



**Unofficial Minutes**

**33<sup>rd</sup> Annual Socio-Economic Conference**

**January 29<sup>th</sup> – 30<sup>th</sup>, 2005**

**Wabush, NL**

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## **INTRODUCTION**

The 33rd Annual Socio-Economic Conference of the Combined Councils of Labrador was held in Wabush from January 29<sup>th</sup> to January 30<sup>th</sup>, 2005.

The following minutes are an accurate account of activities over the course of those dates. Janice Pike recorded the minutes. These minutes will remain unofficial until adopted at the 2006 Annual Socio-Economic Conference.

For more detailed information, full presentations are available at the Combined Councils of Labrador website at [www.combinedcouncils.org](http://www.combinedcouncils.org). Conference photographs are also available on the web site.

## **JANUARY 29, 2005**

### **Federation of Municipalities Session**

Panellist: Mr. Herb Brett, President, Newfoundland and Labrador Federation of Municipalities

**Dr. Ron Sparkes**, Moderator for the General Sessions, welcomed participants to the conference. Some revisions were required in the Agenda as the Ministers were unable to attend since the Premier had requested that they remain in St. John's pending, new developments with the Atlantic Accord agreement.

**Mr. Herb Brett**, President of Newfoundland and Labrador Federation of Municipalities, spoke to bring greetings and information from the Federation. Other members of the Executive in attendance: Wayne Ruth, Mayor of Kippens, Fred Best, Mayor of Clarenville, Joe Duggan, Deputy Mayor of Portugal Cove-St. Phillips, Graham Letto, Northern Director, Harry Hodder, the Small Towns Director, and the Executive Director. Craig Pollard.

There are several issues that the federation has been working with. The fuel tax deal, which was talked about during the Prime Minister's election campaign, was brought to the attention of John Godfrey, Minister of State (Infrastructure and Communities) to inquire how the new deal will be disbursed. Five cents that everyone pays the pumps is to be allocated to municipal infrastructure. The federal government has committed to \$2 B per year, but phased in over three years. The big challenge is how that is distributed across Canada. The Atlantic Provinces Federation of Municipalities' preference is for 1% to be distributed to each of the thirteen jurisdictions, including the provinces and territories as it is thought to be fairer than based per capita. By distributing the \$13M through the provinces, claw backs may occur from MOGs or capital works. The federation will be working with Minister Bourne on the matter.

Mr. Brett attended the Hearings to review Marine Atlantic, Minister's Advisory Committee and advised the committee that it was necessary to look at the bigger picture of transportation, how the problems with transportation in Labrador need to be integrated into the policy for the entire province.

Mr. Brett has spent many years in Labrador; as mayor of Happy Valley-Goose Bay traveled to Hopedale in 1972 to the CCL's meeting. Mr. Brent expressed amazement at the transformation that has taken place since that time with the CCL and developments on the north coast including the recent land claims signing.

At the Transportation Forum, there was talk about the coalition with Canada's north east and Quebec north shore, the Labrador group and the provincial government, it should include Nunavut said Mr. Brett. There has to be a connection there between the regions because of the need, and if the people get together, there may be a positive move ahead for development. All local players need to develop a common strategy before the engaging Quebec and the federal government. Also, the provincial

administration is working hard to obtain the federal infrastructure funding to do the job. The federal continue to refuse to include necessary routes as part of the national highway system. The Federation wrote to the Minister about CCL 2004 resolution passed for Labrador City requesting for the highway to be part of the national highway system and the response was not positive. To add another 2,700 kilometers in tier one was not possible, but in tier two it is important to raise it again to insure that funds are considered for improvement to the highway.

Mr. Brett has enjoyed his thirty years involved with municipalities, but his term will end in November. The convention was moved until that time due to municipal elections in September. Mr. Brett felt that the lack of awareness about Labrador, rather than intent for misuse of resources, is the reason why people do not understand about what is felt by Labradorians, since they have lived here and experience it. Not everyone, nor is the Federation, unaware about Labrador. The island could not make it without Labrador, nor could Labrador make it without the island. We need to work together and should not be cut off. The Federation will continue to work for Labrador's issues and resources with the executive of CCL and Federation representatives. Mr Brett congratulated Mr. William Anderson III on his leadership which brought about the Inuit land claims and wished the Nunatsiavut government the best.

