

LEGISLATIVE ASSEMBLY OF MANITOBA

Tuesday, 9 April, 1985.

Time — 8:00 p.m.

OPENING PRAYER by Mr. Speaker.

MR. SPEAKER, Hon. J. Walding: Presenting Petitions . . . Reading and Receiving Petitions . . . Presenting Reports by Standing and Special Committees . . .

MINISTERIAL STATEMENTS AND TABLING OF REPORTS

MR. SPEAKER: The Honourable Attorney-General.

HON. R. PENNER: Mr. Speaker, I have a report and a brief ministerial statement accompanying.

Mr. Speaker, I beg leave to table the Report of the Manitoba Police Commission on the Grenada Demonstration Inquiry. I'm tabling that report today. This inquiry was authorized . . .

MR. SPEAKER: One moment, please. Could the Page give a copy to the opposition?

The Honourable Attorney-General.

HON. R. PENNER: Thank you, Mr. Speaker. I'm today tabling the Grenada Demonstration Inquiry Report. This inquiry was authorized by Order-in-Council 1214. The report was delivered to the Attorney-General on Thursday, April 4, 1985. The report contains 10 recommendations only - they'll be found on Page 70 - the first two of which are within the administrative competence of the Attorney-General. These two recommendations are as follows:

1. that criminal charges which are outstanding against the seven demonstrators be stayed
2. that no further charges be laid against any person as a result of the activities at or near the United States Consulate on October 28, 1983.

I'm accepting these recommendations and have instructed Crown Attorneys accordingly.

MR. SPEAKER: the Honourable Member for Lakeside.

MR. H. ENNS: Mr. Speaker, I simply want to acknowledge that the Attorney-General did make a commitment to the Chamber to have this report tabled as soon as possible, and he chose tonight to table that report. Our critic for the Attorney-General's department will have occasion in due course to make his response to it.

MR. SPEAKER: Notices of Motion . . . Introduction of Bills . . . Oral Questions . . .

ORDERS OF THE DAY

MR. SPEAKER: The Honourable Government House Leader.

HON. A. ANSTETT: Mr. Speaker, I beg to move, seconded by the Minister of Health, that Mr. Speaker do now leave the Chair and the House resolve itself into a Committee of Supply to consider of the Supply to be granted to Her Majesty.

MOTION presented and carried and the House resolved itself into a Committee to consider of the Supply to be granted to Her Majesty with the Honourable Member for River East in the Chair for the Department of Health; and the Honourable Member for Burrows in the Chair for the Department of Highways and Transportation.

CONCURRENT COMMITTEES OF SUPPLY

SUPPLY - HIGHWAYS AND TRANSPORTATION

MR. CHAIRMAN, C. Santos: Committee, please come to order.

We are in committee, starting with Item No. 2.(c)(1) Operations and Contracts, Salaries and Wages; 2.(c)(2) Other Expenditures.

The Honourable Minister.

HON. J. PLOHMAN: Yes, Mr. Chairman, just briefly there was a question asked yesterday by the Member for Morris regarding the total maintenance gravel that was provided for the last year. In a couple of years, I'd given some figures regarding dollars for '83-'84. I have the volumes for the last four years and I just want to read those into the record.

'82-'83, it was 74,781 cubic yards; '83-'84, it was 70,336 cubic yards; '84-'85, it was 70,591; so there was an increase between '83-'84 and '84-'85 of approximately 250 cubic yards, whereas I'd indicated yesterday, it would seem that there was less maintenance gravel provided in '84-'85 as compared to '83-'84, that is not the case. There was a slight increase in the total maintenance gravel from '83-'84 to '84-'85. This is for District 3, I should add, because this is the area that the Member for Morris is from and he was relating concerns that constituents were raising with him about the amount of gravel, and what this indicates is that there was more gravel put on in '84-'85 than '83-'84.

The projections for 1985-'86 is an increase substantially to 81,088. We'd indicated yesterday that surface material was one of the major areas of increase under our budget of maintenance increase for that section of the budget for this year. So there's a substantial increase from 70,591 up to 81,088 planned for that district.

I mention one other point. The Member for Gladstone asked about PR 340 and its classification for gravel purposes and I indicated that I thought it was a Class 4 road. That's correct. The standard was 20 draggings per season under that classification.

In the area that she referred to through the R.M. of South Cypress, it indeed received 20 draggings over

the '84-85 summer season. So, it received the number specified under that classification. That's not to say that it was sufficient for that particular situation if there were some unusual problems, but it was dragged the same number as is called for under the Class 4 category.

MR. CHAIRMAN: The Member for Minnedosa.

MR. D. BLAKE: Yes, I would thank the Minister for those figures on the increase in the gravel. Will the same mileage be covered by that increased amount of gravel, or will they be doing more miles and spreading the gravel thinner?

HON. J. PLOHMAN: I'd have to get the exact figures, but it would be approximately the same because we haven't added any significant number of miles of road in that particular area this past year.

MR. D. BLAKE: You've described the amount of gravel per mile as normally spread on surface gravel?

HON. J. PLOHMAN: Yes, so that we would be covering the same number of miles, only adding additional gravel to those same number of miles. So it's just about consistent from one year to the next.

It means, Mr. Chairman, that each mile will be receiving slightly more than it did the previous year. That's what it means.

MR. CHAIRMAN: 2.(c)(1) - the Member for Minnedosa.

MR. D. BLAKE: I wonder, under this item (1) and (2), if the Minister can just give us a brief idea of what is covered this section, Operations and Contracts.

HON. J. PLOHMAN: Under the area of Other Expenditures, which I would anticipate is the requested information other than Salaries and Wages under the first section, we're dealing with a number of areas of membership and involvement by the department. I raised yesterday the matter of, for example, the RTAC Study on weights and measures that was undertaken by RTAC, the province is contributing \$40,000 to that under this section, under the RTAC Council on Research; another \$10,700, Roads and Transportation Association of Canada; our membership, 13,200; the Western Association of Canadian Highway Officials, \$1,000; the Manitoba Good Roads Association, \$1,500; Transportation Research Board, \$800; American Public Works Association, \$100, so those are some of the major studies.

As well, the new Telidon project is budgeted through here, that I mentioned in my opening remarks at \$35,000.00. The road map is included under this section and vehicle permits are issued annually under this section; 150 formal contracts and 180 construction orders are processed through this section.

MR. D. BLAKE: The vehicle permits, Mr. Minister, these are the permits issued for the daily permits, permits of that nature - for heavy loads during restricted road conditions, things of that nature?

HON. J. PLOHMAN: Yes, they're issued by this section - 19,000 overweight and overdimensional vehicle permits are issued annually by this section.

MR. CHAIRMAN: 2.(c)(1)—pass; 2.(c)(2)—pass.
2.(d)(1), 2.(d)(2), Bridges and Structures: Salaries, Other Expenditures - the Member for Minnedosa.

MR. D. BLAKE: Yes, this covers the bridge design section of the department?

HON. J. PLOHMAN: Yes, Mr. Chairman.

MR. D. BLAKE: Any other functions under this particular section, Mr. Chairman?

HON. J. PLOHMAN: It also includes a large number of bridges that are maintained and repaired and some that are replaced under this — (Interjection) — Well, we're dealing with (1) and (2), Mr. Chairman, Other Expenditures under the Bridges and Structures. This is the staffing part. Primarily the design work that was mentioned by the honourable member, supervision of the repair and maintenance of approximately 2,800 bridges in the highway system under this section; the rating for the truck load capacity of the bridges that is done through this section as well; engineering advice on hydraulic adequacy of culverts and drainage ditches in response to requests from district engineers is provided through this area as well; it keeps construction cost records of bridges for the purpose of budgeting, for the construction of future bridges and culverts - that kind of activity - monitoring and inspecting approximately 2,830 bridges in the highway and provincial road systems and maintaining and updating inventory records and plans of approximately 6,000 bridges existing in the province, utilizing their technical staff.

MR. D. BLAKE: Any new bridges being contemplated, would they be included in this section?

HON. J. PLOHMAN: Well, they would be under the construction program, under our highway construction. The design work will be done through this section or through private consultants if it's a major development. Primarily the majority of them, of course, are done through this section, the design work, but they're actually constructed so the money flows under our construction budget.

MR. D. BLAKE: So under Planning and Design we could find out which bridges are being contemplated?

HON. J. PLOHMAN: Yes.

MR. D. BLAKE: Yes, okay.

MR. CHAIRMAN: Any other questions? 2.(d)(1)—pass; 2.(d)(2)—pass.

2.(e)(1) Traffic Inspections, Salaries and Wages, 2.(e)(2) Other Expenditures - the Member for Minnedosa.

MR. D. BLAKE: Yes, under this section, Mr. Chairman, I think over the past few years I've had as many calls under this section as I had under any other department of government. I've talked to the Minister on it and I think a great number of those calls could probably be eliminated if the traffic inspectors were to take a short

course - the Dale Carnegie course on how to win friends and influence people.

I gather from the truckers who have talked to me that it's as much attitude and maybe Mickey Mouse items that they're being stopped for and checked for. When you're checked, being in business, trying to get hay to starving animals or trying to get various other farm products moved, when you're stopped once or twice in 26 miles, it does become a bit of a problem to them although I realize there are those out there that will get away with whatever the traffic will bear and then some if they're not checked.

But that is an area where I have had quite a large number of complaints. I don't know whether the inspectors are a little overzealous or whether there are one or two that maybe operate a little differently than others, but that area seems to generate quite a number of them.

HON. J. PLOHMAN: Yes, Mr. Chairman, I would agree with the concern that's raised and the fact that I have also had a number of complaints regarding this from many different sections of the province. I believe it is an area that we are addressing in the department, one that is recognized as a sensitive area when dealing with the public and the need for improving the public relations skills when dealing with people and providing a much needed service out there, but certainly doing it in a way that people can understand. They're out there to do a job and to apply it as fairly as possible with some flexibility, obviously.

We are looking at sending inspectors to the RCMP Training School in Regina for a course that they offer there, as well as some in-house training seminars to upgrade the skills in that particular area. So we recognize that area as being sensitive and are taking steps to remedy it.

MR. D. BLAKE: As I say, I realize it's a necessary function, but on short hauls where from the field to the elevator there may be five miles of highway that the farmer has to travel, and when he's hauling grain in the fall, he's not in the best frame of mind when he's stopped half way to town with a load when the combine is full and waiting for that truck to get back to take another load in. That has happened on occasion and those inspections, unless there was a flagrant abuse of the system, I think they maybe could be overlooked.

MR. CHAIRMAN: The Member for Portage.

MR. L. HYDE: Thank you, Mr. Chairman, I'd like to express my feelings towards this question that's been brought before you tonight and, to the Minister, realizing probably that some of the inspectors probably want to expound on their duties. Anyway, in that area north and east of Portage where there is trucker after trucker making his living hauling gravel from short haul pits, and it's been brought to my attention where they've been stopped in a matter of just a few miles. The different inspectors seem to delight in making it sort of miserable, you might say, for these people having to make a living hauling gravel in short hauls. It is a nasty situation. I know it has created ill feelings amongst both the truckers and, I'm sure, the inspectors to realize

that probably they could turn their backs — (Interjection) — on some of it . . .

A MEMBER: We used to say they're bucking for their hooks.

MR. L. HYDE: They're bucking, yes. We used to say that in the army, didn't we? They're bucking for their hooks.

I'm glad that you realize, Mr. Minister, that probably some of the inspectors are a little bit anxious on this particular job of theirs.

That is all that I would like to make mention of at this time.

HON. J. PLOHMAN: Just on that, Mr. Chairman, of course we all have to realize that inspectors do have a job to do and I certainly want to support them in that effort. However, as has been indicated there is a place for warnings in certain situations and some flexibility in terms of the warning systems as opposed to issuing tickets; but again if it's an abuse that is potentially harmful to the roads they have to exercise their authority without harassing people. There's a fine line there and all of those things involve judgments and skills that perhaps have to be gained, not only through experience but also through special training, which is why we were addressing it from that angle.

MR. CHAIRMAN: The Member for Minnedosa.

MR. D. BLAKE: If the Minister might just comment, we discussed one problem with the amount of feed that was hauled this year with the bale loads where you made a statement and altered the regulations to allow the same loads as they were hauling in Alberta and Saskatchewan, the double-tier load. I wonder if the Minister might comment on if that worked satisfactorily or if there were complaints.

HON. J. PLOHMAN: I'm informed that we didn't receive any complaints under that new system or under the new provisions that were put in place. There may have been some locally but we did not receive any of those complaints, if there were any.

MR. CHAIRMAN: 2.(e)(1)—pass; 2.(e)(2)—pass.
2.(f)(1) District Offices: Salaries and Wages; 2.(f)(2) Other Expenditures - the Member for Minnedosa.

MR. D. BLAKE: I think there may be some discussion here, Mr. Chairman. I don't know what the Minister might tell us under the District Offices. If he can enlarge on the situation that in District 3, I suppose it is, the Carman area or if he could comment further on any other district problems that he may be aware of.

HON. J. PLOHMAN: I'm not aware of any special problems. I know that the district engineers meet annually or semi-annually with senior management to discuss consistency in application of procedures for throughout the province, seminars, where they discuss concerns that they may have and these are addressed with the Deputy Minister and the directors from various sections of the department in discussion with the engineers, and that process seems to work well.

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Insofar as the specific Carman situation, there's been no further formal developments in terms if charges are being laid in connection with the allegations that were made there. We're informed that they're imminent, the laying of charges, and the matter will then be in the hands of the RCMP to proceed with those charges.

In the meantime of course, we discussed last evening I guess, there is an internal investigation with the Provincial Auditor and procedures that are in place within the department, the Internal Auditor and the Provincial Auditor, together, and we expect to have their report within a week or so. And recommendations that will be made there will certainly be considered very seriously and action taken on those recommendations.

MR. D. BLAKE: In the meantime the men involved, they're under suspension - with or without salary?

HON. J. PLOHMAN: There's no decision on that matter in terms of whether it's with or without salary at this point. It's with salary at the present time, they've been suspended pending the outcome of internal investigation, and then the RCMP investigation, of course, but our own investigation as well.

MR. CHAIRMAN: The Member for Virden.

MR. H. GRAHAM: Thank you, Mr. Chairman. Dealing with the same subject matter, can the Minister indicate to the committee where this first came to his attention? Was it from the Provincial Auditor, or was it from an internal audit of your department? When was the Minister first made aware of it?

HON. J. PLOHMAN: Well I indicated that all in a press statement which I don't have here today. I think it was March 12th when I was first informed by the Attorney-General's Department that there were some allegations being made, and immediately I met with the Attorney-General and his staff. From there on the investigation was initiated and, at the time of the arrest, we took immediate action with regard to the suspensions. I believe that was about one week to 10 days after the initial information came to our attention the initial arrests were made.

MR. H. GRAHAM: At that particular time there had been no concern expressed by your own internal audit, or by the Provincial Auditor, is that correct?

HON. J. PLOHMAN: No there has been never any concern expressed in that area prior to that particular time. It's an area that is, I guess, very difficult to pick up by audit.

MR. H. GRAHAM: I believe earlier the Minister indicated in a previous section that there had been one extra person added to your internal audit staff. Does the Minister think that the addition of an extra person to the internal audit staff will probably be sufficient to be an added preventative for something of this occurring again?

HON. J. PLOHMAN: Well, Mr. Chairman, I want to inform the members, first of all, that the matter of

Internal Auditors first appeared in the Estimates last year. That was the first time that the department indeed had an Internal Auditor, so that was a forward-looking step in terms of addressing procedures and suggesting ways to management to make them more efficient throughout the department, and of course we've added support staff this year for that Internal Auditor. That person will be, over a period of years, looking at various areas of the department to make recommendations to management as to how procedures that are in place can be altered or improved upon and made more efficient, and so on. So that is the major function of the Internal Auditor. In this situation we're asking the Internal Auditor, along with the Provincial Auditor, to undertake a specific task as a result of the allegations that have been drawn to our attention.

MR. H. GRAHAM: I thank the Minister for that explanation. I would now like to deal with the actual staffing of district offices and the position of district engineers. I would like to ask the Minister, if a person is appointed a district engineer, does he stay in that district office as the district engineer until such time as he receives a promotion? Or is there a policy of moving engineers from time to time?

HON. J. PLOHMAN: Mr. Chairman, it is true that the number of district engineers have been in one location for a considerable period of time. I believe that previously at certain times there was a policy of rotating the district engineers from one district to another, however that was very costly and I believe was discontinued some time ago in the early Seventies.

So the district engineers have been in place for many years and of course one of the ways that they wouldn't move is if there was an opportunity for a promotion. There are some openings in the department at the present time both because of reorganization within the department and retirements that would allow for some changes to take place and we expect that there may be some changes and would like to see some rotation or some movement there in the coming year.

MR. CHAIRMAN: The Member for Minnedosa.

MR. D. BLAKE: I just have a couple of questions here. On the district level, on the hiring of employees - I don't know what level they would be, probably below the foreman or supervisory level in the district - is that left up to the district with the approval of the district engineer to hire and to hire locally wherever a suitable employee can be located?

HON. J. PLOHMAN: Mr. Chairman, the permanent staff are not hired in that way, but seasonal employees are usually under the jurisdiction of the district.

MR. D. BLAKE: Permanent employees would go through the normal Civil Service Commission posted positions?

HON. J. PLOHMAN: Yes, either internally or externally to the public.

MR. CHAIRMAN: 2.(f)(1)—pass; 2.(f)(2) pass.

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2.(g)(1) Other Jurisdictions: Gross Expenditures; 2.(g)(2) Less: Recoverable from Other Appropriations - the Member for Minnedosa.

