look at an independent review of the various pricing options if this project was a P3 project. When he was asking about these issues, I wanted to ask as well whether we could have a comparison. I noted the minister concurred that they could look into the cost-effectiveness of those two different options.

The Iqaluit terminal building project costs will be reviewed as the completion date approaches and to delineate the costs critically, as this project has expended an enormous amount of funding or it already has used a lot of funds. Upon completion, I wonder if the costs could be reviewed independently on the side. That is what I am trying to ask. Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. That gives me an opportunity to firstly clarify to my colleague from Iqaluit-Sinaa with the breakdown of the costs associated with the Iqaluit International Airport Improvement Project.

As members are aware, unlike most of the other projects, this is a 30-year initiative. The capital cost of the project will be \$305,193,000. The other costs my colleagues referred to include the servicing of debt over 30 years as well as the lifecycle rehabilitation that will be undertaken to ensure the facility is near new condition when the GN gets it back at the end of that 30 years.

Saying that, I would like to clarify that the value-for-money analysis was undertaken before entering into the procurement of this project. That analysis demonstrated approximately \$100 million savings through the delivery of this project as a P3 initiative. A full project report which includes these figures is available currently on the EDT website. Thank you, Mr. Chairman.

Chairman: Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you. Can the minister respond to my question about an independent review of the expenditures for this project? I am referencing the \$305 million project costs as we are looking at the total amount here. When the project is completed, will a financial analysis be undertaken to check if the funds were spent appropriately? As an example, the members ask questions about cost analysis and I wonder if this review can

be undertaken by her department. Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. We have been on time and on budget for this project. Unless members are telling us that we have not spent our monies prudently, I would say no. Thank you.

Chairman: Mr. Joanasie.

Mr. Joanasie (interpretation): Thank you, Mr. Chairman. Maybe I'll ask it another way. (interpretation ends) I'm going to go back to the 20-year infrastructure needs assessment and it's regarding the Kimmirut Airport on page 6-1. It's indicating that there was a study "carried out for the relocation of Kimmirut Airport in the late 1990's by the GNWT." I guess you guys have a copy of that study. Do you, Mr. Chairman?

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. It's probably in Rankin Inlet. I will have my staff look into that. Thank you, Mr. Chairman.

Chairman: Mr. Joanasie.

Mr. Joanasie: Thank you, Mr. Chairman. In regard to this potential project for relocating Kimmirut's airport, the study from the 1990s must include some useful information. I just wanted to make sure that the department will be considering that study in full length.

In addition, most recently they have done some aerial surveys and other site studies. I know it's an older study, but I'm sure there's some useful information in it. I'm trying to ask if they can look at that in full length and hopefully they won't be coming to the legislature to add money for a study for Kimmirut. There has already been one in the 1990s. Mr. Chairman, if the minister can respond.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. As a department, we always look into what has been done out there. We don't like to "reinvent the wheel" either. The department has looked into that, but it's an old study. At this time we have done airport siting studies in Kimmirut. We have done photogrammetry data collection. That has taken place there. The next step, as I said, we need to have this in our capital project. Thank you, Mr. Chairman.

Chairman: Mr. Joanasie.

Mr. Joanasie: Thank you, Mr. Chairman. Thank you for that response. I look forward to it being in the capital project next year.

Moving on to the MVIS, I have asked a few times in the House about this program which is, as we know, delivered through the GLOs and it involves photography for identification purposes and I guess for passport purposes. I know that program is a federal program, but it's hard to find places to get, especially in smaller communities, passport photos that are accepted by the passport office. Will this MVIS system

be able to take passport-eligible photos?
Thank you, Mr. Chairman.

Chairman: Thank you. Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. This is for motor vehicle purposes and we will not be using it for passport purposes. Thank you, Mr. Chairman.

Chairman: Mr. Joanasie.