The Federation of Canadian Municipalities is having their AGM in St. John's in early June, approximately 2,000 – 2,500 delegates are expected to attend. Labrador night has been proposed by Mr. Letto and delegates, as it is a good opportunity to promote Labrador. Contribution will be sought by spear headers Labrador City and Wabush. It will be a great night to showcase the north coast land claims and other communities within Labrador. Labrador artwork and videos like the "*Spirit in the Stone*" will be showcased. Mr. Brett advised that the Board of Directors of the FCM, some 72 people, supported the idea of Labrador night.

**Dr. Ron Sparkes** thanked Mr. Brett for the information as it was short notice and recognized that Mr. Ben Michel, 1<sup>st</sup> President of the Innu Nation and Mr. Larry Bradley, the new Chair of the Labrador Grenfell Health Board were in attendance.

## **RESOURCE SESSION**

Panellist: Mr. Wayne King, Area Manager, Department of Fisheries and Oceans

**Mr. Richard Rich** inquired about the difficulty of getting a license to fish from DFO. In 2004 two people from Rigolet got papers submitted for a licence to fish rock cod. Those restricted to a 40,000 tonnages boat with a rock cod licence find it difficult to make money. Those in Rigolet are allowed trout licence of 100 fathom, but are not allowed to fish it. Mr. Rich is frustrated as a board member that no fish allocation has been provided and that they cannot sell the smoked trout while there is a demand for it.

**Mr. Wayne King** advised that since the land claims have been settled for the Labrador Inuit, there will be some changes in fisheries licences. Along with those changes, there will be new licences done on a predetermined percentage basis. The Provincial fisheries department is responsible for the processing industry. DFO is working with LIA to provide opportunities on the north coast. This spring licensing of salmon, trout and char will be up for review with the LIA; the recommendations will follow for the upcoming year. Allowable catches for each area will be reviewed.

**Mr. Alton Rumbolt** inquired about licenses for core fish and new species like herring, since there seems to be an abundance of it. The fleets need the opportunity to fish for these species.

**Mr. King** advised that licences for new species seems to have a lot of requests for it from the union and the people in the area. Most of Labrador has had some of the species, basically nonexistent in the past few years, but he cycle is reviving with signs of squid and new stocks. With the recovery of stocks there

is some new opportunity. The decision to fish these species will not solely come from DFO, but from recommendation from the union as well.

**Mr. Duane Dicker**, Nain inquired why a non-native was hired as fisheries officer. This may cause language barriers. Mr. King advised that the competition for the positions was open to the public however; no one had applied for the position in Nain. The officer needed to retire so the position was filled with an employee who cannot speak the Inuit language. He was provided with some experience working with the officer in Nain before retirement. Currently, an aboriginal guardian is working on the AFS program and the officer. Those issues of natives working in the region will probably be revisited due to land claims agreement.

**Mr. Art Williams** questioned about the food fishery in Lake Melville area, why is it not changed to Wednesday to Saturday due to work commitments in the weekdays.

Mr. King replied that this was done due to consultation process that occurred last year with the LIA in combination with DFO, all parties agreed at that time and signed off on the recommendation.

Mr. Williams felt that if an individual was allowed ten salmon then it really did not matter when they caught the fish, those regulations hinder people from putting food on the table.

Mr. King stated that time is required for the fish to escape to the inland waterways.

**Ms. Charlene Flowers**, Hopedale stated that the fish plant has been closed due to lack of licensed species of fish, while there seems to be plenty of char. Will DFO review the licenses?

Mr. King advised that during the consultation process held in each community, only one person attended while Mr. Keith Watts, DFO conservation officer was in the community; therefore no changes could be made, due to lack of numbers in attendance.

**Mr. Herb Jacque**, Makkovik enquired if the fishing of soft shell crab will be enforced by DFO and if allocation of crab stocks or cuts will be made in the upcoming season.