MR. D. BLAKE: Yes I wonder if the Minister might just give us a brief outline of the function of this particular section?

HON. J. PLOHMAN: Yes, Mr. Chairman. That is a totally recoverable section. The department provides specialized services to other government departments and to other jurisdictions such as cities, towns and villages, municipalities, local government districts and also in certain instances, to private parties. It constructs roads for Manitoba Hydro in Northern Manitoba, for example, and the receipts for these services to other government departments are credited back to this appropriation, while receipts for services provided to other jurisdictions are credited to general revenue, but they're all fully recoverable.

MR. D. BLAKE: There still remains a charge to the department for a portion of it?

HON. J. PLOHMAN: Yes. That's right, in terms of the net expenditure, the member can see the difference there and those represent that work done outside of the government departments, and therefore would not come back as a recovery into the department but would go into general revenue.

MR. D. BLAKE: Why would that not all come back to the department?

HON. J. PLOHMAN: Because of the Finance Department's rules and policy that all revenue obtained from external sources goes through the Department of Finance. That works in all departments where there's revenue generated from external sources. It goes back through the Department of Finance. That's the policy that's in place.

MR. D. BLAKE: This is not really generated revenue. It's just a recovery of costs. They're stealing \$2 million out of your budget.

HON. J. PLOHMAN: But there's no net loss to the province and that's . . .

MR. D. BLAKE: That's right, that's a loss to the Highways Department.

HON. J. PLOHMAN: Yes, if you can call it that. It's been there and it changes from year to year but we budget for those situations. One of the major ones was the funding for the Minago River Causeway and Bridge at \$1.3 million under this section, it was recoverable from the Department of Northern Affairs; and the construction of two bridges over Cooks Creek Diversion on PR 207 which was recoverable from the Department of Natural Resources, that's within the recoverable part, the \$3.665 million, as budgeted for 1985-86. And there were other works done for these external agencies.

Yes, it's true that we have to provide a budget for it and we get no credit for it. It goes back to the

Department of Finance and that's one of the areas that we have to live with.

MR. D. BLAKE: That would pretty near fix up my 250, from 16 north to 45.

HON. J. PLOHMAN: Also, Mr. Chairman, the Air Ambulance Program, for example, will be under this section as a fully recoverable similar type of situation but not under this section.

MR. D. BLAKE: Your operating costs could almost - well no I guess your total operating cost wouldn't be recovered - you would have the pilots' wages and things of that nature that would be charged the Air Division?

HON. J. PLOHMAN: No, it would all be charged, all the costs attributed to that. Yes, it's the total costs of the Air Ambulance Program budgeted for, paid out and the monies recovered through the general revenue.

MR. D. BLAKE: I can understand what's happening but as I said earlier, you're getting fleeced out of some money here out of the Highways Department and god knows we're scraping hard enough now to get a few dollars in there. Could we maybe assist the Minister in making a concerted effort in the House when we get to the Finance Minister's Estimates to be a little more fair with the Highways Department and with your co-operation, Mr. Minister, maybe we can . . .

HON. J. PLOHMAN: Well you won't have any argument from us and the staff here is very supportive. They're putting in their votes.

MR. CHAIRMAN: 2.(g)(1)—pass; 2.(g)(2)—pass.

Resolution No. 92: Resolved that there be granted to Her Majesty a sum not exceeding \$66,800,500 for Highways and Transportation, Operations and Maintenance for the fiscal year ending the 31st day of March, 1986—pass.

We are now on Item No. 3.(a)(1) Planning and Design and Land Surveys, Planning and Design: Salaries and Wages; 3.(a)(2) Other Expenditures - the Member for Minnedosa.

MR. D. BLAKE: Yes, Mr. Chairman, I guess this is the area where we might get an update from the Minister on the situation relative to the proposed bridge at Selkirk.

HON. J. PLOHMAN: That's a big area, maybe the members would like to ask specific questions. I can say that the planning for the bridge is proceeding and an application was made just recently to the Navigable Waters Board for permission to construct the bridge at that location and that height, and we can get into the details of that.

I might point out that we were just informed today that the interim approval has been granted by The Navigable Waters Act Board.

MR. D. BLAKE: What height?

HON. J. PLOHMAN: At 60 feet, and we're expecting written confirmation on that in the very near future, so

there are no obstacles with regard to that. I think the height that has been chosen meets clearly all of the concerns by individuals and groups that were raised with us and allows for some future planning expansion in that area, particularly as regards the sail boat industry, the highest now being in the neighbourhood of 53 feet; and the federal dredge that works on that river as well requiring a 53 foot clearance, so there will be an allowance there of about seven feet. So all of those concerns have been addressed in the application and it seems that the application has been successful in that the board has given interim approval to the application.

MR. D. BLAKE: That is on the site location where the test hole drilling was done this winter, on the ice, the position North of Selkirk?

HON. J. PLOHMAN: Yes, there were a number of locations that were considered North of Selkirk, and the one that the testing was done on is the same location in the St. Peter's corridor area that was chosen and the one where the testing was done this past winter.

MR. D. BLAKE: Could the Minister give us the results of the test drilling that was done, and do they differ from the projections that they had earlier on the cost of the bridge?

HON. J. PLOHMAN: I don't believe that the testing results had an impact on the cost of the bridge. The difference in the projected cost of the bridge is primarily in the length of it because of the increased height, and the increased height that was needed from original designs that were put forward simply for public input in the open house that was held in the Selkirk area, preliminary designs based on approximate height of, say, the bridge over, and the perimeter highway over the Red River, similar height, 38 feet or so. It was used as an initial starting point for design and projections and then the open house was held to determine whether there was any special considerations that had to be taken into account for the bridge North of Selkirk. So there was an increase as a result of that additional height and, therefore, length of the bridge, but I don't believe the subsoil, subterranean testing that was done showed up anything negative that would add to the costs.

MR. D. BLAKE: Could the Minister give us an indication of what the additional height, what added cost that is going to require and what is now the total projected cost of the bridge?

HON. J. PLOHMAN: The total route, including six miles of road and the bridge is projected at \$13,954,000.00.

MR. D. BLAKE: Do those costs include the acquisition of land required, Mr. Chairman?

HON. J. PLOHMAN: Yes, Mr. Chairman, that's includes approximately, I guess, three quarters of a million dollars for land acquisition.

MR. D. BLAKE: Could the Minister tell me now where the acquisition of the required land, where does it stand?

HON. J. PLOHMAN: Mr. Chairman, a legal survey is being prepared, which is required under our expropriation procedures, and once it has been prepared and registered the expropriation procedures will continue. I believe it will take in the neighbourhood of six months to complete those procedures for acquisition.

There may be some negotiations done with some of the land owners, as well, in advance if agreements can be reached, but the expropriation procedures have to proceed at any rate under the new system that we have for multiple acquisition.

MR. D. BLAKE: Could the Minister indicate to the committee what objections he has encountered from the local landowners in connection with the acquisition of the various parcels of property necessary?

HON. J. PLOHMAN: I don't think we've got to the stage yet that there would be objections raised. Once they've been served notice of the expropriation they will have an opportunity to raise specific objections, but that has not been reached yet. The legal survey is just being prepared at this time.

MR. D. BLAKE: The notices of expropriation have not gone out to the land owners.

HON. J. PLOHMAN: No, they haven't, at this point.

MR. D. BLAKE: Who will be setting the price of the various parcels of land? Will this be the Lands Acquisition Branch; will they be putting the price on the property?

HON. J. PLOHMAN: The procedures involve the Land Value Appraisal Commission which established the land values under this kind of expropriation.

MR. D. BLAKE: What redress does a land owner have if he's not satisfied with the value put on by the Land Value Appraisal Committee?

HON. J. PLOHMAN: The individual can appeal to the courts for any decision made with regard to the value. The government cannot, but the individual who's being expropriated can.

MR. CHAIRMAN: The Member for Portage.

MR. L. HYDE: Mr. Chairman, I'd like to remark on this here Planning and Designing.

First, before I get into it, I wonder if it would be proper to remark about the Saskatchewan Avenue reconstruction project in Portage at this time. I might say that I'm sure you were aware that we ran into some bad weather last fall and it drew it to a sudden closure just about three weeks too soon in the fall of the year. If we'd had another three weeks, we'd have had it pretty well completed.

I might say that the general acceptance of it all is very favourable. The citizens are quite pleased with the project and the way the overall improvement that's going to be made. It is long overdue, as I've said so many times over the last few years. I have worked hard

for that project to begin and it is certainly going to be a big improvement to the Main Street of Portage la Prairie. I'm sure that the businessmen, after the job is completed, they will certainly look forward to probably improving some of their storefronts and get right on the bandwagon.

I have before me, Mr. Chairman, some correspondence that the Minister has had from a Mr. Des Drain. The original letter went to Charlie Mayer a Member of Parliament for Portage-Marquette and consequently was handed on to me.

Mr. Drain is quite concerned about the planning of a new road from the by-pass on 240 over the river where it joins into 331. There was property purchased apparently some 12 years ago to improve this new bridge that is proposed. As I understand it, at that time there was really no complaint at all because the present road, the way it is now, it's winding through quite a large residential area. Incidentally, I believe there was land purchased to avoid going through that particular residential area and meet, then there would be the construction of a new bridge more or less at the site of the present bridge. But it has been suggested that the government is now considering a third route to cross the river and it is going to link up more or less with the direct approach to the Air Force Station on 331.

Mr. Chairman, if this proposal was to go through, it's going to disrupt this here particular family farm there - it's a small farm to start with but a very expensive type of farmland - and as you know in that particular area it's mainly for specializing in vegetables and that and it's quite a costly land. But anyway this Mr. Drain is very concerned that you will be splitting his farm - a small farm as I've mentioned - splitting it directly in half, going right through this man's property with the new proposed road.

We have nothing against progress but, my goodness, I just question whether the decision to disrupt this expensive farm operation when land has already been purchased by the government to avoid the twisty, turning route that is presently in operation. I'm wondering, Mr. Chairman, if there's any chance of a government taking some reconsideration on their proposed plan on that. How far is it advanced, that planning?

HON. J. PLOHMAN: First of all, Mr. Chairman, I recently met with the 240 Association and I believe the alternative the member is relating here is causing the concern for this Mr. Drain; and is one that was put forward by that association and is not one that is at the stage where it could be considered favoured by the department at this time or not, no. So it's rather premature to raise those specific concerns. It's quite far from getting to the stage where the concern that the member is raising would actually be realized.

There is still work to be done on a location study and design. It's not finalized to date at all. There's been no acquisition to this point of land in that area. So that's all down the road yet.

MR. L. HYDE: Mr. Chairman, as it was described to me, there are three routes, and the No. 3 route is the newest proposed route. If that should go through, as

I understand, it will not link up with 240. So I don't understand why people want to even consider taking the third route because it's not going to join up with 240. There's going to be a considerable change that has to be made in order to tie into 240. There's got to be a reason, I have no doubt, but you're going to disrupt . . .

HON. J. PLOHMAN: Mr. Chairman, it was an oversight that I didn't invite the honourable member to attend that meeting. Perhaps he would have been able to receive the same brief and would have been able to study it and maybe meet with the individuals involved but that is their position. They would like to see the entrance coming in through the west side - as a west side entrance - more to Portage than on the east and through the existing 240.

So they have a completely different concept that they're proposing and one that has just been received only a few weeks ago in a meeting. So I haven't received a report from the department on whether that is feasible or desirable in any way.

MR. L. HYDE: Mr. Chairman, would it be possible then that the proposed plan, would it be available for me to view that at the District Office in Portage la Prairie?

HON. J. PLOHMAN: I don't think there's any problem with the member meeting with the district engineer to discuss the current status of those plans if he so wishes, but the precise option that is being referred to by the Member for Portage la Prairie is one that has been put forward by an outside source, not one that has been actively considered within the department. That's my understanding. So he would not see plans for that option at all.

MR. L. HYDE: At this time.

HON. J. PLOHMAN: Right.

MR. L. HYDE: Okay, thank you.

MR. CHAIRMAN: The Member for Lakeside.

MR. H. ENNS: Thank you, Mr. Chairman. I would like to discuss with the Minister and the department a problem that has been with the department for some years, namely, the proposed extension of Provincial Trunk Highway No. 67 in the vicinity of Stonewall.

Mr. Chairman, I recognize that by-passes, if you can call them such, have a long history of controversy for the Department of Highways and the department has to respond and recognize the needs of a modern highway system. It has to respond to the legitimate demands of the travelling public, particularly the commercial trucking industry, to route traffic around our cities and towns, and often this creates concerns by the communities involved. Usually the Chambers of Commerce and others are concerned about potential business loss when this occurs, and over the years, the question of the department's activity in this field, you know are long and tortuous - the Portage la Prairie by-pass, Minnedosa by-pass, Brandon. I understand another by-pass is being considered in Brandon because of current buildup.

I even recall a particular frustration, Mr. Minister, that occurred in another community called Dauphin that I did my best, at two kicks at the kitty, to build a by-pass around, it never quite succeeded, Mr. Minister.

A MEMBER: Some of us are luckier.

MR. H. ENNS: I use this as a preamble because I simply don't understand what the department is up to with respect to the extension that's being proposed for Provincial Trunk Highway 67 at Stonewall. You have a situation, Mr. Minister, where the natural extension is to proceed along what is commonly referred to as the south route which, in my estimation, in my recollection, was indeed original highway plans. But even if that isn't the case, but certainly today's situation is such that the south route offers virtually no impediment to the department in its orderly planning for a modern major trunk highway, No. 67.

You have, for instance, in the first three miles on the south route only two homes; other homes along that route are well set back, well over 200 feet from the proposed route. Hydro posts, way back, were set back to facilitate future and anticipated highway demands on that route. Of course, Mr. Minister, I don't call that a by-pass, it's a coincidence that 67 happens to border so close to the southern part of that town. I don't think that this needs to be a planned by-pass on the part of the Department of Highways, but merely an extension of a very natural course for a major trunk highway to travel.

My understanding, though, is - and I find this unbelievable because, you know, I have been tutored by people like Bryan Johnston in the Planning Division, and I know how difficult it sometimes is to have our planners understand that people use roads, too, from time to time, and that he has a legitimate concern about, if you're building a modern highway, how to build it safely. So, why your department at this time would want to reverse that decade-long practice by the department in avoiding built-up areas in communities for a major trunk highway, and route the proposed extension of No. 67 on the north route which, when you start from Provincial Trunk Highway No. 7, in the first half mile has 15 driveways to contend with, a hill that obscures the intersection of that important Highway No. 7.

Most of the homes in the area are built approximately 135 feet from the highway, a good 100 feet closer than those on the south road. As you travel west toward Stonewall, the second mile has a large trailer court - the first of one, there's another trailer court to come - with a great number of vehicles entering the highway. Then you come to the cemetery, and people die in Stonewall, in my constituency it's used.

HON. J. PLOHMAN: It's no reflection on the MLA.

MR. H. ENNS: Then you come to a number of commercial buildings. I want the Minister to understand, I want the committee to understand, the Department of Highways is now deliberately routing a major trunk highway into a community.

Just past there, you get onto 4th Street, you're now in Stonewall. We've now succeeded in bringing a major trunk highway into Stonewall proper where you're met

with the first bulk oil station. Then you require, on 4th Street, two 90 degree turns for our semi-trailers to take. Then we have managed to skillfully route all this heavy traffic to where most school buses congregate and funnel to service the three schools in Stonewall.

We are now in beautiful downtown Stonewall. On 4th Street, you have a number of houses that abut right to the proposed extension of Provincial Trunk Highway 67; cars back onto the proposed highway. What I ask the planners is how they plan to cope with it? Children use it as a playground, as a matter of fact, Mr. Minister.

We're now in downtown Stonewall where this trunk highway is going to have to cope with eight east-west streets and a railway track that have to enter onto this provincial trunk highway. Then we have a further traffic hazard; we have a grain elevator there - and I've travelled by there often. The grain trucks are lined up waiting for delivery, but they will be accommodated on this improved provincial trunk highway, along with two more bulk stations on opposite sides of the road.

Two blocks south, after you get past the grain trucks waiting to dump their grain, we have the second trailer court on this proposed route. Mr. Minister, you're talking about having to impose at least a 50 kilometre speed limit on Provincial Trunk Highway No. 67 if this extension proceeds. You simply can't have semi-trailers and heavy commercial traffic and travelling public speeding through that area at acceptable provincial trunk highway speeds.

My question to the Minister is, why is this being done? I would like not to think that the department is blackmailing the Town of Stonewall - and I use that word advisedly - with the suggestion that they either accept this routing or they lose their present access, which is referred to the three-mile section of road that has connected and has provided access from No. 7 for many years. I don't know who built it, it might have been certainly a predecessor of mine, Mr. Bobby Bend, perhaps in the '50s, or even before that. Stonewall is a major community. Certainly it deserves an access as has been provided by the department to all or to most communities, at least the column 600 series or some such designation.

My understanding is that the council and the mayor of the Town of Stonewall have understandably bowed to some pressure from the department when threatened with the fact that the department, if they build it on the south road where the highway should go, then the town will have to take over the responsibility of its present access route which is a considerable imposition to ratepayers and taxpayers of the Town of Stonewall. Faced with those circumstances, it does not particularly surprise me that the mayor and the council have indicated to the Minister that they support this unbelievable diversion of a major trunk highway into downtown Stonewall.

You know, Mr. Minister, it would be like suggesting that the department close off the Portage by-pass and out all Trans-Canada Highway through Saskatchewan Avenue, now that Saskatchewan Avenue is being updated and improved, and surely that is not proper highway planning.