Mr. Joanasie: Thank you, Mr. Chairman. I guess there was a previous minister that responded otherwise and I don't know why the department was saying that it won't have any capabilities regarding passport photos.

Does the Department of ED&T work with Passport Canada in regard to passport photo issues? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. The Department of Economic Development and Transportation does not deal with passports. Thank you, Mr. Chairman.

Chairman: Mr. Joanasie.

Mr. Joanasie: Thank you, Mr. Chairman. I know that. I guess I'll take that as a no then.

Going back, my colleague from Hudson Bay was talking about how and I've gotten similar cases in my constituency where people are waiting months and

months in the year either for their general ID or to renew driver's licences. Sometimes they will have to go in to renew their temporary driver's licence after a period of time.

I'm wondering: with the new MVIS system, can those temporary licences or ID cards be temporary indefinitely until they get their actual cards? Thank you, Mr. Chairman.

Chairman: Minister Ell-Kanayuk.

Hon. Monica Ell-Kanayuk: Thank you, Mr. Chairman. I thank the member for that question. The temporary driver's licences are issued with an expiry date and if the person that is holding a temporary driver's licence realizes that the expiry is getting closer, I would suggest they go back to get another temporary driver's licence.

Mr. Chairman, in our department we are notified by our fellow MLAs about issues they are having with their clients. I have seen in the past my department working diligently to address the problems. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Joanasie.

Mr. Joanasie: Thank you, Mr. Chairman. Thank you for the response. I guess on that note, (interpretation) maybe we will take a break, so I'll end there for now. Thank you, Mr. Chairman.

Chairman: Thank you. Mr. Enook.

Mr. Enook (interpretation): Thank you, Mr. Chairman. (interpretation ends) I move to report progress.

Chairman: Thank you. We have a motion on the floor to report progress and the motion is not debatable. All those in favour of the motion. All those opposed. Carried.

We will come back tomorrow with the minister and her officials. Sergeant-at-Arms, please escort the officials out.

I will now rise to report progress to the Speaker.

Speaker (interpretation): Item 20. Report of the Committee of the Whole. Mr. Tony Akoak.

Item 20: Report of the Committee of the Whole

Mr. Akoak: Mr. Speaker, your committee has been considering Bill 24 and the capital estimates, and would like to report progress. Also, Mr. Speaker, I move that the Report of the Committee of the Whole be agreed to. Thank you, Mr. Speaker.

Speaker (interpretation): Thank you. There is a motion on the floor. Is there a seconder? Mr. Rumbolt. (interpretation ends) The motion is in order. To the motion. All those in favour. (interpretation) Thank you. (interpretation ends) Opposed. The motion is carried.

Item 21. Third Reading of Bills. Item 22. (interpretation) *Orders of the Day*. (interpretation ends) Mr. Clerk.

Item 22: Orders of the Day

Clerk (Mr. Quirke): Thank you, Mr. Speaker. *Orders of the Day* for October 21:

1. Prayer
 2. Ministers' Statements
 3. Members' Statements
 4. Returns to Oral Questions
 5. Recognition of Visitors in the Gallery
 6. Oral Questions
 7. Written Questions
 8. Returns to Written Questions
 9. Replies to Opening Address
 10. Petitions
 11. Responses to Petitions
 12. Reports of Standing and Special Committees on Bills and Other Matters
 13. Tabling of Documents
 14. Notices of Motions
 15. Notices of Motions for First Reading of Bills
 16. Motions
 17. First Reading of Bills
 18. Second Reading of Bills
 19. Consideration in Committee of the Whole of Bills and Other Matters
 - Bill 24
 20. Report of the Committee of the Whole
 21. Third Reading of Bills
 22. Orders of the Day
- Thank you.

Speaker (interpretation): Thank you.
(interpretation ends) This House stands
adjourned until Friday, October 21, at
9:00 a.m.

(interpretation) Sergeant-at-Arms.

>>*House adjourned at 17:54*