Mr. King advised each year is reviewed by the scientific data that is collected by fishers log books, etc. In the spring, the decision of stock status in area 2J will be made; preliminary information says that while there is a soft shell on crab, the stock is in abundant resource while the catch per unit was down. Recommendations put forward by the 2J working group and adopted by DFO was to limit the amount of catch of soft shell crab in the fishery. The protocol was developed in the start of the fishery which after time, all fishers to obtain information and to see the benefit of it. The plan is to continue with the 2J Working group's recommendations in 2005. The issue of undersized soft shell crab landed in Makkovik in 2004 has been investigated; DFO is paying particular attention to the matter.

**Mr. King** responded to Mr. Rich's question about the protocol for dead fish found in the nets, while fishing for the ten allotted fish for LIA members. He was informed that DFO tried in one area to have another resident of the community to tag those salmon found dead in the nets, this matter has been of concern over the years as some people may over fish. At the Salmonid Advisory Meeting world wide concern for over multi-sea level fish was expressed as it was found that smelts left in the water the first and second years can come back in the rivers as peels and larger fish. Globally, there is a concern for multi sea level of fish. Labrador seems to be in a position of one of the last good stocks of wild Atlantic salmon. With the various decisions about aboriginal rights, DFO is mandated to provide the negotiated limits for ceremonial purposes. Mesh size is a tool that will regulate harvesting the size of fish and it will be considered in the post land claims era again. Some cabin owners from Rigolet have expressed concerns about catching their salmon limits in the bays within two hours. This leaves to question what people are doing who put nets in number one traditional salmon rivers? This is something that will be looked at in consultation with the groups. In response to Mr Rich's question about seal quotas, Mr. King advised that this is something that is regulated Atlantic wide with quotas. At a Seal Management Plan meeting it was agreed to review the plan for aboriginal considerations. If advised by the groups, then changes may occur. A number of years ago, a change was made to permit the sale of seals found in nets. This recommendation came from the processing industry.

**Mr. Stan Oliver** inquired when DFO would put money into the science studies for the species in Labrador.

**Mr. King** could not provide an answer but agreed that the issue is of concern; some new initiatives are planned for Lake Melville for 2005. Some work was done in Eagle Plateau area with hopes of continuation. By in large, no formal plan for science is in place for Labrador. Hopefully, after the review by government, more scientific work will be done on non-commercial species. Mr. King will take the message of concern back to DFO.

**Mr. Claude Rumbolt** thanked the department for putting the crab working group in place to help address the crab fishery concerns and felt that better management plans which will help keep the crab processing in Labrador.

**Mr. Alton Rumbolt** expressed concerns with owners of larger 65ft vessels able to fill seal quotas offshore earlier, and then the owners of 35ft vessels can't full their quotas inshore. Mr. King advised that many of the issues with seal industry were addressed at the seal meeting in Corner Brook. It is complicated when you have the resource multiplied in value for seal products and more than enough vessels are trying to fulfill the quotas to ensure that they get a piece of the pie. The seal industry can provide an economic boost to areas, now especially with limited capacity on other species. Recommendations made at the meeting are being considered by DFO.

**Ms. Charlene Flowers** stated that the Hopedale fish plant, which was closed in 2004, and inquired about the study carried out in 2003 for scallops and about status of the problems with the boats that were dragging in the area. Ms Flowers inquired about licensing status for scallops for Hopedale area. Mr. King advised that DFO does not do exploratory fishery themselves, only provide exploratory licences for when commercial viability of a fishery is unknown. If the LIA would like an exploratory licence for a species, they may apply to DFO for the same.

## **HEALTH SESSION**

Panelist:

Mr. Larry Bradley, Chair of Labrador-Grenfell Regional Integrated Health Authority

Mr. Boyd Rowe, CEO Labrador-Grenfell RIHA

**Mr. Bradley** expressed that it was a privilege to be at the CCL AGM and passed regrets for Minister John Ottenheimer, Health and Community Services who was unable to attend, but will be in Labrador within the next couple of weeks.

The Provincial budget announced last March that the fourteen health boards would be realigned into four regional integrated health authorities. In December 2004 the chairs of the authorities were announced and the boards were announced in January 2005. The CEOs were announced within the last week. Mr. Rowe has 22 years in Labrador and is very familiar with the health issues. At this time, we are reviewing the Hearn Report and developing our strategy to integrate the two boards. The first board meeting is planned for February 11<sup>th</sup> and 12<sup>th</sup> in Goose Bay to approve the strategic plan, then April 1<sup>st</sup> the new administration will be in place to take over the existing board. In June, the new authority will commence operations. The plans are to move about the regions to hear the concerns from councils and try to find ways to address them.