I would ask the Minister and the department to very seriously reconsider this position. I know that without question by far the larger number of people that will be using the roads have indicated to the Minister and

the department by petitions, including the R.M. of Rockwood, and I suggest under different circumstances the Town of Stonewall and the mayor of Stonewall would also request the department when the department feels it's necessary - and I'm not particularly convinced that it's necessary at this point - to proceed with a natural extension of 67 on the south road and not to hold the Town of Stonewall up to ransom saying that it's either/or because, Mr. Minister, it simply does not make sense to route a major trunk highway through that tortuous route that I just described.

Mr. Minister, I am not making up any stories. The Minister has this brief that I am quoting from before him. It was a well-planned brief by concerned citizens. Removing myself for a moment from the parochial interest that I obviously have, I am well aware the department has expended some funds, substantial funds, into accommodating a major intersection at what I call the existing three-mile access road to Stonewall at the new facility, the divided highway, Highway No. 7.

But surely I am also aware that the highway planners can't live with the situation that I described. They will obviously have to expropriate a great deal more property. They will obviously have to, five years from now, 10 years from now, or whenever it is, find an alternate routing for 67 at considerable public expense.

I am suggesting to the Minister as seriously as I can, and sincerely as I can, that the proposed extension of Highway No. 67 as currently planned, as I am given to understand, is not the wisest course of action to follow. I would appreciate hearing from the Minister and his advisers as to the reasons for choosing this particular route.

I would like to also hear how the department proposes to deal with some of the problems associated with that route, the two 90-degree angled turns, the accommodation of the many accesses now being serviced by that route and whether or not if under further consideration the department would not reconsider what I judge to be their original plans, which were in my judgment sound, to allow the trunk highway to naturally extend and join up with the new four-lane facility on what is known as the south route.

HON. J. PLOHMAN: Mr. Chairman, I want to thank the member for those comments on Highway 67. I just want to correct for the record that this is not a proposed extension of existing 67, it is an upgrading of the existing highway. The member made reference in many occasions to the proposed new route and so on. It is not a new route; it is very clearly an upgrading on the existing route of 67 at this time that is being undertaken by the department.

Certainly, the traffic projections would indicate that that route, regardless of another route being placed one mile south, known as the south route adjoining on to Highway 7, the existing route would still carry a tremendous volume of traffic from the north and east into Stonewall, utilizing the existing route that's there. The existing route is hazardous and does need upgrading regardless. It needs upgrading on an urgent basis and that is why the department and myself have decided to upgrade that route as the first priority.

We had indicated to the Town of Stonewall and the R.M. of Rockwood, as the member has alluded to, that

we would be prepared to build a new route in a south location if they would be prepared to take over the existing route and the town would have only had to take over half-a-mile in the town limits. The remainder would have been taken over by the R.M., so the town would not have to accept a substantial amount of additional mileage or maintenance under their own program. It would have a very small portion of the three miles - two-and-a-half miles for the R.M. of Rockwood, one-half a mile for the Town of Stonewall.

The Town of Stonewall - I can't speak for the mayor and council - but I believe that they have some strong preferences to see as much traffic as possible routed into the town rather than around the town on the south route. So I don't think it's because of pressure or the fact that they would have had to take over a half-a-mile of road under the proposal that we made to them. I think there are other reasons for it, but I don't want to put words and reasons in their mouths. They can speak for themselves certainly.

It's unfortunate that I didn't get a hold of the member. I wanted to discuss this with him during the past summer, and I did call a couple of times and didn't get in touch with him. Perhaps it would have been interesting at that time to have a discussion as to what his preferences were. I didn't see any preference indicated by the member during that time of that discussion. I asked the individuals when I did meet with them, the group headed by Mr. Hickey, I believe, whose brief the member was referring to during his dissertation here this evening, and had indicated to me that the MLA had not taken any position whatsoever on this and had not given them support.

It's true that there is a wide difference of opinion as to what should actually take place there and because of the priority of having to upgrade the existing route to make it safe at the present time, we have decided to proceed there. There is only a minimum amount of right-of-way being taken or required from the first half-mile section that the member referred to. I believe it's through, having 15 driveways, only 15 feet is being required. It will not touch the trees that are on those lots. It's a very minimal amount. The majority will be taken on the other side of the road and therefore we will still be able to upgrade the road to the required standard, so there is a need to upgrade the existing road and that's what we're intending to do.

It's true that, over a period of time, it may develop that a more through route would be desirable as traffic patterns develop, perhaps with as a connection to Highway 16, through 227, 67-227, across to the Yellowhead from Selkirk, as well; that there may be a need at some future time to provide another route there, and that might be an ideal election issue for the member with regard to the future as to whether he would want to provide that kind of a route if he were in government in the province at some future time.

So that is something that can be considered in the future. We're not making any commitments with regard to that at the present time. We're saying that the existing route needs to be upgraded and the situation described by the member exists at the present time and it will not be aggravated by an upgraded road, it will be made safer because the road itself will have better alignment, better vertical alignment as well, into Stonewall. I think that it, therefore, will be safer when it's upgraded, rather than more hazardous than it is at the present time.

I think the decision that was made on the basis of priorities was that we should go with the existing route, and I think it's the right decision.

MR. H. ENNS: Mr. Minister, I noted that the designation of what we referred to, and what I will continue to refer to as the east access route to Stonewall from Provincial Trunk Highway No. 7, has recently been redesignated with the No. 67. That certainly reads the message to the residents that this is, indeed, Provincial Trunk Highway No. 67.

HON. J. PLOHMAN: It has always been for years, Mr. Chairman.

MR. H. ENNS: Mr. Chairman, the same concerns that I expressed, and I have no objection to the upgrading of that access road into Stonewall. I have some idea though what the requirements are for minimum standards of a provincial trunk highway, in terms of access to it, and in terms of its physical construction requirements. I ask the Minister is he upgrading that access road to Stonewall to the standards of what I refer to as other 600 series roads, access roads to communities, or is he upgrading it to provincial trunk highway standards?

HON. J. PLOHMAN: Well it's somewhere in between, to be specific in the answer, between the 600 series and the provincial trunk highway standards, because of the specific situation that exists and the desire not to aggravate the existing residences along the area. The right-of-way being expropriated is going to be the very minimum that is required to upgrade the road to an acceptable standard, perhaps certainly not what would be required to full PTH standard in terms of the slopes and shoulder widths, 8 ft. shoulders as opposed to 10, that would be applied to provincial trunk highways, so there are some allowances being made and some flexibility there so that the concerns that are raised by the individuals affected are being taken into consideration.

It is, as I have indicated, the upgrading is somewhat more than the standards required for a simple access.

MR. H. ENNS: Will any current accesses to the road be affected?

HON. J. PLOHMAN: I would interpret the question, as being affected, would mean is he asking whether they would be eliminated or removed. The answer is, no.

MR. H. ENNS: That means that residents on 4th Street in Stonewall won't be able to continue to back onto this facility as they get out of their lanes?

HON. J. PLOHMAN: Mr. Chairman, very clearly, the member is referring to that section, the north-south section that is 236 and 67 jointly numbered highway at that PR and highway at that point, that is not the section that is being upgraded that we were talking about that's being affected here. We're talking about the east-west section between Stonewall and Highway No. 7 that the upgrading is being undertaken.

MR. H. ENNS: Mr. Minister, I understand that as late as six or eight months ago, you, Mr. Minister, and the

department, in correspondence or in direct consultation with the community, indicated that either/or, in other words, if the Town of Stonewall and the R.M. of Rockwood came in with their unanimous preference for the south road the department would be quite happy to build it on the south road.

I have to tell you, Mr. Minister, the planning boys when I was Minister never made it that easy for me; they usually told me where the highway had to go for sound planning reasons, for safety reasons and for a lot of other reasons. I'm a little disturbed that if that was the Highway's position six or eight months ago, then I have to come back to my original contention, then I am concerned because this could well be 5-, 6- or 8-year period, before changes could be made that we are, and the department is, deliberately routing a major trunk highway through the series of problems, traffic-wise, that this brief clearly and precisely documents.

I say to the Minister, as the MLA - and I'll hang my shirt on it come election time, Mr. Minister - that of course we want the access route upgraded, and I recognize that it has some difficulties in terms of lack of shoulders, general condition. But, Mr. Minister, I will tell you that I would far sooner see any monies expended in that area to the natural completion of No. 67 in the southerly direction on the southern route, and just reverse your priorities. Three years from now, or five years from now, or eight months from now, when they have another Minister, then we'll improve the access route.

HON. J. PLOHMAN: I have indicated earlier, Mr. Chairman, the projections are that the existing route would require upgrading because it will continue to take considerable traffic even if another route was built.

In reference to the statement regarding a preference for the south route, I think I can safely say that it wasn't the department's preference. It was my decision to suggest to the municipalities and the town that we would be prepared to construct the south route if they would be prepared to take over a corresponding number of miles of road, which is a policy that we're generally following in any area where we are constructing new alignments for roads.

Generally over the years the department and the Ministers have not made this a priority. They have continued to add miles to the highway system. When we have a situation where we're having difficulty maintaining and upgrading our existing highway system, we don't want to get into a situation where we are adding additional miles. So I thought it was a sound decision to say okay, if the R.M. and the town were so inclined to trade off on this and they felt this was important to have that south route in place, that I would offer that as an alternative.

However, as the member knows, the municipalities were not inclined to that kind of a trade off, so we have proceeded with the established plans of the department which were, and preference was, to upgrade the existing route. We're proceeding with that at this time.

Then the second priority would be, at some future time, some future Minister might decide to build a south route to have a direct connection to the existing 67

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on the other side of Stonewall where it joins onto 236. That's a possibility. But we have taken a decision in terms of priorities, that the existing route has to be upgraded, and that's what we're doing.

MR. H. ENNS: Mr. Minister, I won't get into the discussion with you with respect - and you're quite correct - trade offs are made from time to time as in some instances traffic patterns change. The municipality will request that a different section of road be taken into the provincial road system, and one is taken back.

I really want to come back to my central argument because I want to get after these Boris Hryhorczuk and the Brian Johnstons, these planners that like to push politicians like you and me around, Mr. Minister, and tell us where and how and why we can't do certain things. I am not satisfied that these gentlemen that I have the greatest respect for in their professional integrity, that they are satisfied, that they are honestly advising you to encourage major traffic to travel through the suicide lane that's described in this report, and whether or not they should not be, and whether or not they would not be and why they are not advising you to change your priorities.

Mr. Minister, you're quite correct. Under the existing system, the north route is the only dust-free, hardtopped road in whatever condition it's in, the condition is not that bad. It is still eminently preferable to the dusty municipal road known as the dump road which needs considerable work. But will the Minister and the department not agree that if the department chose to change its priorities and proceed with the extension on the south road, that it would balance the traffic flows? It would considerably ease the demands on the admittedly less than optimal standard of the north route, and you would have the best of both worlds, Mr. Minister.

You would have the Department of Highways not committing itself to an action that could cost the taxpayers a considerable amount of money to correct five, 10 years from now, whenever that date is, and it may well be in the future. Surely I think the highway planners would sleep more comfortably with that than putting myself - that's not that well experienced and when I haul a semitrailer - with a questionable licence - of round bales and try to negotiate those 90-degree turns on that route - there's a lot of hay being hauled from the bog in that area across from Selkirk into my area of Woodlands, surely from a highway planning point of view your advice must be, Mr. Minister, the south route.

HON. J. PLOHMAN: The member is correct that certainly at times it's very difficult for politicians to try to change the minds of the professional planners on these things. So he can appreciate the giant step forward that I took in suggesting to the municipalities and the Town of Stonewall that we would be willing to build the other route. That wasn't the preference at the present time.

Now if the department had its way, I would imagine that they would like to see both routes there in terms of planning the south route and the existing route made safer to meet the existing traffic and the projected traffic, regardless of whether there is a south route.

But in terms of having to set priorities, they have decided as they had before I became Minister that this was the best decision, to proceed where we are intending to proceed at this time. That was the feeling in terms of priority needs in that area, because of the existing inadequacy of that road.

It may look to the Honourable Member for Lakeside or myself driving down the road that it's in that bad a condition. However, there is a tremendous volume of traffic on that road and there would continue to be substantial traffic on that road according to the studies that I've seen — (Interjection) — well, considerably but not to the extent that it would make a vast difference in the requirements for that road.

So the narrow shoulders and the poor alignment requires that it do be upgraded and resurfaced. As the honourable member knows, it's difficult to keep adding additional bituminous overlay on top of an existing narrow roadway before it becomes extremely hazardous, because there are no shoulders there to support it and you're going to have a very fast drop-off. So it has to be upgraded and that is the priority of the department. That, I understand, is one that they sleep fairly well with at the present time. I don't know. Brian hasn't told me that he is tossing and turning an awful lot because of that decision, but that is what they have recommended.

Certainly I tried the other one and there doesn't seem to be any support for the other route from the councils at this particular time. Considering what small amount that we were considering for a trade-off, I would have thought that they would have thought that was an excellent idea but they didn't go for that at the present time.

The town, I believe as I stated earlier, can speak for themselves, but I believe they strongly would like to see that traffic that's travelling the existing 67 continue to travel the existing 67 for various reasons, for business in the town, development in the quarry area that they're working on, tourism and so on, they would like to see the existing traffic remain there. They have, in their wisdom, stated that by resolution, the council, in representing those people.

I have to consider their views as well and I realize there is a difference of opinion because of the group that has raised this brief, and has put together the brief. They have legitimate concerns, but we think that we've gone a considerable distance to meeting those concerns, and that we aren't going to be affecting their property substantially. They would be faced with this in any event in the near future because that road does have to be upgraded.

MR. H. ENNS: Now, Mr. Minister, let me understand it. You're not touching 4th Street?

HON. J. PLOHMAN: I should correct that. That's not part of the additional right-of-way being taken. There will be some improvements made to 4th Street in terms of overlay and perhaps some base work first, but that does not involve requirements for additional right-of-way within the existing right-of-way on 4th Street.

MR. H. ENNS: Mr. Minister, you know the situation. I believe you've been onsite; 67 comes in like this to 4th Street.

HON. J. PLOHMAN: That's the existing situation you're describing.

MR. H. ENNS: It could just carry on like this to No. 7 Highway, but you are proposing to route that a 90-degree corner on a residential street with eight side streets coming in, leading it to where the buses congregate at the second 90-degree corner, and then from thereon in you are going to improve, upgrade the highway. This portion, other than maybe capping, you're not doing anything on it. I'm just finding it very difficult and I'm sure members of the committee are finding it very difficult to understand that kind of highway planning, Mr. Minister. I'm simply indicating to you that it's not acceptable to what I consider to be a majority of residents.

But I go one step further. I'm having difficulty in accepting that this is really what the department is proposing. I have a great deal of respect for the department. I have a great deal of respect for their capability of proper planning and design; I also have concern about future cost to the taxpayers.

Has the Minister, has the department, provided the Minister with any preliminary costs to correct some of these problems?

Let's take, for example, simply those two 90-degree turns, which simply are not acceptable in provincial trunk highway standards. We are obviously talking about expropriation of properties. In both instances, there are businesses and homes involved on both corners. Has the Minister got any idea, any preliminary costs of making those improvements?

HON. J. PLOHMAN: First of all, there is I think a misunderstanding about the traffic patterns there, and for the honourable member, I would like to provide him with the information that the traffic counts and patterns indicate that the majority of east-west traffic in that area is destined for Stonewall. It's traffic that wants access into Stonewall, the vast majority of it. A very small proportion of that traffic is actually following that through route that the member has relayed here with the 90-degree curves and so on, or corners.

So what we're dealing with is a situation that does not warrant at the present time a planning for an upgraded through route east-west through the north Interlake and connecting onto Highway No. 16, that kind of approach to it. That may develop at some point, those needs with the addition of the north of Selkirk bridge and some changes in the Selkirk corridor and so on at some point in the future that there will be a need to have that as a major connector, but that's not the case at the present time. The traffic patterns simply show that that's not the case. That traffic is destined for Stonewall, both east and west. So on that assumption and with that information the decision to go ahead with what we are planning is a sound one. Now, at some point in the future, in terms of planning as I've indicated, perhaps straightening out of that route, east-west, will be something that should be undertaken, but that is not timely at this present time.

MR. CHAIRMAN: 3.(a)(1) - the Member for Lakeside.

MR. H. ENNS: Mr. Chairman, I won't prolong the discussion at this point. I simply want to indicate to

the Minister and the department that I have certainly no objection; in fact, I'm encouraged if the department wishes to proceed with the improvements to the existing facility which I keep referring to as an access route. I object strenuously to it being referred to as an extension of No. 6 Provincial Trunk Highway, because from what little I have managed to glean and learn that route by no stretch of imagination can or ought to be referred to as a trunk highway. If, for the present purposes, a temporary designation 67A or B is felt necessary, fine, but I object strenuously to the department suggesting that a provincial trunk highway should be routed in that manner. I would ask the Minister and the department to be particularly sensitive to the nature of the facility now in place.

The fact that it is a residential street for one part, the fact that it is accessed, has been allowed to be accessed because it did not require the more stringent regulations that I certainly accept should apply to a provincial trunk highway. I don't accept the premise of the traffic information currently being presented by the Minister that of course when you have an option of travelling on a dusty bumpy stony gravel road with no shoulders, and a reasonable - in terms of rule standards - dust free, asphalt surface road, I know where the cars are going to be. I know where the cars are going to travel on.

I'm simply suggesting that traffic count will alter appreciably because a great deal of that traffic, which I agree with the Minister, is Stonewall focused, but just as much traffic comes in from the Stony Mountain area. Stonewall is a commuter city with many of its residents commuting to Winnipeg. Fortunately, they have another access south, 236, which hooks up to the Perimeter south, but many of them would use the new facility, particularly if the Minister gets on with building the overpass at No. 7 and the Perimeter. Many of those residents, and I predict that the larger traffic flow would in fact be on the south route, but, more importantly, the traffic flow that was not destined for Stonewall, the heavy commercial trucks, would not be forced to travel into residential Stonewall. It would still meet the requirements of the town and the mayor of Stonewall with respect to encouraging the continued flow of traffic that naturally wants to go to Stonewall which is the focus for the destiny of most people when your driving on those roads in that area.

So, Mr. Minister, I leave you with those concerns. I regret that we did not have an occasion to discuss this. I must indicate to you that as late as five or six months ago the department certainly left the impression, and you, Mr. Minister, left the impression that either/or, that you were certainly still amenable to building which I, and those who think like myself, feel is a preferable route, the south route. I understand it's only in the last little while, the last month - I may be wrong in the date - but a relatively short period of time, that a definitive decision has been made with respect to that facility.

Thank you, Mr. Chairman.

HON. J. PLOHMAN: Mr. Chairman, I just want to thank the member for expressing those concerns and I think that I share some of the concerns, and certainly I think that we will be making the existing route safer by what

we are undertaking, and I think it should be clear, though, that the designation of the existing 67 is not a recent occurrence. It has been designated as 67 right through to No. 7 highway for the last 20 years at least, so if there was another route put in at some other time maybe this would be renumbered if it remained under provincial responsibility, would be renumbered as a 600 series, but at the present time it's the major route and so it's quite suitably named 67; that has been the case for many years.

MR. H. ENNS: I just want to acknowledge the new designation that I spoke of refers to what we call the bog road which carries on from No. 7 to No. 9. That used to be a provincial numbered road and relatively recently has been redesignated to 67.

MR. CHAIRMAN: The Member for Minnedosa.

MR. D. BLAKE: Thank you, Mr. Chairman. I was interested to carry along the message that the Member for Lakeside was conveying. In the conversation he mentioned how the planners and the Highway people sort of pushed the Minister into submission on accepting many of their professional and obviously proper views . . .

HON. J. PLOHMAN: Give sound advice.

MR. D. BLAKE: Sound advice. Obviously, in the case of the Selkirk Bridge, the planners threw the ball right back into the Minister's court by picking some six locations for bridge crossing on the Red River. So it would appear the decision taken for the location of the bridge that appears to be chosen now was a political one, rather than one based on maybe sound planning.

I was interested in the Minister's comments of 67 at some time maybe joining up with Highway 16, because way back in my territory in western Manitoba Highway 355, if you follow it to its ultimate conclusion, runs right through to Stonewall, or right through to Selkirk, the Lower Fort Garry.

One of the routes that was proposed over the Red River would have connected 67 with Highway 44 reasonably well. There are rumours that 44 is going to be four laned, or at least a portion of it, before very long. It would have seemed to have been a logical spot for the new bridge, in view of the condition of the existing Lockport Bridge, to carry all of that heavy traffic. If 67 is completed it would join that route up and carry all of that traffic right straight through, or straight through and around, or south of Selkirk and around, rather than the traffic that the new bridge may be able to attract being north of Selkirk.

It's going to take some considerable expense to connect that up as well as it would be connected if they followed 67 right through to 44 and located a bridge there to service the whole particular area, because I think, Mr. Minister, there will be some flak, as you may be aware, on the location of the Selkirk Bridge when land acquisition takes place, because I think the Minister is well aware that a very large portion of the property required is owned by a member of the House and a Member of his Cabinet. A lot of that will come locally as well as from some politicians.

I am just wondering what consideration was given to other locations or to a location such as the one I mentioned connecting 67 to 44.

HON. J. PLOHMAN: Well, just to correct, for the record, a very small portion of the acquisition will be required from the Member for Lac du Bonnet.

MR. D. BLAKE: A very expensive piece of property.

HON. J. PLOHMAN: Well that hasn't been determined, exactly, all of the property would be about a similar value in that area. However, there were a number of locations studied both north and south of Selkirk. I think the major concerns with replacing the structures south of Selkirk at this particular time are that the Lockport Bridge is the responsibility of the Federal Government, and certainly building another provincial bridge in there would let the Federal Government off the hook as to their responsibilities with the existing bridge, and we feel that there should be some obligation if they would like to see that closed at some time in cost-sharing a bridge south of Selkirk to act as a replacement to this load-restricted bridge that's there now, the Lockport Bridge, and the existing Selkirk Bridge which is also load restricted.

So there will be consideration at some future time, 10 to 20 years, 20 to 25 years, perhaps, down the road of a replacement of a bridge in that area, and we are looking at that as well in terms of protecting right-of-way that may be necessary at some future time, at the present time, in conjunction with some studies in the Selkirk corridor area that are taking place. But our major concern was, in the absence of having any negotiations or any agreement from the Federal Government to cost-share on a south-of-Selkirk bridge, that it was necessary to provide another connection because of the load restrictions on those bridges at the present time.

To replace the Selkirk Bridge at its present location, for example, and also eliminate the flooding on the east side that takes place in many spring runoff situations with the Red River, would be in the neighbourhood of \$7 million to \$9 million and we would still be stuck with only two bridges to service that area. So the decision was made then to look north of Selkirk, one that was supported very strenuously by the Town of Selkirk and the Chamber of Commerce and so on, I guess, for similar reasons that we have just been discussing with regard to Stonewall. They would like to see traffic not by-passing Selkirk, but indeed passing through Selkirk. So the decision . . .

MR. D. BLAKE: That shouldn't be the main criteria for the location.

HON. J. PLOHMAN: No, that was one of the considerations that was certainly taken into consideration.

I raised the other matter of cost-sharing that would be necessary, that we would think it would be fair on the south-of-Selkirk replacement bridge at some future time. The projections are that the bridge north of Selkirk would carry 700 to 1,000 vehicles per day which is more than almost every bridge south of Winnipeg that

crosses the Red River. So it's not that this would be an under-utilized structure in its present location.

MR. D. BLAKE: Where will that traffic come from?

HON. J. PLOHMAN: That will involve all of the traffic that cannot be accommodated on the other two load-restricted bridges.

MR. D. BLAKE: Reroute them around.

HON. J. PLOHMAN: And coming from the east side, 304 area, the Parks area, up in that area, Highway 59, there are increased traffic volumes there all the time and a lot of that traffic coming from the north will move across the Red River on the existing location and connect up to Highway 9A on the west side. So it does provide that kind of connection.

MR. D. BLAKE: It would be the heavy truck traffic that would come down 44 and 67, or straight south out of Selkirk and go either way.

HON. J. PLOHMAN: Right now the heavy truck traffic has no alternative but to go down to the Perimeter Highway to get across the Red River. So the location north of Selkirk would be much more desirable for them than travelling all the way down to the Perimeter. It depends which way they're going. If they are going into the Interlake area there is a lot of pulp haul that takes place through that area and that comes from the Interlake area.

So there is a projected traffic, as I have indicated, of a substantial amount that would use this bridge, and certainly equal to or greater than any of the other crossings south of Winnipeg and across the Red River. So there is a strong justification for a bridge in that location.

I think in terms of the actual location north of Selkirk, we have to consider a number of things, and that's why there were options presented by the department for consideration, not only for myself as Minister but also for consideration of the local communities, the residents and individuals affected there and other departments of government as well.

The seaplane base located north of Selkirk would have been affected by a route that would have been chosen, say, south of the one that has been chosen, so that was a major consideration. We didn't want to affect their operations as a major seaplane base, Selkirk Air, as well as the historical sites, the St. Peter's Church, very valuable archeological sites in that area of the Peguis Band that was located there previously. So we wanted to avoid those areas as well. Those were kinds of consideration.

Agriculture was a consideration when looking at the route on the west side of the river where it comes around hugging the existing transmission line route as opposed to taking additional agricultural land. So we considered with other departments a number of concerns that were raised, as well as the desire to affect the least number of property owners and residences along the way.

We also wanted to of course cross the Red River at a location that would require the minimum length of

bridge. Some other alternatives that were considered were much longer such as the Sugar Island location that was closer to Selkirk just north, and the costs would have been much greater going in that area. So all of those things were considered.

The local Planning Board was consulted. The municipalities were consulted, the Chamber of Commerce, the Town of Selkirk and the residences were involved in arriving at a specific final location. It was coincidental that the best location after all of those considerations was one that did unfortunately affect one of my colleague's property, but that did not have a bearing on the final location. It's very coincidental.

MR. CHAIRMAN: The Member for Minnedosa.

MR. D. BLAKE: The proposed site for the Alcan plant affected a colleague of mine's property but it has since resolved itself.

I was interested in the Minister's comment about affecting farmland. Farmland was one of the considerations. I think if he will look at the proposed site the farmlands in those days as you know, Mr. Minister, are very long and narrow strips. The proposed route goes right down the centre of a homesteaded parcel of land that is excellent farmland, whereas just slightly south of it, there is a corridor of bush and rock that's not arable at all within hundreds of yards running right through to 59. I don't think that location was maybe looked at thoroughly enough than selling it.

HON. J. PLOHMAN: It was.

MR. D. BLAKE: What effect would that have had on the original route had that route been chosen rather than the section just slightly north that runs right through the Hryhorczuk property?

HON. J. PLOHMAN: Well the difference of a few hundred yards can make a big difference to a seaplane operation. We had looked at a more southerly route, as I indicated, I believe in the area that the member is talking about.

MR. D. BLAKE: Well this is not that far south, it's a matter of . . .

HON. J. PLOHMAN: The alignment in crossing the Red River would have been a concern to the planners and the engineers looking at that situation. I couldn't just give exactly the criteria, the concerns that were raised with that particular one, but certainly provided additional difficulties with the actual crossing of the river itself.

MR. D. BLAKE: I know running south there, the proposed new road wouldn't join up with the existing paved road there that doesn't go anywhere. I can see then the connection on the site. I've got some other questions, Mr. Minister, but my colleague for Virden has some points he wants to raise tonight.

MR. CHAIRMAN: The Member for Virden.

MR. H. GRAHAM: Mr. Chairman, when we're dealing with Planning and Design, I would like to talk about

the planning that is taking place, in particular with one PR on the western side of the province, PR No. 571, which runs from PTH No. 41 west to the Saskatchewan boundary.

I have some of the road programs from previous years in front of me, Mr. Chairman. I note that it was probably back in '79 or '80 when the first plans were put forward for the building of this 4.1 miles. I think there's a very valid reason why it was put in the road program because there is a large amount of traffic particularly with the potash industry now and renewed oil activity in the Rocanville-Moosomin area. There is a lot of traffic across there, and it's particularly disturbing and is not really a very good advertisement for the Province of Manitoba when you drive off a paved road onto four miles of gravel, and then connect up with pavement again.

So there was this little stretch of four miles that was gravel, and there was I think a genuine desire on the part of the government to at least provide a sort of a continuous surface for the travelling public. If they are going from asphalt onto asphalt, there was a certain desire to see that it be a continuous type of surface.

About two or three years ago we went - and I've watched the progression of the various projects through the various years - we went from acquisition of right-of-way to the actual grade. Now this happened not during your term of office, Mr. Minister, but the previous Minister. But unfortunately that is as far as it has gone, so the real reason it was there in the first place, for the travelling public to drive off asphalt onto four miles of gravel and then reconnect with asphalt again, still exists. The department has only done half of the job. They have done the grade and the gravel part, but we still have a gravel surface there and I notice in the program for this year an absence of any mention of that particular four-mile stretch of road.

I know the Minister has many requests and many priorities but apparently this is not one of them. I suggest to the Minister that it does not assist in promoting the image of a good road system in Manitoba for anyone coming from Saskatchewan to go bouncing over four miles of gravel and suffering stone bruises to their windshields and the odd broken headlight and the odd broken windshield, because there is a lot of truck traffic on there. There's a steady flow of truck traffic hauling potash from the Rocanville Mine, and there are also oil trucks on the road which are hauling oil from the various oil wells in the Rocanville area that do feed into the pipeline at Cromer.

I was wondering if the Minister would consider an expedited program of completing what I consider to be a half-finished job. The intention of government I thought was excellent when they did agree to do the project, but now we find that the project is only half-completed, and I was wondering if the Minister would care to comment and give us some indication of when we might see an asphalt surface on that four-mile stretch.

HON. J. PLOHMAN: Mr. Chairman, I thank the member for raising his concerns and concerns perhaps of many others along the area that he's mentioning on 571. That short section as he's indicated was upgraded and two AST standards with the width that is required for

subsequent AST. However, it is a road from our indications that has about 125 vehicles per day average daily traffic. When you consider that in terms of many other roads in the province, it is rather low; it's a Class 4.

When we're talking about the average daily traffic, we had Class 1, 2, 3, 4 and 5, this would be the second lowest, for maintenance purposes, the number of vehicles per day. From that standpoint, it's not a high priority, but the member raises some good points about the fact that the road is paved in Saskatchewan and it would be desirable to have that connection at least with an AST surface. That would result, of course, in weight restrictions in spring in that area where they're not at the present time. That's one of the drawbacks of an AST surface, but one that certainly I should mention. It is ready to proceed as are a number of other projects where upgrading has taken place, and as the member recognizes that all of the roads that are upgraded cannot immediately be surfaced.

As a matter of fact, we're looking at expanding our dust treatment to a number of roads, so that we can provide a better and safer surface because we're not able to place an AST surface on all of those. Because it was upgraded, it does not mean that automatically it would follow that AST would take place, say, the subsequent year. I can tell the honourable member that we will consider that seriously in the next highway construction program and I will take his comments into consideration at that time.

MR. CHAIRMAN: It's now 10:00 and I'd like to give a chance to the Member for Swan River who has been waiting. The Member for Virden may have some more questions.

MR. H. GRAHAM: Yes, Mr. Chairman, I just got started but if you want to call it 10 o'clock.

HON. J. PLOHMAN: Whatever you want.

MR. H. GRAHAM: I could carry on because I have about a half-an-hour.

MR. CHAIRMAN: If we're not going to finish it, why start it?

MR. H. GRAHAM: Well, Mr. Chairman, just one more question on this particular road. It may further influence the Minister. I would like to draw to his attention the maintenance that is required on that road has to come from the Birtle office which requires a large amount of dead-heading on the maintainer to arrive at that four-mile section. So the cost of maintenance, while it may only be 12 or 15 times a year . . .

HON. J. PLOHMAN: Twenty times.

MR. H. GRAHAM: . . . the cost of it is considerably higher than it would be for a normal road.

MR. CHAIRMAN: What is the pleasure of the committee?

Committee rise.

SUPPLY - HEALTH

MR. CHAIRMAN, P. Eyler: Committee, come to order. We are considering the Estimates of the Department of Health.

INTRODUCTION OF GUESTS

MR. CHAIRMAN: Before proceeding, I would like to direct the attention of members to the gallery where we have a group of 25 boy scouts from the Charleswood Scout Troop. They are under the direction of Mr. Bob Harris, and are from the constituency of the Honourable Member for Charleswood.

On behalf of all the members, I would like to welcome you here tonight.

SUPPLY - HEALTH Cont'd

MR. CHAIRMAN: We are considering Item 1.(c) Research and Planning - the Member for Pembina.

MR. D. ORCHARD: Thank you, Mr. Chairman. For the information of the Honourable Minister of Labour, we will pass the Health Estimates. I think we might pass them a little quicker if he'd shut his mouth.

MR. CHAIRMAN: Order please.

MR. D. ORCHARD: Mr. Chairman, I want to thank the Minister for providing me with the Johnson Report on the Study of the MHO.

Mr. Chairman, I have a couple of follow-up questions, basis yesterday, on the activities within the Research and Planning Directorate. Yesterday, I think it was in the evening I believe, I was asking the Minister about the report that Dr. Evans from UBC was preparing, "Manitoba and Medicare." Is that the only report that Dr. Evans is working on for the department?

MR. CHAIRMAN: The Minister of Health.

HON. L. DESJARDINS: That's very easy to talk about one report. Yes, he is only working on one report, but it will contain a lot of information mostly about the practice of medicine and the needs for beds in comparison with other areas. But I guess you could call it only the one report. He'll report once.

MR. D. ORCHARD: Now is that the report that's called, "Manitoba and Medicare" or "Medicare and Manitoba"? Is that the general title? And the Minister indicated last night it wasn't finished yet.

HON. L. DESJARDINS: Mr. Chairman, that's why I don't know the name, because I haven't seen it yet. It is not completed. I'm told by staff that, yes, it is referred to by that name, by that title.

MR. D. ORCHARD: Mr. Chairman, I'm troubled by a reference in the Minister's Annual Report for 1984 wherein, on Page 46, it indicates: "In consultation with a health economist from the University of British Columbia, the Directorate has conducted a medical and hospital services utilization review." Is that the review?

HON. L. DESJARDINS: That's right.

MR. D. ORCHARD: "Historical data from 1971-72, 1976-77 and 1981-82 were analyzed to measure changes in health care utilization during this decade. A report on the findings has been submitted to the Minister of Health." Who's right? Your report or your answer last night?

HON. L. DESJARDINS: I think I mentioned yesterday that the draft report - I have the draft report - it wasn't completed, and that Dr. Evans will be coming in a couple of weeks, I think, to make a presentation to the Cabinet.

MR. D. ORCHARD: So then this reference in the 1984 Annual Report of the Department of Health, the report it refers to in here that's been submitted to the Minister of Health is the draft report?

HON. L. DESJARDINS: Part of the information wasn't complete, Mr. Chairman. Yes, as I mentioned yesterday, I did get some information on it, but it hasn't been finalized. He'll be presenting it to the Cabinet. As I promised yesterday, I'll make it available to the members of the House and the honourable member.