**Mr. Rowe** thanked Mr. Jim Farrell as Chair of the Health Labrador Board for several years and for his contribution to health care issues in the regions. Mr. Rowe is anxious to review the Hay Report for recommendations.

Mr. Rowe addressed four key issues of concern:

1. Labrador West facility requirements – the board would like government to make some firm commitments towards redevelopment of existing facilities or a new facility,
2. Air transportation issues and inconsistencies needs to be addressed, where people are expected to pay full fees to travel whereas; residents from coastal regions get a significant subsidy for travel,
3. Long term care is needed in the region, especially in Central Labrador. Hopefully some improvements to existing services, beyond the Paddon Home capabilities, can be made in the near future. Labrador West has issues facing the healthy seniors' housing, instead of level 3 or 4 nursing care as the population is aging, the needs are greater for subsidized housing or the construction of a seniors home.
4. The problem of diabetes prevalence in the region needs to be addressed, especially in aboriginal communities. Also, kidney disease resulting from diabetes and the need for dialysis needs to be addressed. Currently we are not at the number threshold required for a dialysis unit, but it is increasing exponentially and will meet the requirements for a unit in the near future.

Mr. Rowe advised that the board faces tight budgets, which make it tight to meet the requirements. Communities hate to see services lost but issues like air transportation change; the board would not be doing its job if changes for efficiency are not made.

**Mr. Nat Moores** expressed a concern about the new health authority not meeting the needs of the southern area of Labrador who uses the Grenfell facility. Mr. Rowe stated that was not the intent of his message to CCL, as the new health authority will continue to provide service to the Grenfell region, which services the Labrador Straits and the Northern Peninsula. This will part of future planning for the board and Mr. Rowe.

**Mr. Jim Farrell** stated that the hospital in Labrador West is in deplorable condition with gyproc falling from ceiling, and he will be a thorn in the side, until something is done to correct the situation.

**Mr. Graham Letto** inquired what would be the effect on senior staff during decentralization of services to Labrador-Grenfell RIHA. Mr. Bradley advised that administration offices will be in Central Labrador. After next Friday, where administrators will be located will be determined.

**Mr. Richard Rich** expressed concern with the restrictions on baggage weight for passengers traveling on flights to hospital from the coast. Mr. Rowe stated that Health Labrador has been running air service to the north coast, Cartwright and Black Tickle three times per week. Some changes to guidelines have been made for people who will need to travel further to St. John's for medical purposes to permit an increase in baggage weight. This restriction is in place to provide maximum capacity to accommodate eighteen passengers that the Twin Otter can hold.

**Mr. Stan Oliver** pointed out that the proposed long term health care facility is for residents from all of Labrador. Often seniors have travelled to St. John's to pass away without family or a translator around. Also, the cost of travel for medical services needs to be addressed by having those services like dialysis and treatments for cancer located within Labrador and more frequent visits of specialists to Labrador, rather than having residents traveling away from the region and incurring costs. Also the need for travel to obtain services to specialists for autistic children needs to be addressed. Mr. Rowe stated that the objective of both boards was to expand services in the regions and that the cost of air travel has been prohibitive for people to obtain the required health services. Visiting specialist services has been attempted to be addressed with some success. Cancer services are on the agenda and pilot projects for oncology services, via teleconference, at the three major facilities. Mr. Bradley stated that he was

optimistic that some of these services could be addressed now that the Atlantic Accord has been signed; therefore some money for health care should trickle down.

**Mr. Ford Rumbolt** questioned if residents from southern and straits regions would continue to be referred to St. Anthony hospital. Mr. Rowe stated that the facilities in St. Anthony will continue to be used for those residents. What have changed is the referral patterns for residents of central and north coast, no longer travel to St. Anthony, but rather to St. John's for medical services.