MR. D. ORCHARD: Mr. Chairman, in the course of discussions last night Denis Roch is indicated as a member of the Planning Directorate, is this the same Denis Roch that is brother-in-law to the Clerk of the Privy Council?

HON. L. DESJARDINS: Yes, it is, and I think he is also a cousin of the would-be candidate in Springfield for the Conservative Party.

A MEMBER: Fine fellow then.

MR. D. ORCHARD: Not unless he has an "e" on the end of his name would he be a cousin.

Well, Mr. Chairman, this brings up an interesting point because the Minister indicated yesterday afternoon or maybe it was in the evening - I'll review Hansard and find out which - this planning effort is a very important effort, and it should be apolitical and that if the government changes at the end of the next election that the new government shouldn't scrap all the plans that are made by the current government.

Mr. Chairman, I have to agree with the Minister that that is the way government should work because the efforts of one government should not necessarily be cast aside simply because plans, or future direction, were drawn up in other administrations and other political party's time of administration.

Mr. Chairman, I don't know what Mr. Roch's background is, in terms of planning in the health care field, etc., etc., but it is this kind of nepotism, if I can use that word, which jeopardizes legitimate planning efforts by government. This Planning Secretariat that the Minister glowingly refers to has been set up newly by the Minister of Health, it's a planning and research group that has been put together, and may or may not be doing excellent work, but the suspicion is certainly wide open, whether it's legitimate or not, that when you have staffing in this - and they're high-priced staff,

cost a lot of money - and you bring in the brother-in-law of the Clerk of the Privy Council, a highly identified and very close New Democratic Party strategist and planner and worker, and when his brother-in law is floated into a planning and research group that is newly formed by a new government, a new political party, the Minister leaves himself and his government wide open to having the plans drawn up by that department being seriously questioned.

So I want to tell the Minister that I accept his advice that plans, just because they are made by another government, should not automatically be thrown out by a new administration when they come in simply because they were drawn up by a previous administration. You won't make all the mistakes and neither will we when we are government, and some of the things we're planning to do will be equally applicable in our term of administration as they would be in yours.

But if you want that kind of objectivity to carry forward from administration to administration you at least have to appear as if you're not bringing in imports from other provinces with political identifications very close to the political structure of the party. In this case, that suspicion can certainly be voiced, and quite legitimately I think questioned by a new administration.

Mr. Chairman, I wonder if the Minister could indicate the salary of Mr. Roch.

HON. L. DESJARDINS: Mr. Chairman, I can't start to express how disappointed I am in my honourable friend. Surely there is enough in this department without trying to, by innuendos and suggestions, to ruin or damage somebody's reputation.

For the edification of my honourable friend, Mr. Roch is an economist. He was formerly an associate of the Economic Consulting Firm of Hildebrandt and Young. He was a bag man, I think, for the Conservative party who did an awful lot of work for the party at one time.

Mr. Roch taught economics at the St. Boniface College. He has never been involved in politics and furthermore, he was at the commission starting in 1971. Now I'd never heard of Mike Decter at the time, and I think it is pretty cheap in this society of somebody because they happen to be related with somebody, when they're fully qualified, when the commission were very sorry to see him go when he left, and they tried to get him back.

But I never heard Mr. Roch get involved in politics at all, and in any reports he has always said it or written it the way it was. He never tried to play games at all, and I don't think it's fair. I certainly don't think it's fair. You're not going to start every time somebody goes into politics, people that are making their living for instance in this case as an economist, then all of a sudden he can't do any work when we need economists, and they're not that easy to get because he has a relative in there. Surely, we could have confidence in people a little more than that.

We've got another one that I have an awful lot of confidence with. He's a former Minister of Health, of the Conservative Party, Dr. George Johnson, who we are using a lot more than the former government was, and who I think is a very honest man, and I'm sure he's still a Conservative.

His daughter was the organizer for the Federal party, the Executive Director, I think it was, for the Federal

party. She's still working for the party. His son ran during that time for the Conservative party against us. It didn't mean very much.

I had at one time somebody related to Mr. Spivak who was the Leader of the Opposition, and I don't think it's worthy of my honourable friend to . . . fine. If you want to ask questions, fine. Well, of course, I can't stop you anyway, it's your privilege. But I don't think it's proper before you find out what the story is or the background of these people to try to link him in something sinister and something to just give somebody a job because they're related to somebody else that happens to work for the government. I don't think that's fair. No.

How much is he getting paid? He's getting paid \$52,000 a year, and by the way, he's the one that's on term to do some of that work at this time.

MR. D. ORCHARD: Could the Minister indicate the names of the other people in the Planning directorate, please?

HON. L. DESJARDINS: If I have to go through the 5,000 people in my department, it will be a hell of a long time. I might even find a cousin of yours.

In the meantime, there were other statements that were made yesterday and I'm getting a little fed up with these statements. There was a statement made in accusing my colleagues of - Miss Theresa Ducharme - who has raised a lot of dust around here, who I think the former Minister refused to see. I think she went to the Ombudsman. She went to the Human Rights Commission, and she was turned down in every instance. Well, just for the members of this committee to know what's going on, to think that we are turning our back on these people to think that they can be difficult and they can be unfair because they happen, and we always hesitate to bring any names up like that, but it wasn't brought up by me at this time. Let me give you an idea what this government did, and the former government did just as much for Mr. Chairman. In 1981, they paid over \$8,000 for orderlies, \$24,000 for the attendants, supplies - the record of supplies wasn't kept - the wheelchairs was \$7,203, for a total of \$39,000; in 1982 it went to \$42,000; in 1983 it went to \$73,000 plus \$26,000 for her hospital stay, so many days in a hospital, while her husband was in the hospital; and this year for three months it's already around \$18,000.00. So to say that we are turning our back on people that are handicapped is exaggerating quite a bit.

I will give you the names now and I will ask staff to prepare the background of all these people and that will be also given to the members of this committee later on.

Mr. David Pascoe is director, Dennis Roch, Kathleen Scherer, Jennifer Clinch, John Kenny, Barbara Millar, Brian Gudmundson, Jan Weedon, Lucienne Stadnyk, Diane Karpenic.

MR. D. ORCHARD: I thank the Minister for those names. We will possibly, at a later date, discuss the individual that the Minister referred to earlier on this evening.

Are there plans to fill the vacancy in the Research and Planning group?

HON. L. DESJARDINS: Yes, Mr. Chairman, eventually we hope to fill the vacancy, and hope they fill the vacancy with a type of person that we want that could be helpful to us. As I say, even after tonight, I am very proud of the work that has been done by this group and I certainly hope they continue because they are providing information that should be helpful to government now and future governments.

MR. D. ORCHARD: Does this Planning and Research group do any sort of research and the planning on the introduction of new diagnostic or surgical techniques?

HON. L. DESJARDINS: No, there are different committees at the commission and these committees are composed mostly - in those kind of committees anyway - of physicians and they are the ones that advise the commission most of the time on that. They mostly talk about administration, the systems and, as I say, the practice of medicine, the pattern, to see what we need for the future. They are not involved too much in medicine, research or anything like that.

MR. D. ORCHARD: Okay, then, is it fair to glean from that answer that research in the new diagnostic technique or surgical procedure is done through the MHSC, through research committees and planning committees in MHSC? What I am looking for from the Minister is where it would be more appropriate to discuss that sort of medical procedure, not administrative planning?

HON. L. DESJARDINS: Well, I can answer that. There is very little of that done by the government. Now if I understand the question correctly, this is done by the medical profession, this is a function of the medical profession. I don't think, if you're talking about equipment, that might be different, the commission is certainly involved in that, but methods of treating the patients and the drugs and so on, that is done mostly by the medical profession and there is discussion with the commission.

The best place to discuss that would be, I would imagine, either under Medicare or under the Manitoba Health Services Commission.

MR. D. ORCHARD: Okay, I realize, Mr. Chairman, that the medical profession are the ones who would look at new techniques and new surgical procedures, but there surely must be someone within the Department of Health or Manitoba Health Services Commission which would say, yes, we believe this is a technique and a procedure that we should fund under Medicare. That's the area of analysis and research that I would like to know, is that better discussed under MHSC, because that's fine with me if it is?

HON. L. DESJARDINS: I guess the best way, Mr. Chairman, to describe the commission, it is mostly an insurance company. It insures in this program - Medicare, hospitalization, the other program that we have under Pharmacare, personal care homes. It also provides the grants for the air ambulance, and the air ambulance would also be under the commission.

Anything like that, first of all, has to be approved by the College of Physicians and Surgeons. Then once

that is approved and that information is given to the commission, well, then the commission will deal with it; not everything is automatically accepted.

MR. D. ORCHARD: That's what I'm getting at.

HON. L. DESJARDINS: Oh no, not everything is automatically accepted, we have a list. Nearly every day I receive letters that something else should be covered in the plan and so on. That is a political decision, but of course we try to make those decisions with the best advice and try to cover the needs as much as possible, but there is no way that this becomes automatic that we cover everything, we won't even consider it.

For instance, I've been receiving many letters for the last two or three years about pump . . . what is it? - infusion pumps and so on, and that has never been fully approved, maybe that is the one my friend is thinking about. That, of course, would not receive, we wouldn't even consider approving and including that in the program until it has received approval from the College of Physicians and Surgeons.

MR. D. ORCHARD: Mr. Chairman, all I want to make sure is that - and I think I've got the answer - this Research and Planning group does not get involved in evaluating medical procedures, so that's not the proper place to discuss that, it would be better to do that, say, if I could make a suggestion, under the Manitoba Health Services Commission. Surely there's an area in there where we can discuss that.

Can I ask the Minister whether this group, Research and Planning group, recommended the process that the Minister identified - I'll have to dig it out - in his opening remarks? But, basically, was this the group that recommended the offering of funding assistance to public health nurses who wish to take university education? Is that where the idea came from?

HON. L. DESJARDINS: The government receives advice from more than one direction or one source. This group is the planning. What they would do is they've been asked or commissioned to do certain studies, and they will try to do it.

Now, in this case, and I want to serve notice on this committee, I am not automatically going to answer the question, first of all, because I don't know exactly where the recommendation came from, but I think that's an internal matter. In this case I don't mind, but if it's going to become something like was asked of my colleagues in the House, well I think that's an internal matter. It is staff and I don't think it's proper to put staff on the spot. The responsibility in this belongs to the Minister and the government, and if we get that advice we have to suffer with it also. In this case, this came from one of our Assistant Deputy Ministers, Dr. Wilt, who is I think, a very respected gentleman, who's Assistant Deputy Minister mostly in Community Health and we're trying to build that portion.

MR. D. ORCHARD: Mr. Chairman, I'm not on a witch hunt on this particular item. I'm not trying to lead the Minister any place on this item and it's interesting to know that Dr. Wilt, who is heading up community health

programming, would make that recommendation. But I want to use the opportunity to suggest to the Minister of Health a course of action. If Dr. Wilt saw obviously a need for additional public health nurse training and expertise, and he's identified for the Minister a method by which that can be accomplished, it is going to require some additional funding to make sure the manpower is there, the Minister's got an ongoing problem with staffing complements in intensive care.

One of the problems that's identified is that the nine-month training course is at a reduced salary rate and, if the additional training to public health nurses and delivery of a program is deemed as a necessary place to spend short dollars, I would simply make the suggestion to the Minister, and maybe his Planning and Research group could determine whether it's economic and feasible to somehow take the negative incentive away, to take that nine-month intensive care unit training program. It may or may not deter, but you don't know, it's given as a reason why nurses aren't going into intensive care units. There's a myriad of other reasons why nurses may not want to be there, because of the pressure, etc., etc., but the point I make is that you're offering a financial incentive to upgrade and train public health nurses, maybe the Planning and Research group should analyze and see whether a similar program is necessary to provide the staffing complements that are needed to man your intensive care unit beds.

HON. L. DESJARDINS: Mr. Chairman, I'll try to answer this question, but I would appeal to the Committee, after that, that we get back on line-by-line. I think that we certainly have been trying to be helpful as much as possible. There is a certain rule around on the question of Research and Planning. I think you can talk about the direction of where the government is going, but there'll be different opportunities to ask these questions if we stay line-by-line, and it will be a lot easier to follow here, a lot easier to get the answers.

Now I think the first thing that I should mention is the public health nurses work for us; they're hired by us, whereas the intensive care nurses are working in the hospital. They have the responsibility to recruit and so on.

Now it might be that was a bad mistake. From all indications, it is not the number that went in this course - we had plenty of those - the problem was those that stayed. Many of them were either married or left and so on, others then, because they were highly trained, were looking for more of an administration job and they received administration jobs. They used that I guess, some of them, as a stepping stone.

Now if you remember, we thought the main problem, not the only place, but there's been problems in the rural areas and also in the north. Then the former government also had the same problem; this is not a new problem. The situation then was that in hospitals it was felt that they were brought in from the rural area, from the north, and then it was very difficult to have them back in the same location where they were before. That's one of the situations and I think I announced one time that we were going to bring the show on the road, as a matter of speaking. This was one of their recommendations that was going, and help them get their training right in their location; for instance, in the

north, or fairly large centres. Well, obviously, they would need intensive care in smaller hospitals anyway. This is one of the things that was done.

All the advice that we have is that program did not help in the recruiting of nurses. This was one of the reasons that it was discontinued, and we'll try, besides that, to help in the training to have the hospitals train them also. Then there's the question of recruiting, at times the money was there but nothing could be done by the different hospitals. Of course we have the responsibility because we're responsible for the health of the people of Manitoba, but it's not exactly the same thing as if the people are working for you, such as, public health nurses that you're hiring and that you train.

I think that there might be some changes also, from what I understand, the little I saw of the first draft of the other report that I said I'd give you as soon as I got it, the O'Sullivan Report. I think that they mentioned the public health nurse, also. In fact, I remember the case that not necessarily all public health nurses should have degrees; they could have diplomas and then train after that, that's another possibility. But the whole question of nurse training and so on, we're waiting for the report that was prepared that we should have within a couple of weeks, and we will have to decide how we go ahead with that part of it because there's problems there, there's no doubt that.

MR. D. ORCHARD: Could the Minister indicate whether the Research and Planning group will be liaising with the members of the Premier's, about to be hired five-man people, two of which the Premier indicated the other day will be communicating and doing research and evaluation of health delivery programs; will this group be liaising with the individuals the Premier is about to hire, the \$261,000 five-man team that he's got in his estimates this year?

HON. L. DESJARDINS: Mr. Chairman, I have no idea how many of these people will be hired, I know that there's some. I think the Premier has already announced that this will be done. It is his wish and, of course, if we're asked to co-operate we'll co-operate 100 percent with him to the liaise. I think that we're trying to build up this committee on social services also and it is very difficult, when you look at the future, that you just talk about the one department.

For instance, the Social Services Committee will group different departments that are working in the social programs; for instance, health, education, community services and so on. We're studying and we hope to have some kind of a recommendation of what should be done for the future. There's no doubt, now anyway, we're certainly leaning toward more community health programs, more prevention and so on. I think that this is where they'll be useful to co-ordinate between the different departments. If these people are hired we would be very very disappointed if we're left out. If they don't liaise with us, then it would be just duplicating the services and what they've done and, as I say, we wouldn't be too happy with that.

MR. D. ORCHARD: Well I thank the Minister for that, if I can be so unkind, sort of non-answer, because I

don't think the Minister of Health necessarily knows what those five people are going to do in the Premier's Office, and maybe the Premier was a little anxious when he indicated the two of them are going to be working with Health department programs. We still believe, and we'll argue this with the Premier, that they are political ad men that are going to polish the Premier's image, and I just wanted to see if there had been any formal liaison.

Mr. Chairman, in the Research and Planning group, is there any consideration or any plans in the works to further reduce the number of hospitals in the city that have obstetrical services, in other words, closings in addition to Concordia and Seven Oaks?

HON. L. DESJARDINS: There is a subcommittee on obstetrics that will be reporting to me. No doubt in the department some of the people feel that we haven't gone far enough. Looking at the example of different jurisdictions, for instance, while I was visiting Grace Hospital I was told that the Salvation Army was in charge of, I think, one of the only hospitals in Halifax and one in Vancouver, I think it was, that took care of obstetrics, and I think they had 7,000 cases in one and five in the other, so that was hard to believe.

Now, I think that the feeling is that, not solely because of the cost, but mostly because of the standards and so on, that could be done providing that everything is not - the question of personality and so on is not forgotten - that you work on an assembly line basis, that's the concern that we have. But the feeling is that the standards will be better because you'll be able to get the staff and so on, and the standards will improve.

So right now there is no direction, there is no thought of changing anything, certainly at this time, but there is a committee that will be reporting and making a recommendation to me on that - a subcommittee.

MR. D. ORCHARD: So then, is it fair to glean from the Minister's answer that he doesn't have any plans in the works whereby he would see the need or the benefit of closing down and further centralizing obstetric wards in the five remaining hospitals in Winnipeg?

HON. L. DESJARDINS: I can honestly say that there is nothing in the cards at this time; that could change. I should say, also, that there are two things, there is the improved standard, as I said, in the saving of money, it has been determined that closing of more hospitals will save very little money, so that is not a factor. But, as I say, there is a subcommittee that will make recommendation. I certainly would want to keep an open mind about the whole thing of obstetrics.

Then I think it would be a mistake, even if they wanted to go in that direction, if it was done too fast. I mean, this has to work, there are still some kinks in it, it's working much better now, but we certainly will have to work and see how this is done. If it's working well, then there won't be any reason to change it at all. But, as I say, there is no direction, there is no thought in the back of my mind or anybody else's that will make a decision to change that, certainly not at this time. But, I can't say that this will never change in 10, 15, 20 years.

MR. D. ORCHARD: Well, Mr. Chairman, that's an interesting reply in that the Minister says there's no

thought in anybody's mind. I have minutes of the Cabinet Seminar, Thursday, September 15, 1983, which deals with governmental strategy, A Plan of Action. Attached to it is the Department of Health forthcoming challenges. Under Maternal and Child Health, I'll read the last paragraph in that, and bear in mind, Sir, that this document is September 15, 1983. "The Minister of Health has been advised that three centrally located obstetrical units are required to meet the needs of obstetrical patients delivering in Winnipeg. This is under active consideration and will be evaluated upon the receipt of results of the St. Boniface General Hospital Early Discharge Program. Implications of this would indicate the need to consider closure of additional units such as are located at Grace General Hospital and the Victoria General Hospital. Difficulties which were experienced in the closure of the first two facilities," - and I presume this means Seven Oaks and Concordia - "and complaints of overcrowding will be rectified with the completion of renovations to the remaining facilities."

In view of the fact that this is under active review since 1983, can the Minister give the assurance to those people living in the south end of Winnipeg, and the west end of Winnipeg would not see the imminent closure of the obstetric wards at Grace and Victoria?

HON. L. DESJARDINS: Mr. Chairman, surely we could start getting back on line by line. This will all be discussed at hospitals. We could cover the whole department under Research and Planning if we want to stretch things, but that certainly wasn't the intention of the committee when we made the rules, and I think that we've co-operated, and I ask that there is co-operation also. I just finished answering that question.

I am not going to answer any other way, I did now. What I did say was that some members of the staff, and some people also were advising that we hadn't gone far enough. I said that even before that was read. What I said is that I have it in the back of my mind. Nobody else will make this decision, that is not considered at this time.

I also said that there is a committee that will look, will tell us how the things are working, it'll report to me. At the moment there is no thought of closing any hospitals at all; that is not in the works at all. I can't say what's going to happen in the future. I can't say, and I don't think it would be fair. Now, my honourable friend will have to take my word for it; if he doesn't, there's not much I can do. But I'm saying this is not the intention, certainly not at this time.

My honourable friend has minutes, I don't know where he got the minutes of a seminar. Apparently the statement - I don't remember that statement - that might have been made. As I say, I know that some of the people have given me this advice, they think we're not going far enough, but this is not being contemplated at all at this time.

MR. D. ORCHARD: Mr. Chairman, I appreciate the Minister questioning why such items are discussed under Research and Planning, but the document has been prepared, in large part, by the Research and Planning Directorate of the department, and when we're discussing the spending of \$650,000 in Research and

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Planning, I think Manitobans want to know what they're planning.

HON. L. DESJARDINS: This is not the work of these people.

MR. D. ORCHARD: Well, okay. Can the Minister indicate then, if this isn't the work of the Planning and Research Directorate, can the Minister indicate if the Planning and Research Directorate are looking into and studying any alternate delivery systems for health care, such as, the MHOs?

HON. L. DESJARDINS: Such as what?

MR. D. ORCHARD: Health Maintenance Organizations.

HON. L. DESJARDINS: HOM, is that what you mean?

MR. D. ORCHARD: HMOs.

HON. L. DESJARDINS: Yes, that is one of the things that we've had some information on, that's a possibility. I think I said yesterday we feel that we want to work with the different groups also. We feel that the motivation has to be changed and that is something that is being studied because we want the information on that. In fact, we've sent some of the people on the research group to go and see these things in operation first hand in the United States.

MR. D. ORCHARD: Mr. Chairman, has the Research and Planning group done any work on the necessity for capitation of payment or rationing of service that may have to be part of the health care delivery system; is the Research and Planning group doing any work in that regard?

HON. L. DESJARDINS: Yes, in fact, they're looking at all the systems that are deemed having some success in different jurisdictions, and that information should be available to the different committees, and then we finally sit down and map the guidelines for the future in there. So, all that information, as much information as possible, is being collected; that's part of their work, the Research group.

MR. D. ORCHARD: And has the research priorities group been down to the States to take a look at these plans already?

HON. L. DESJARDINS: I made a statement today that they were sent to see that already, and they were accompanied by the Dean of Medicine at the University . . .

MR. D. ORCHARD: Thank you.

MR. CHAIRMAN: Item 1.(c), 1.(c)(1) Salaries—pass; Item 1.(c)(2) Other Expenditures—pass.

Item 1.(d) Communications: (1) Salaries, no expenditure; (2) Other Expenditures - the Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, is there any individual working on the Communications for the department?

HON. L. DESJARDINS: No, we haven't hired a communications officer as yet. We haven't got one.

MR. D. ORCHARD: I think it's Dave Robertson who is often quoted as saying certain things?

HON. L. DESJARDINS: Dave Robertson has been with the department for an awful long time. He was working with the - what was the name - well, there was a branch with Burnett in health education and for awhile, he moved to my office to help prepare some of these things, but then he's back. There was a reorganization, and he's back and we have no communication officer now.

MR. D. ORCHARD: What's the purpose of the Other Expenditures, and who will administrate the spending of that \$25,000.00?

HON. L. DESJARDINS: As I said, the position has been there, or the possibility of hiring somebody has been there for a number of years. We have never filled that position, and that would be used only if one is hired. If not, it won't be spent.

MR. CHAIRMAN: Item 1.(d)(2) Other Expenditures—pass.

Item 1.(e)(1) Administration and Financial Services: Salaries - the Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, this position is the Assistant Deputy Minister's office, I take it, Frank Maynard's shop? Is that correct?

HON. L. DESJARDINS: Yes, this is to cover the Assistant Deputy Minister, one director, three budget services, 11.5 accounting services, two agency relations, three secretaries and three operational service for a total of 24.5, and I don't think there has been any change in this.

MR. D. ORCHARD: The ADM is Frank Maynard for this shop. Now are there any vacancies?

HON. L. DESJARDINS: No.

MR. D. ORCHARD: Okay, any positions filled on an acting basis?

HON. L. DESJARDINS: No.

MR. D. ORCHARD: What — (Interjection) — Well, I heard the answer. Both are no apparently.

What areas report to this ADM, what areas of the Department of Health?

HON. L. DESJARDINS: I'll give the members of the committee the activities. I think that will be the best way, to give the activities of this branch.

Their responsibility is co-ordinating the department's annual Estimates process including preparation of the Minister's House book and briefing notes; strengthening the relationship of departmental program planning through the resource allocation process through participation in the systematic review of departmental

services; to realign programs and resources with priority health needs; reporting on departmental cash flow appropriation commitments; to provide spending projections and other financial matters; to assist senior management with financial planning; performing central accounts payable; revenue and payroll accounting functions and establishing departmental accounting systems; policies and procedures to guide field and central accounting operations; and co-ordinating activities pertaining to the establishment of appropriate program support conditions; and funding levels for external health agencies administering departmental funding to these agencies.

MR. D. ORCHARD: Then I take it from that, do other areas like medical equipment and supplies, that doesn't come under the shop of this ADM?

HON. L. DESJARDINS: It might be helpful if I could talk about these different departments under this department. There is Human Resource Development, Administrative and Financial Services, Personnel Management Services, Management and Analytical Services, Medical Supplies and Home Care Equipment. So the answer is yes. This is on your report that you were quoting a while ago on Page (v).

MR. D. ORCHARD: Okay, got it. Mr. Chairman, under the Other Expenditures, are there any consulting or any contract hiring or any unusual expenses of the administrative and paper and etc., etc., in the \$116,000.00?

HON. L. DESJARDINS: No, and the Other Expenditures provide for operating costs of this branch including telephones, equipment, travel costs, office supplies and stores.

MR. D. ORCHARD: Does this ADM have anything to do with the co-ordination of computer programming throughout? Is this where we . . .

HON. L. DESJARDINS: Yes.

MR. D. ORCHARD: Okay. Are part of the staff complement of 24 involved with assisting the various other branches of the department in planning their computer needs? Is that a role?

HON. L. DESJARDINS: The information that I'm getting, no. This isn't a . . .

MR. D. ORCHARD: Okay, as we go line-by-line and if we run into a line in the Estimates where there are some computer questions, does that individual director make his own decisions as to his desire to enhance or upgrade or change the computer system or add a computer system? What I'm looking for is: where is the co-ordinating function? Because the demands, unless they've changed in the last several years, for computerization in the various departments has probably increased and is something that I would like to find out where the sort of central planning and decision-making is done on the implementation of new computer programming?

HON. L. DESJARDINS: I think if you turn the page, on Page 85, when you get to (h), it should be my answer that it wouldn't be part of the 24 that are under (e) at this time, but they still report. It's still under the Administration and Finance. It's still No. 1, but if you look at the next page under 1.(h) Management and Analytical Services, that's where you will go.

MR. D. ORCHARD: That's where you go?

HON. L. DESJARDINS: Yes.

MR. D. ORCHARD: Okay. Mr. Chairman, is this the fair area where I could ask the Minister whether he was able to find out any additional information on the fin number that my leader posed the question to him?

HON. L. DESJARDINS: I have asked for this information. I want complete information not only for the committees, for myself, because I have been aware of that. But I should have that for tomorrow.

MR. D. ORCHARD: Now I know the Minister has a desire to . . .

HON. L. DESJARDINS: Excuse me. First of all, let me say if I may, that when I am suggesting co-operation and we go line-by-line, I can assure the committee that if something that is forgotten, I won't try to play games at all for some reason or other, as long as we don't repeat and go in circles.

By the way, this will be covered. What you're asking now could be covered under the commission also, so there is lots of time.

MR. D. ORCHARD: Mr. Chairman, that was the suggestion I was going to make to the Minister. I want to proceed line-by-line, but if it was appropriate, we can go back, yes.

Mr. Chairman, I don't have any further questions on this section unless other members have questions.

MR. CHAIRMAN: 1.(e)(1)—pass; 1.(e)(2) Other Expenditures—pass.

Item 1.(g) Personnel Management Services: (1) Salaries - the Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, under the Personnel Management Services, is this the hiring group for the entire Department of Health and their staffing requirements?

HON. L. DESJARDINS: The department, yes; not the commission.

MR. D. ORCHARD: I note in the description in the Estimate book that it is Personnel Management Services' responsibility or part of their responsibility to deal with affirmative action in hiring in the department.

Could the Minister indicate what sort of guidelines the department has in terms of affirmative action hiring?

HON. L. DESJARDINS: A management employee committee has been appointed to assess the impact

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of systemic barriers which have contributed to under representation of target group members; that is women, Natives, physically handicapped and visible minorities. Affirmative action plans will be filed by my department with the central committee in accordance with the established time line.

MR. D. ORCHARD: I should have written down some of the words, but does this mean that the department is following a quota system? What is the policy in terms of hiring Natives or hiring handicapped or hiring women or minority groups?

HON. L. DESJARDINS: So far there hasn't been any quotas or reversed discrimination or anything like that. I think that the main thing that is done is to make sure that these people have a fair opportunity and could qualify for the job.

MR. D. ORCHARD: Now, I don't want to stimulate an argument or anything, but the Minister said, at this time. Are there plans in the works to implement a sort of quota system, or was that just a phraseology he used?

HON. L. DESJARDINS: Why I said that is there is discussion around the Cabinet table at this time in dealing with all the departments and there could be some changes. I couldn't tell you at this time.

MR. D. ORCHARD: Just for ease of future questioning in Estimates, which department would be co-ordinating that effort so that we could question that Minister?

HON. L. DESJARDINS: The Civil Service Commission.

MR. D. ORCHARD: The Department of Labour then. Pass, Mr. Chairman.

MR. CHAIRMAN: Item 1.(g)(1)—pass; Item 1.(g)(2) Other Expenditures—pass.

Item 1.(h)(1) Management and Analytical Services: Salaries - the Member for Pembina.

MR. D. ORCHARD: Thank you, Mr. Chairman. Following up on previous questions I put to the Minister a few minutes ago, this is where I assume that planning for departmental computer usage, new computer installations, software programming, that sort of thing, is this where we could discuss the direction of the department in that regard?

HON. L. DESJARDINS: Yes, the system development computer resource support units are part of this branch, and they provide a co-ordinated approach to the development and implementation of automatic systems within the department. In addition, these units conduct the administrative reviews concentrating on the development and improvements of systems and procedures.

MR. D. ORCHARD: Okay. Mr. Chairman, the Manitoba Data Services has fairly substantial computer capacity. It's my understanding, and the Minister can correct me if I am wrong, but I believe the Health Services

Commission uses Manitoba Data Services capacity, and the Minister indicates that's correct, but my question that follows on that.

Do all departments in all divisions or all sections of the Department of Health also tie into MDS or have you a mixed bag, if you will, where some departments set up freestanding units?

HON. L. DESJARDINS: Yes, there is and we tie into MDS, but we have a varied group.

MR. D. ORCHARD: Okay. Now, if a department division comes to this section and says we believe we can operate more efficiently with cost savings if we can put in a xyz computer system and we need a few dollars to develop the software, does this group do the analytical work to make sure the most appropriate system, the most usable system is purchased, or is that up to the individual requesting department to do?

HON. L. DESJARDINS: This is done by this department who then makes a recommendation to government and approval must be had from the Cabinet, or Treasury Board anyway.

MR. D. ORCHARD: And is it a fair conclusion for me to come to that the department is not necessarily tied exclusively to hooking up with Manitoba Data Services capacity that if a more justifiable expenditure on a freestanding unit were made that that direction would not be automatically ruled out of order, that each proposal is made on its own merit?

HON. L. DESJARDINS: I am told that we are not that independent, that we are hooking with MDS at this time, but usually there could be a recommendation from the department, so out of this branch that might advise us and that possibility that something might happen that we will make a request to Cabinet. Of course, Cabinet will decide but right now we are hooking with MDS.

MR. D. ORCHARD: Are there no freestanding units, freestanding systems? Maybe I am not phrasing my question correctly. There is no hard and fast rule within this division that you have to provide your main frame capacity out of Manitoba Data Services. If a department can come up with what they believe is a more workable proposal, more tailored to their needs, that they could not have to tie into MDS and set up their own system within that division.

HON. L. DESJARDINS: So far it has been the rule, but that is one of the reasons that has to go to Cabinet and Treasury Board because Cabinet also has the responsibility if we are going to keep MDS to make it viable, and it might be that, you know, they certainly will have to be involved in the decision.

I remember in the past at times there have been different representations by MDS and by the commission who wanted to be independent. I am talking about the Schreyer years now. That was a concern. We ended up - if I can tell tales out of school - with a hell of a deal from MDS who made a commitment that they could do better, but years after, probably,

during the time of the former Minister and in the first years that I started we received a larger bill. I think that I asked for more money last year on that.

But this is a thing that I think like all these things that is co-ordinated and everything is weighed and the efficiency of the operation is very important and also make sure, if we had the capacity at MDS and if it has to be viable, that has to be taken into consideration also. But right now there hasn't been any problem, but we still must have the approval. Even the commission must have approval of the Cabinet.

MR. D. ORCHARD: I missed the point that the Minister made in terms that the cost ended up higher in the Minister's answer. That was on a program that was budgeted through MDS, and the charges ended up being higher a year or two down the road. Is that what the Minister indicated?

HON. L. DESJARDINS: That's in the past. What I am talking about is in the past. As I said, MDS when it was functioning pretty well like an independent company and it wanted the contract quite badly, I remember there were many meetings - and I'm talking about the Schreyer years now - then they gained that, and I don't know if it was done purposely but it was a heck of a deal, something that we couldn't get for that price. Then it got a little heavier as . . .

MR. D. ORCHARD: That was through MDS?

HON. L. DESJARDINS: Yes, MDS was charging us for service rental for a contract that we had.

MR. D. ORCHARD: Mr. Chairman, the function of Internal Audit Service that is performed by Management and Analytical Services, is it fair to assume that it is only within the Department of Health? That's not Internal Audit Service in terms of hospital budget? That's still done over at MHSC.

HON. L. DESJARDINS: Just in the department.

MR. D. ORCHARD: Pass.

MR. CHAIRMAN: Item 1.(h)(1) - the Member for Kirkfield Park.

MRS. G. HAMMOND: Are we still in (g)?

MR. CHAIRMAN: No, we're on (h).

MRS. G. HAMMOND: Oh gosh, I missed it. Can I go back?

I want to ask a question of the Minister, Mr. Chairman, about the affirmative action, and just what is happening there. I noticed it's mentioned under the Personnel Management Services. What is happening with the affirmative action in the department?

HON. L. DESJARDINS: I answered that.

MRS. G. HAMMOND: Did you answer that? Oh, I'm sorry. Oh, okay. Then I wonder if the Minister could indicate to me, I have a News Service press release

that went out and it was on the Mental Health Advisory Committee, and out of the 12 members named, there are only two women. I was wondering if the Minister - now I made a point of checking to make sure that I was correct on that and where they had initials I did find out who they were - I'm just wondering with the affirmative action, exactly when women are going to get a more equal opportunity to get on boards, because I think if there is one spot, and the Minister probably would agree, that women have a big role to play, it's in the health field. I really feel that when appointments are being made that, if affirmative action at least for women is going to take place, that the Minister is going to have to step in himself and take a look and place more women on these boards.

I think two out of 12 is really not good enough, and especially it looks like, because we're in an election year, we're hearing a lot about affirmative action, and every department is going to have a liaison person, and there's going to be a lot of up-front advertising and a lot of talk.

What I'd like to see - and this is March 22nd. I didn't go back further because I'm starting where the government looks like it's starting, even though in their - what was that piece of literature that went out that we all keep in our desks - "A Clear Choice for Manitobans," it's mentioned twice. So this isn't something that just came up, this was 1981.