**Mr. Graham Letto** inquired about the representation on the new board, since some mayors have argued that their region was under represented. Mr. Bradley stated that there are fifteen representatives on the board, twelve from Labrador and three from the Northern Peninsula. Representation is based upon thirds of the population: five from the Southern Labrador and the Northern Peninsula, which represents one third of the board. St. Anthony has one member however; three more members may be appointed if the board deems it to be necessary, and one from the Northern Peninsula may be included, along with other areas.

**Ms. Jenny Campbell** inquired about the time for patients to wait for medivac services after they had a possible stroke; one patient had to wait 3 ½ hours to get a flight from Makkovik to Goose Bay hospital, then had to wait 3 – 4 hours to be seen by a doctor. Mr. Rowe stated that it is a challenge to provide the services in due time; perhaps circumstances may justify the time delay. A hospital aircraft is located in Goose Bay, at all times, and available staff is on call to respond to medivacs on a timely basis. In Goose Bay, hospital patients are prioritize by level codes that are used across Canada and patients are seen in that order.

**Mr. Gary Bolger** inquired about the deficit that the boards currently have. How can plans be made to address the current issues while there is a deficit of possibly \$13 or \$14 M? Mr. Bradley stated that the deficit is approximately \$14 Million and if Labrador-Grenfell RIHA has to be responsible for that, it will be crippled before it starts. Mr. Bradley is optimistic that some funds will be allocated in the budget.

**MHA Randy Collins** recommends that the hospital in Labrador West be replaced, rather than renovate. The Provincial government needs to allocate funding for the air ambulance services to return patients back to their home town. Palliative care patients need to come back to familiar surroundings, as it is very frustrating for them and family members. Mr. Collins was told that doctors may be leaving the region due to heavy workload and no time for themselves; retention of medical staff is important due to shortage in Labrador. Mr. Rowe stated that there are challenges for the new board to address the deficit, at the expense of providing services identified. Mr. Rowe addressed the air transportation issue by saying that it is difficult for families facing a situation of returning family members back to Goose Bay, for example. We have had to cover this on an adhoc basis with favours through airlines and other arrangements. Obtaining physicians and the recruitment of professionals has always been a challenge both at the Grenfell hospital and at Health Labrador hospital; however, over the past 2 -3 years most professional positions have been filled. At this time, other health practices, like nurse practitioners, have been taking on additional responsibilities, which relieves some of pressure on physicians in the regions.

**Mr. Alton Rumbolt** stated that travel from St. Anthony to the region on Air Labrador is only on Monday and Wednesday. If patients were able to travel on themselves by marine and road, while collecting the subsidy of \$40.00 allocated for the ticket, this would reduce the additional cost of staying longer in St. Anthony. Mr. Bradley thought that this recommendation could be considered. Mr Rowe was aware of issues for airline companies to provide feasible service to the south coast and, in order to do this, they felt they needed to combine medical and commercial service. In the next couple of months, the existing air services contract will offered for renewal and proposals for new services will be offered. All information gathered can be looked at while developing the proposal.



**Mr. Rowe** addressed the issue of available space in the Cartwright Clinic by stating that is restricted to funding. Items not high on the priority list may take longer than issues of life and safety concerns.

Mr. Rowe stated that the local ground transportation in the north coast communities was something that was provided by Health Labrador, but is now discontinued. Sometimes staff assists seniors or people with disabilities with ground transportation however; other organization like LIHC, LIA or Innu Health Commission now provide the service. Ground transportation is a non-insured service by the provincial government.

### **ABORIGINAL SESSION**

Panellist:

Mr. Ben Michel, President Innu Nation

Mr. Todd Russell, President Métis Nation

Facilitator: Mr. John Fleet

**Mr. Michel** stated that he was pleased to address fellow Labradorians on a number of matters and congratulated the Labrador Inuit Association on the signing of their land claims agreement in Nain. It will transform the future of Labrador, and will be of benefit to all residents of Labrador. Mr. Michel looks forward to the day that the Innu Nation can sign their final agreement and can turn the page on a long and difficult chapter in their history. Land rights agreements are the key to unlocking the future, as they are about recognition in the constitution of Canada for aboriginal treaty rights of original inhabitants in Canada and is a fundamental part of our history and character. Many people do not understand treaty or land rights agreements as they are constitutional obligations established in Canadian and common law. In the rest of Canada, treaty rights were settled hundreds of years ago, but in Labrador they are still unfinished business. The uncertainty results in legal ambiguity over ownership of land and its resources make it difficult for partnership and to efficiently manage and govern. Project like Voisey's Bay, or other major projects, get tied up in litigation and become a major cost to all residents of Labrador, cost us millions of dollars per year. Modern land claim rights are fundamentally about certainty, now that the Inuit land claims have been settled, we now know the rules for that part of Labrador. We can expect that the same will hold true in Innu territory, as it will hold a clear focus for permitting development on Innu land. There will be a greater participation by Innu with decision making in the co-management in the settlement areas of our region. Aboriginal people will receive royalty benefits from resource developments when partnerships recognize and value the importance of participation.

Land rights are also about jurisdiction; Innu government and Innu laws will apply on the lands. Members will enjoy the rights and privileges. Unless other Labradorians object to renewing their cabin lease, or a hunting permit from the Innu Nation, it shouldn't make much difference to anyone.

If you have an interest in supplying products and services to the Innu Nation as we commence self-government, then a land rights agreement is something that you should actively support. Once the treaties are in place, then the development of Labrador will unfold. Achieving reconciliation between the aboriginals in Labrador, with those who have more recently come to Labrador, is the key to unlocking Labrador economic and human potential and vital, while aboriginals are able to sustain their cultures and ways of life. Many Innu companies are now partnering with other companies at Voisey's Bay and elsewhere. As we begin new ways to work together and government understands that consultation is more than a pretext for justification for the infringement for our aboriginal rights, it will be an opportunity to work constructively for reconciliation. The Innu will be good neighbours and partners to work together with respect and cooperation for their future of our great land and the future of our children and future generations, regardless of their colour of skin or culture they belong.

As the President of the Innu Nation, Mr. Michel believed that there is tremendous opportunity for all of us in this great land, but it is only through aboriginal people with respect, recognition and reconciliation.

Like Martin Luther King stated in his Freedom Speech, "I have a dream", but I also have a dream, that I am colour blind. I can work with any people. This message was not received from others. In the 1980's, I took a stand on what I believed was right, not that I wanted to take away from people working on the base, but there was no respect for aboriginal rights.

Mr. Michel stated that in 1972, when the CCL was formed, it was the most beneficial thing for Labrador. In this forum we must not fight for the little things, fight for economic strength in Labrador and something that means something for all of us in Labrador. Let's fight for the bigger issues. All of us here represent all of Labrador - the Innu, the Inuit and the settlers. Nunavut's population is about 27,000; this can be the next Nunavut if we realize that we are colour blind and are not prejudice, there are far greater things we can achieve if we dream bigger to make it happen. We can achieve our dreams if we work together. I want Labradorians to be proud of who they are and to respect fellow beings. Mr. Michel was pleased that the youth were in attendance as they are our future and legacy; they have been educated by the mistakes we made. This forum in 1972 was a voice to demonstrate to the island the respect deserved. Only 27000 people live in Labrador and about 2,000 Innu in that number, if we were to come together, we could take the world and make some headlines.

**Mr. Stan Oliver** stated that the LIA is in partnership and cooperation with the Innu on the negotiations with the overlap agreement. Mr. Michel felt that this is the first time for real hope for real participation for all in Labrador to work together. There has been so much demand upon Labrador resources that it is time that we should work together, so that the raw material does not leave Labrador unless in finished product.

**Mr. Gary Bolger** commented that he was first disappointed that there were not seven cabinet ministers at the AGM, but after hearing Mr. Michel's speech, he was truly moved by the upbeat in the gathering. Mr. Michel felt that often nobody represents Labrador's interest. Let's not let the troublemaker be isolated, as it has destroyed us. Let's keep a united voice for Labrador that can be heard by the Province.

**Mr. Alex Chernoff**, FINALLY!, asked what the group could do to support aboriginal youth in Labrador. Mr. Michel replied by asking the youth to learn to talk, mingle and understand with aboriginal youth. Don't wedge a rivalry between groups, like there is between residents of Goose Bay and Labrador West for which is the capital of the region. By working together and not swaying against the fellow person is how the youth group could be of support.