But I am going to be more than fair and start off at March 22, 1985 with these appointments, and ask the Minister - because if this is going to be the government, if the government's going to be up front and they're going to talk about all the affirmative action and all the things they're going to do, and I consider women a big part of the affirmative action program - then for sure we're going to be hot on your trail and on your tail on every one of the boards from now on.

So we're going to be watching, and I give fair notice right now that we'll be watching and questioning. I wonder if the Minister would take under consideration the appointments that he has been making.

HON. L. DESJARDINS: I think that's a fair observation, and I welcome the member reminding me. It will be another one that reminds me besides my colleagues in Cabinet and some of the ladies on the side, but it would be a little more fair if we did not just take the one page if you look at this situation, and I'll accept the observation.

But I want to talk about that a bit. The government named a commission. I think the Deputy Minister was automatically on that. There were six. There are four women out of that including the chairperson. So if you're going to give me hell for that, give me credit for the commission.

We also hired a gerontologist who is a woman, Betty Havens, since then. The person in charge of our ambulance services was just promoted to the standard . . . there's one director of the rural health facilities and one in the personal care homes. There are two ladies there. So I think our record is pretty good.

But I accept the observation in the way it was given, and we'll be careful. But I'm not saying that automatically all the people that work in the department will be women either. I don't want to be left alone over there.

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MRS. G. HAMMOND: I accept the member naming, if you can pull out one and two women, but I think that's really not good enough to say that all of a sudden here I've appointed two or three. I'll be a lot happier when he can stand up and say, we've appointed two men to a position rather than the women.

HON. L. DESJARDINS: Mr. Chairman, there are six people on the commission. We've appointed two men.

MRS. G. HAMMOND: That's better.

MR. CHAIRMAN: The Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, I think affirmative action has to be fair. Why only two men out of six?

MR. CHAIRMAN: Item 1.(h)(1) Management and Analytical Services: Salaries—pass; 1.(h)(2) Other Expenditures—pass.

Item 1.(j)(1) Human Resource Development: Salaries - the Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, this section has intrigued me since the Estimate book came out and from the description it provides for such issues as succession planning. Now succession planning to me from a farmer's standpoint is planning for the day when I'm no longer here and my estate is looked after appropriately. Is that the same connotation here? Performance appraisal, differential staffing and the development of professional and management staff. Could the Minister indicate what succession planning, performance appraisal and differential staffing, what those functions involve?

HON. L. DESJARDINS: My honourable friend is not that far wrong. I think he's saying when he leaves here, I think he's talking about the future, but the best comparison is what his party will do when he leaves here if he wished to retire, his succession, to make sure there's somebody to replace him. If Frank should quit tomorrow, we want to be able to readily get these people, so in effect it is that kind of work that we're doing in keeping the supply and the recruiting and so on. So you're not that far wrong. It's to ensure adequate replacement.

In your case, it will be hard, Don, but I mean . . .

MR. D. ORCHARD: That's what they're telling me, that you won't be a tough act to follow, Mr. Minister.

Okay, so there are two people here, and what do they do?

HON. L. DESJARDINS: There's one vacancy.

MR. D. ORCHARD: There's one vacancy. Are you about to fill the vacancy?

HON. L. DESJARDINS: There's only the one vacancy, and the following major programs are what is occupying this person: Interaction Management, Supervisory Skills, Essentials of Management, Excel Management for Office Employees, and Educational Theory Techniques. If you ask me, I'll have to try and find out what that means.

MR. D. ORCHARD: Now just to get the function of this little group right now, first of all, has this Human Resource Development Group been there for a number of years?

HON. L. DESJARDINS: Two years.

MR. D. ORCHARD: Two years. And if I can follow the function of this in terms of the succession planning, really, is this sort of like the head hunters? The head hunters, it's a professional recruitment organization that you go to, to hire — (Interjection) — oh, I realize you don't have too many good heads over on your side of the House.

But, Mr. Chairman, what is the purpose of these people? Are they evaluating and looking for replacement of directors and department heads, etc., etc., within the department? Are they evaluating people that are in the middle echelon of management to determine whether they've got the royal jelly to be advanced at some point in time? Or do they travel across Canada and search out good personnel in other departments of health throughout the province? What really do these people do in succession planning?

HON. L. DESJARDINS: Here goes, Don. Branch activities: Integral to every organization is the ongoing development of its human resources which ensures the optimal effectiveness of the staff providing its services.

The maintenance and improvement of the quality of departmental programs depends very largely on the quality of its staff as well as the extent to which they keep abreast of the latest advances in their respective field.

The Needs Assessment was extended in 1984 to include the Program Directorates as well as the Brandon and Selkirk Mental Health Centres. As a result of the survey the unit launched a systematic skills base management training program in late spring which it delivered to managers and supervisors in four regions of the department in 1984. The response to this program has been very positive and will be available to other regions and the Program Directorates in 1985.

MR. D. ORCHARD: This is new.

HON. L. DESJARDINS: During 1984 a seminar in instructional techniques where public health nurses were piloted and is currently being revised. — (Interjection) — Is he giving you the answer? I'll quit if he gives the answer.

The Human Resource Development unit is involved in offering the following major programs: Interaction Management, Supervisory Skills, Essentials of Management Excel, Educational Theory Techniques. It should be noted that these programs are tailored to meet the specific requirements of various levels in areas of management as well as developing the instructional skills of our employees. An important expanding function of the unit is to act as a consultative and liaison resource within the department as well as to various agencies and interdepartmental groups.

MR. D. ORCHARD: I wonder if the Minister could answer the question I posed to him. What is succession

planning? Does this person who is now in this Human Resource Development group, do they go along in the Department of Health and look at a potential replacement for your ADM that's assisting you with this answer, look for a replacement for your Deputy Minister, and if they do, do they do it strictly in-house, or do they travel to other parts of the province and even down to the States to recruit people?

HON. L. DESJARDINS: In a department such as ours, and including Brandon and Selkirk where there is a large number of employees, it looks at the range of service and the needs. There is always somebody that is retiring and so on, and it's trying to recruit and make sure that we have the proper people within the system. Also the people that are already there, those that are ready to move up and so on are given the necessary help. Normally, it's not affecting too much the senior management of the department. I don't think they'd be too involved in finding a replacement for a Deputy Minister, for instance.

MR. D. ORCHARD: Well, Mr. Chairman, this presents a unique sort of a function within the department. It's my understanding that for a lot of job recruitment and a lot of filling, there is a bulletining process and hiring through a personnel management portion of the department along with the Civil Service Commission so that that recruitment is not in any way theoretically biased in preventing a given individual from having free and open access to the job if he's duly qualified.

But this Human Resource Development Group, if it's looking at succession planning in terms of finding replacements for given individuals within the department, would seem to me to be running quite contrary to the hiring practice that's established because if these people go along and lay the golden hand on a person and say, well, I think you're going to get x, y, z job because you're qualified for it; but then I don't understand what these people are doing.

HON. L. DESJARDINS: First of all, Mr. Chairman, I think some of the members of the committee, including the member who just spoke, is under the impression this is new. It is new as such because it has been isolated - one person - at this time this was done by the department before. It is not scouting, for instance, for talent and say, here, you've got the job, we're signing people up. No, that's not the function. It is looking at the potential and maybe helping people with the training, and then they're on their own. They have to fly like anybody else. It is not selecting or picking people that have been favourites and so on. It's just to make sure that these people have the potential and so on.

I'm told it looks new because it has a different heading. This was always done by the department, and I think it's done especially in the large departments of government. But now it has been isolated and that person is responsible for that. It is a normal function of a personnel department in any large company and so on, and in the private sector also.

MR. D. ORCHARD: Mr. Chairman, I guess that's where I'm coming from. The Minister indicated earlier on that it's only been there for a couple of years. But I presume

now from his last answer, that it's only been separated out separately for the last two years.

When you've got the next line which indicates performance appraisal, that normally was done by the personnel management division in any given department, and if what we're looking at is advice to people in the department as to how they can better qualify themselves for future promotion in the department, and a group which is going to appraise the performance of given civil servants within the department, I don't see a great deal of difference between this and the straight personnel management function of the department.

So I guess my simple question is to the Minister, what does this group do that's unique from an ordinary personnel management department function?

HON. L. DESJARDINS: Probably it is not clear. It does not do the appraisal. What it does, it trains exactly the personnel people, the directors, to be able to do that, to be able to appraise. But the appraisal is done by the director who's the person in charge of the department. This is only training directors and personnel to be able to do this through a system set up that then they could measure and evaluate them. — (Interjection) — I'm informed it could very well. I've been left with Personnel but, as I said, it's just isolating a person and being more of a specialist in certain things. It could be all grouped into Personnel as it was before.

MR. D. ORCHARD: I have to admit that the Minister is confusing me with what the function of this group is. Do I take from his last answer that this group will work with the directors, the director levels and train the directors in terms of how to operate their department?

HON. L. DESJARDINS: I'll try again. It sets up a system and it trains the director to be able to use the system, to understand the system, and also to do the measurement, the evaluation of the personnel. He has the responsibility but it helps him to be able to do that as well as possible.

MR. D. ORCHARD: Is it fair to say that this group provides the appraisal guidelines for performance appraisal for each of the divisions within the department, that they set up the guidelines as to whether your staff is working at 80 percent, 70 percent, 60 percent of capacity and whether you need additional staff and additional specialists? This is where the appraisal formula or framework is established and given to directors to follow so it's universal throughout the department?

HON. L. DESJARDINS: Yes, and we hope that we can be more consistent in that matter also.

MR. D. ORCHARD: What is differential staffing?

HON. L. DESJARDINS: I think this is to enable us to get the right people. In other words, their job would be when you need a nurse, what kind of a nurse do we need, a diploma nurse or a degree nurse, but all the degrees and the other - what should I say - title

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to her name, or can we use an LPN, for instance, in that area. It's just to tell that you use people efficiently and then that you don't get people that necessarily insist on people that are overtrained for a certain job. So that's the differentiating.

MR. D. ORCHARD: That would appear to be performing a function of one would assume would be in the Health Services Commission.

HON. L. DESJARDINS: I was talking about public health, not nurses in the hospitals. That will be done in the hospital by the people who are hiring the nurses in the hospital.

MR. D. ORCHARD: Pass.

MR. CHAIRMAN: Item 1.(j)(1)—pass; 1.(j)(2) Other Expenditures—pass.

Item 2.(a)(1) Community Health Programs, Program Support: Salaries - the Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, the salary complement, and I suppose I should have posed this question in the last section as well, but the salary numbers are down. Does this represent staffing that, for instance, have left and have been replaced by lower classified people, hence the salaries are lower this year. Like what's the reason for the salary drop because you are talking the same 17 staff years in that Program Support.

HON. L. DESJARDINS: Yes, it's a combination of things there. I am informed there is one vacancy and four unfilled positions. Staff has left and we have been hiring new staff at a lower classification and it is mostly that. It is a classified change of position in the annual increments and so on. There is to be no change actually.

MR. D. ORCHARD: Could the Minister indicate what new policy directions that he would envision under delivery of Community Health Programs?

HON. L. DESJARDINS: If you look at all the other numbers, that includes the Community Health Program Support, Communicable Disease Control, Maternal and Child Health, Health Promotion, Hearing Conservation and all the rest that you can read, there has been some reorganization in that. So that's partly to get the department more involved in prevention, for instance, in community health. I think in the past there has been mostly going towards the institutional, the hospital setting, and that is slowly changing.

This is the main function of grouping all these people that are either delivering programs and so on, and we could go into more detail in that. It also covers home care and the private health we have and so on. I think we could go in more detail as we go along but it is the branch, the department that is involved in mostly the health that is delivered by the department, the community health, because it has nothing to do with the hospitals and institutions, of course.

MR. CHAIRMAN: The Member for Kirkfield Park.

MRS. G. HAMMOND: Yes, Mr. Chairman, I wonder, is this the section that would deal with any programs that

are delivered by the schools, or does that just go through the Department of Education.

HON. L. DESJARDINS: That is the Department of Education.

MR. CHAIRMAN: The Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, the Program Support line here provides program policy and direction to the Community Health Programs. Now, is the Minister embarking upon or is this group studying some new program deliveries that he wants to share with us, some new directions in community health that he wants to share with us this evening?

HON. L. DESJARDINS: Yes, these people meet on a regular basis with the Deputy Minister and if I am available - it's difficult during the Session, for instance - and the director of planning and Dr. Wilt and Don here and Frank in administration, the different directors meet together and discuss some of these policies. They meet often with the Deputy Minister, of course. There is no doubt that we are trying to go mostly on this prevention; for instance, the program that we have now is diabetes. They have also helped work in conjunction with the hospital for early discharge because they are involved with maybe home care and those programs as such, but if there is a direction, if I can say briefly, it is going in the direction of prevention and home care and services in the community rather than in institutions, people being institutionalized.

MR. CHAIRMAN: The Member for Fort Garry.

MR. C. BIRT: I am wondering if the Minister could answer a question if this is the appropriate spot to ask it. I believe for the last two or three years the City of Winnipeg has had some discussions with the government about taking over certain services, and I am thinking now of the split jurisdiction between the health inspectors who basically are employees of the province who look after the suburban areas in the city, or the old suburban areas, and the city has their own health inspection department in the older part of the City of Winnipeg. Have there been any further discussions and any possibilities that the province will be taking over that full responsibility for the city at large?

HON. L. DESJARDINS: I think my honourable friend already knows the answer. He was a member of caucus but, nevertheless, I think it's a fair question.

There has been a request by the city within a year or a year-and-a-half or so to the department that we take over the whole delivery of health in the city. There was a committee set up, co-chaired by - who was it was it at the city? - my Deputy Minister and Mr. Henderson - wasn't it? - Dave, yes, one of the commissioners, because of the study that's going on in the department and, as we say, we're at the crossroads of where we are going. But we want to work in the community on prevention and so on, it was felt that it was premature to do it at this time, but it's just postponed for the time being, there is no decision made.

But it's not shelved and it's not refused forever and a day.

But the information, the message that went to the city that at this time, no, that it wouldn't be advisable to move in that direction until we know exactly where we are going.

MR. C. BIRT: Would the same answer apply? I can't recall whether or not the study applied. I know there was some discussion about the split jurisdiction with the health inspectors, but another question would be as it relates to communicable diseases, the treating of the various health programs that they've got running in the city, and in fact in some cases you've got perhaps duplication or you have conflict.

Has there been any discussion, or is the province contemplating at least working in a co-ordinated or co-operative way or at least taking over some of those functions? Now I'm talking about the specialized ones like the communicable diseases aspect.

HON. L. DESJARDINS: It might be that this was discussed at the committee level, I'm not sure, of part instead of the whole package. But I'm sure that we would co-operate in the communicable disease, for instance. I'm sure that there is a lot of co-operation. We would continue to co-operate but to take over the service of the inspectors and so on, as I say at this time it was felt that it would be unwise.

I must be candid also. One of the things that concern us is because of the makeup of the city now, there are certain services that part of the city gets more service than other areas because it is delivered. Note that some of the services that we are delivering in the city, it is the core area that we're talking about now. That is a thing that's very difficult to reduce services in, and that was done by the community, the same as somebody decided they wanted to spend more on education.

I must be honest. One of the factors, is when are we ready to boost the service that we give to all the people of Winnipeg?

MR. C. BIRT: The Minister had indicated that there was some study for a global delivery of health services to the citizens of Winnipeg, and this is the reason the joint study between the city and the province was tabled. Could you elaborate on what that study is?

HON. L. DESJARDINS: My understanding was that the request from the city was that the government, through this department, take over all the delivery of health care. That's what I meant by global.

Now one of the concerns that we have - there is a possibility, and again I'm a little leery, I'm a little worried about saying that when it's a possibility, I want to make sure that people do not take from that my words that this is a decision already made that we're going in that direction.

But one of the possibilities, one of the things that we want to keep open when we go in the direction of community health rather than around institutionalizing people in institutional care, I think there is a possibility that we will regionalize more. I think I was talking about that yesterday, for instance, that we might go in a group, maybe some kind of umbrella group that would together

have the responsibility for an area of hospitals, personal care homes, home care and so on that we let get involved, the people, the citizens, a little more.

We would always be responsible for the financing, at least of a certain plateau. If they want to exceed that, that would be their responsibility, the same as it is now and also for standards.. There would be a minimum of services that they would have to have, but a possibility would be that a region or a community might choose different programs.

For instance, if you have a section, rural or in the city, that there might be an awful lot more of senior citizens, they might say well easy on the maternal and child care we don't need too much of that, but let's spend the money wisely and let's take care of these people. It's no use having this program when there is so much need of more personal care homes or home care or those programs. Then in another area, it might be the opposite. They might have a young community.

So these are decisions that will have to be made, but they are being looked at. If we are doing that, why take over and then turn around and say, here, you take it back.

MR. C. BIRT: Is the Minister suggesting that we would then be delivering community-based services on a regional basis much like the proposed decentralizing of the Children's Aid is concerned, where you would be getting representatives from the community sitting on boards, making decisions such as whether you put more geriatric services in or perhaps you go after other types of preventive diseases? Is that what you're suggesting?

HON. L. DESJARDINS: I must be quite honest, and I'm not that familiar, that sure of what's going on with the Children's Aid Society. I leave that to my colleagues here, and I wouldn't want to make any comparison.

But what was defined by the member is to say, is exactly that. If that's what is happening with the Children's Aid Society, fine. We feel that the local group would be responsible.

I guess I could compare it also a little bit to the Health Sciences Centre. At one time, do you remember, there were different groups. There was the Children's Hospital, the General Hospital and so on. They used to say to government, why do you bother us? What do you know about this? Let us run our own affairs. So we said all right, the money is there, and you decide. So the board, they have their battles now, but they've decided they might want to put a little more for Children's Hospital or General Hospital and so on. I guess it is a bit of the same thing, and they would have the responsibility.

Right now, there is a danger if we move in prevention, if we move in the community, if we don't involve the hospitals, for instance, there will be a war to protect each other's empire and the people who want to put more in the hospitals, but if it's the same people they will have that responsibility. If they want to spend it all on the hospitals, they should let the community decide. So I think there should be a proper balance, and they should make the decision.

That doesn't mean that the government department will fold. Of course, we'll have enough responsibility.

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But it could be, and you don't see that often, but it could be that we will lose that. The people that are working in our region, it could be that they would end up working for, if that is done, for the region. It could be that even in my friend, the Minister of Community Affairs, also that some of that staff might move because I think we agree it's very hard to separate these programs between other social services and programs that department delivers also.

So that is a possibility. We're looking at it. But again, it's certainly not government policy; it is something that is being studied.

MR. C. BIRT: Either the review or the conceptualizing, there is a move, I believe, to sort of like same-day service in your hospitals. You were trying to use the hospital basically as an outreach or a same-day type service, and whether it be for providing of psychiatric care to the population at large or even just medical treatments such as the chemotherapy, this sort of thing. Are you talking about using the hospital then as the base for this community service concept that you're talking about and deciding what services should be provided in a community? Or is that to be operated separately from the concept that you were discussing?

HON. L. DESJARDINS: This is too early to tell at this time. I would be wrong and I would be treading on pretty dangerous water if I tried to give you opinions at this time. As I said earlier and I said last night that we want to involve the people that are working in these facilities and so on.

There is no doubt I can say this, that we want to get people out of hospitals as much as possible. All right, what does that mean? Home care programs, good residences, make sure that they can have the treatment as soon as possible. It might mean some type of a community clinic where they can go, because there are too many people that are going in the emergency wards. They're using emergency wards for everything now. That is a possibility.

The next step is also that we would want as much of the treatment given in a non-admittance - you know what I mean - that they wouldn't have to become patients. It would be in a day hospital. Yes, you're right, and then these facilities. I think we're going to improve the situation of people that have been waiting to have some operation on their eyes, there was a big lineup, and I think that has been proven that it can be done. Not too long ago they were waiting four or five days. We're looking at an early discharge program.

We're working with the hospitals also and this is what we welcome because that's where the cost is. There are too many people in the hospitals that shouldn't be there and we are in a way - we might not admit it and very few citizens in Manitoba will agree with me on that - but compared to other jurisdictions we probably have too many beds, but are we using them wisely. That's what we have to learn. It might be it's part education, it's part motivation and so on that we'll have to learn. But those are the things that we looked at as much as possible outside of the institution.

MR. CHAIRMAN: The Member for Pembina.

MR. D. ORCHARD: Pass.

MR. CHAIRMAN: 2.(a)(1)—pass; 2.(a)(2)—pass.

2.(b)(1) Communicable Disease Control: Salaries - the Member for Pembina.

MR. D. ORCHARD: Thank you, Mr. Chairman. Some questions, and this question is very personal and I'm going to get mixed up kind of on the immunization program. But this is where we're talking about immunization of school children, etc., etc.

I ran into a circumstance at home where - now I can't recall the immunization that my daughter was to receive at school but it was one of those little booster shots that you have to immunize them against, I don't know - but that's not really important to the discussion. But apparently it's the illness that you can pick up by stepping on a rusty nail. I think you're immunized for that at school. Well, a circumstance developed at home that my daughter, because she found out that everybody else was getting a shot, she escaped getting her shot - she was the only one in the class - and then she stepped on a nail and apparently if you treat for that or immunize the second time you undertake the risk of possibly causing medical complications.

But at any rate my daughter didn't get this immunization and it was just pure oversight because they didn't ask who hadn't got it and if they did, she might not have put up her hand anyway. But the circumstance came in - and this is where I'd like to ask the Minister the question - when she went to the doctor and the doctor wanted to know if she'd been immunized for this and she insisted that she hadn't received that, but yet the record showed that the whole class had theoretically been immunized and they had to do a pretty rapid search because if she wasn't immunized she might have got tetanus, I guess. There was a little bit of confusion in the record-keeping end of it to pull from the files to determine whether she had received this shot or not. As it turned out, by the time they got within a half day, they got to the bottom of the records and found out that she hadn't.

Now my question is that the public health nurse was the one that is looking after this program in the school system. Do they keep their records centrally, or is that computerized so that there is easy access? What I'm looking for is how accessible the immunization information is? You know that's a rare circumstance but . . .

HON. L. DESJARDINS: The information that I received are that all the records are kept regionally as close to the people involved as possible.

MR. D. ORCHARD: Now, Mr. Chairman, is this the area that undertakes the STD advertising? Mr. Chairman, how much is that program - and that program in particular - and the immunization advertising in general costing the department? That is if you can split out the STD as a separate advertising function and then the general advertising.

HON. L. DESJARDINS: The whole program is 154.5 and the best information that I can get that the advertising of that is \$50,000.00.

MR. D. ORCHARD: Thank you, Mr. Chairman. Under the Other Expenditures, we have an increase from

approximately \$1.7 million. The first question, was the \$1,679,700 expended and do you expect that totally expended from last year, first question? The second question, what is causing a roughly \$800,000 increase in expenditure under Other Expenditures under this program?

HON. L. DESJARDINS: There is, first of all, the overall increase in drugs takes a part of that, certainly not all of it; the different change in the rubella vaccine system which is an extra cost also; the hepatitis B vaccination also which is something new that we're doing now and influenza. So in other words there's new vaccinations and a change in the makeup of the rubella vaccine and also the ordinary normal cost increase of the vaccine.

MR. D. ORCHARD: Now when the Minister mentions influenza, is it the department's intention to provide influenza shots to school children, etc., etc? What's new about the influenza program?

HON. L. DESJARDINS: Please note, there's no change in the policy of this. It's provided mostly for older people and people with different conditions that might need it. But I'm told there's been an increase of that of 10 percent in the year, of these people that need it, approximately 10 percent. But there's no change in policy.

MR. D. ORCHARD: Did the department expend last year's appropriation under Other Expenditures? And the Minister really hasn't clarified how they intend to spend an additional \$800,000 this year. It surely isn't all in cost increase.

HON. L. DESJARDINS: I didn't answer that we had spent everything, but I gave the other answer. I said that it was the normal increase of drugs that you have; the increase in the need of more doses for influenza, approximately 10 percent the new hepatitis B; and also the change in the makeup of the rubella vaccine and that takes care of all the extra that we've got.

MR. D. ORCHARD: So then in new control and prevention, hepatitis B is the only new program.

HON. L. DESJARDINS: Also, we spent more last year, there was a shortfall of \$100,000.00. So \$100,000 is to take care of the shortfall.

Hepatitis B is new. There is a change in policy, the makeup. The flu is an addition, an increase - the flu influenza is an increase of 10 percent, \$100,000 of a shortfall last year, and then the normal increase of all drugs.

MR. D. ORCHARD: Can the Minister be specific on the three - the hepatitis, the influenza and the rubella? Can he indicate the increase in those three programs that he mentioned, the introduction of the new program?

HON. L. DESJARDINS: In the influenza there is a 10 percent increase.

MR. D. ORCHARD: But 10 percent doesn't mean anything unless we talk dollars.

HON. L. DESJARDINS: Oh, well. You want, in other words, what was spent on influenza last year? I'm talking about 10 percent more doses than we've had before. The policy is the change, but there are more people in that category of need. So that is increased by 10 percent. The Hepatitis B is brand new, it's a new program.

MR. D. ORCHARD: What's the estimate on the cost?

HON. L. DESJARDINS: We'll take that as notice, and we have, as I say, there was 755, let's say we'll go to 655 because 100 was their shortfall, and we'll give you a breakdown of this 655.

MR. D. ORCHARD: In the department's evaluation of the effectiveness of their advertising program, as it particularly applies to STDs, is there an increase, a decrease, or a levelling off of the incidents of STDs?

HON. L. DESJARDINS: There is an increase in syphilis; gonorrhea is about the same; and Chlamydia is something . . . I know I never heard of this before either. It's something that they've been working on and that is being identified now and there is an increase of that.

MR. D. ORCHARD: Chlamydia?

HON. L. DESJARDINS: Chlamydia.

MR. D. ORCHARD: Mr. Chairman, I hope the Minister's comment is not on the record or else we might get into a debate on it.

Mr. Chairman, is herpes considered to be an STD under this category? I see your staff nodding, yes.

HON. L. DESJARDINS: Yes, it is and I think that it's been discovered lately that maybe there is too much fear. I'm not saying that it's something that should be taken lightly but, if you remember, they felt it was incurable and so on, it was so easy to catch. The articles that I've seen lately were saying that we'd have to be very careful and I think that Dr. Wilt and Dr. MacDonald also have warned us that they should be careful that we don't have more of a scare as we had about a year ago and so on. But it is considered one of those diseases.

MR. D. ORCHARD: Well, I guess what I'm trying to determine from the Minister and from his departmental staff is whether the advertising program has been effective. In the department's estimation has it either caused a decrease in the incidents of STDs, or has it stopped a rising curve, or how effective has their advertising of the program of some \$50,000 been in making aware and, by making aware, hopefully preventing the transmission of STDs?

HON. L. DESJARDINS: Mr. Chairman, I think the advertising is mostly directly - I don't know if it's going to act too much as prevention, we hope it would, but I think that probably give the information to people where they could be treated and so on. I think that's the main raison d'être of the program. There has been

a decrease in inquiries, and we feel that this is the information, and also an increase of people that are going for treatment at the clinics, and we've noticed that they've had early diagnosis. But, for prevention, no, I don't think that we can measure that. I guess it's the other way around because syphilis has gone up and gonorrhea has stayed about the same, and AIDS has stayed the same also. And this one that I can't pronounce has gone up slightly.

MR. D. ORCHARD: Then, would it be fair to draw the analogy, with earlier detection because of the awareness program, that you're saving dollars in the health care system; is that a fair analogy?

MR. CHAIRMAN: The Member for La Verendrye.

MR. R. BANMAN: Thank you, Mr. Chairman. In the United States there is considerable concern with regard to blood transfusion and blood donors with regard to the problems by donors that could possibly have AIDS or other diseases. While I realize that in the United States the system is a little different in that there is payment being given for blood; in other words, people that are donating blood are very often doing it because they require the funds to either support a drug habit or trying to get some extra money. I'm wondering if there is any screening process being established in Manitoba with regard to blood donors who possibly could be carrying a disease such as AIDS.

HON. L. DESJARDINS: No, at this time, there is no efficient screening. The people who are at risk, for instance, such as homosexuals and so on, it's suggested then that they don't give blood, but that's purely voluntary.

MR. R. BANMAN: Well, Mr. Chairman, have there been any incidents drawn to the Minister's attention that would cause the department or the Minister to be concerned with regard to people who possibly have AIDS or other diseases, that could be transmitted at the time of a blood transfusion, that we might be at the stage very shortly where we will have to be asking people to either take samples and do the testing of the blood to ensure that people who are receiving transfusions will not be receiving blood from people who have certain diseases?

HON. L. DESJARDINS: It's not that we don't want to do it, or it's the question of saving money, it is that there is no way, it's a national problem that is very hard to test for AIDS. Most blood is tested, but what is encouraging is that there is no increase over the single case that was reported in 1985. The probable cause has been discovered since last year and we've been able to identify 11 cases of AIDS related to complex ARC or near AIDS, it's a different level, it's not really as bad, in the province, but there has been no increase, in fact, it's gone down. It's not the same scare that they had, but, as far as the blood, it is a question that there is no known method yet to be approved. The Red Cross was concerned and all that, the donation would go way down also and that could be worse, but the testing and so on before they inject

blood, that is also tested later on. But I am told that it's a national problem, it's not just in Manitoba here.

MR. CHAIRMAN: The Member for La Verendrye.

MR. R. BANMAN: Thank you, Mr. Chairman. In an earlier statement, is the Minister saying that homosexuals are being asked or advised that it would be better off for them not to give blood?

HON. L. DESJARDINS: Yes, because they are more susceptible to having that disease. They are advised or it is suggested to them that they should not give blood, but I want to impress on the members that this is voluntary. It's not something that you can force on people, or police; it is voluntary, but they are advised not to give blood.

MR. CHAIRMAN: The Member for Kirkfield Park.

MRS. G. HAMMOND: Yes, I want to ask at what age are they giving the rubella vaccine?

HON. L. DESJARDINS: It starts at age one usually and there is a program that we want to continue to give to adolescent girls. Age one to start and then we are now entering into a program of giving it to adolescent girls also, but this is a catch-up program and eventually it will be just at age one.

MRS. G. HAMMOND: Is it compulsory, the rubella vaccination, and does it last a lifetime?

HON. L. DESJARDINS: The only compulsory program that we have is what we started just a few years ago - measles in the schools - that you can't be admitted to schools if you don't have this and then there are some exceptions. As far as we know at this time, it is good for life. I am talking about age one for rubella.

MRS. G. HAMMOND: I just have another question about the rubella vaccine. This is a program that is administered at the school age level then, is it? If you are talking about age one, then it's in the community. All right.

Is there any program to try and catch any of the people that escape the age one program?

HON. L. DESJARDINS: It's not compulsory but it is at one, trying to get as many people as possible at this time. There is a catch-up with adolescent girls mostly and also with pregnant women to try to as much as possible if they have not been immunized. That's the catching up that we are trying to do. Eventually, if we can have everybody at age one there would be no need for the other program.

MR. CHAIRMAN: The Member for Minnedosa.

MR. D. BLAKE: Mr. Chairman, I just have a question while we are on this particular topic. I wonder if the Minister could tell us if the ambulance and the rescue units are now refusing to give mouth-to-mouth resuscitation in emergency cases in view of the AIDS problem.

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HON. L. DESJARDINS: That is under the ambulance program. Maybe you won't be in the committee at that time.

MR. D. BLAKE: I just had this fortunate opportunity because we closed the other committee down just shortly after 10 o'clock and I just happened to be fortunate enough to be in at the right particular time. It's very difficult in two committees. But it is a very serious question, Mr. Chairman. That is a problem. It is a problem in other areas that the police and these specially trained people are refusing that service on account of the AIDS problem.

HON. L. DESJARDINS: I am serious also. It's a serious question all right and when the director of our ambulance services is here, it will be easier to give the proper answer to that as to the standard, the training and so on of the attendants.

MR. D. BLAKE: I just hasten to add, Mr. Chairman, it hasn't . . . me at all because I understand that the opposite sex is the largest carrier of the AIDS problem. So I didn't want him to think that I was asking for any personal reasons.

MR. CHAIRMAN: The Member for Pembina.

MR. D. ORCHARD: Mr. Chairman, the questions that my colleague, the MLA for La Verendrye, posed bring to light what may potentially be a problem in communicable disease control. Aids is basically a disease, by and large, of those who are homosexual in orientation. Now we've got a fairly vigorous lobby on, but I am more concerned with the implications of the AIDS as it may be transmitted by the homosexual community.

We have a controversy right now in the province where one individual is on a hunger strike to attempt to get the Attorney-General to live up to his pre-election promise of including that in The Human Rights Act.

Now, if the Attorney-General were to live up to his pre-election promise, how would that affect the identification program in the Red Cross blood transfusion service? Because, presumably, if the sexual orientation was not an area that could be asked under this amendment that's being proposed by the individual - and, as I say, the Attorney-General thought it was a good idea before he was elected - how would the Red Cross and others go about the identification process? — (Interjection) — Well, he may not agree with them on some things. I don't know about this.

But basically this could be a problem if we amend The Human Rights Act, then the Red Cross could no longer identify, if they do that now, the homosexuals who may be potential carriers of AIDS in terms of the transfusion program, and that could have fairly serious

implications in terms of the protection of what is, I think by international standards, probably one of the best blood transfusion services in the world. I wonder if the Minister might have a comment on that.

HON. L. DESJARDINS: My comment will be very short if there is any question as for the promises of the Attorney-General and so on. If there is any legislation brought in, I think it would be time to bring it now. We are talking about a thing that doesn't exist. I don't know what commitments he made and I don't think there is much concern at this time because there will be a lot of chances. If either a resolution or a bill or legislation is brought in by the Attorney-General or anybody else, I am sure I'll be interested in listening to his answer also.

MR. D. ORCHARD: Then I take it that would be something the Minister of Health might raise if that issue comes up before his caucus by either the Attorney-General or a backbencher.

MR. CHAIRMAN: 2.(b)(1)—pass; 2.(b)(2) Other Expenditures—pass.
Mr. Minister.

HON. L. DESJARDINS: I think that we progressed quite nicely and with the acceptance of the committee, I would move that the committee rise.

MR. CHAIRMAN: Committee rise.
Call in the Speaker.

The Chairman reported upon the Committee's deliberations to Mr. Speaker and requested leave to sit again.

IN SESSION

MR. DEPUTY SPEAKER, P. Fox: The Honourable Member for River East.

MR. P. EYLER: Mr. Speaker, I move, seconded by the Minister of Health, that the report of the committee be received.

MOTION presented and carried.

MR. DEPUTY SPEAKER: The Honourable House Leader.

HON. A. ANSTETT: Mr. Speaker, I beg to move, seconded by the Minister of Health, that the House do now adjourn.

MOTION presented and carried and the House adjourned and stands adjourned until 2:00 p.m. tomorrow (Wednesday).