**Mr. Francis Clarke** asked if there was a more formal way for groups to collaborate than in the past. Mr. Michel expressed sadness that there have been groups fighting for their own rights, instead of bonding together to support each other. St. John's has been successful in dividing us; now is the time to speak in tune with each other, instead of divide and concur. We have too much to loose if we do not stand together.

**Mr. Jim Farrell** stated that he has been in Labrador for 43 years and that we are here because we love Labrador, not because we have to be here. It took someone as articulate and companionate has Ben Michel to really bring that out.

**Mr. Claude Rumbolt** stated that he has been a part of the organization for many years and that he has wondered who would set fire in the belly to move the issues of Labrador forward.

**Mr. Michel** felt that to separate into a territory at this time would be the craziest thing to do as there would be no economic support or trading partners. To separate would be one of the greatest things that Labradorians could achieve, but, right now, let's get economic stability, then we can courageously march into something else. Mr. Michel stated that his fundamental belief is that it is a long and winding road before we settle down to sleep, as we would only hurt ourselves if we move too fast.....his generation

may not see it, but may see the changes....Civil rights can be expressed in a civilized way when the law is wrong and you believe in seeing it changed. Mr. Michel thought that Labrador could become independent with 27,000 people, not independent from Canada, but from the island portion of Newfoundland.

**Mr. Madelyn Kelly** inquired what Mr. Michel thought could engage government to do something different so that the adjacency principles really works and we do not lose our resources, without benefit to Labrador. Mr. Michel felt that it is not only government that we need to engage, as the unions are indeed a strong force that we need to understand. The Innu Nation has moved ground by talking with the corporate citizens; as they are the people to make the rules to make the government to change or moderate, that is what creates common law. We need to talk with the corporate world, the investors, to seek a change. Within the next few days, Mr. Michel will be talking to investors and if the Innu can do it, then surely we all can. The Lower Churchill could have been developed with Alcoa, but the demand by the Province was so great that Alcoa had to walk away; we would have had electricity and the Innu would have had a smelter too. Mr. Michel felt that the Province could have their dream of electricity transmitted to the island and mainland for selling of power to the eastern seaboard, but they will do it over his dead body, as he would not let that happen. We cannot be too afraid to look beyond for investments into the future for the kind of development that will give Labrador a chance to survive.

**Mr. Todd Russell**, President of the Métis Nation, brought greetings and aspirations for views of the future from the Métis Nation. Mr. Russell stated that he always listens to Mr. Michel with open ears and mind so that if we can do as you say, we would make Labrador a better place. During the past ten years, while Mr. Russell has been president, the Métis has put a lens on Labrador as one of the people for sharing the land. The Métis Nation has made progress, but everything has come with a lot of struggles, along with pride and belonging. People at the community level has benefited, success is not truly felt until it is felt by those at home. The Métis Nation has training programs now and forestry agreements in place along with a limited food fishery. We took the limited fishery for some areas as it can be seen as a building block to build upon. Many of the successes and the difficulties are a model for Labrador to use as success in a wider context.

Mr. Russell wished to address the signing of LIA land claim by stating that, while the Métis Nation wished to have their own land claims with own issues and priorities, never was the intent to take away from the LIA for the values for their people. The issues sometimes divide, but we should not take away the opportunity, the potential and benefit that exist for all of the people in Labrador. Mr. Russell felt that there was a well deserved apology to the people of Nutak and Hebron from government for the past mistakes while they were not consulted. The same kind of apology would be appreciated from the provincial and federal government; we can look to present for solutions and to the future to provide for the mistakes of the past. While the Métis people feel pride in ourselves, much more than in years past, we could never diminish or take away from anyone else, despite cultural background. Labrador is a diverse land with diverse people and in order to develop in the proper manner, we need to look at the bigger picture. In order to have cooperation, we need to demonstrate it and to believe in ideas bigger than ourselves. We have the ability; the CCL is an expression of that. Fear sometimes is our worst enemy; it may not be the obstacle, but the motivator on how we go forward.

### **LABRADOR MHA SESSION**

Panelist:

Ms. Yvonne Jones, MHA, Cartwright - L'anse au Clair

Mr. Wally Andersen, MHA, Torngat Mountains

Mr. Randy Collins, MHA Labrador West

Mr. John Hickey, MHA Lake Melville

**MHA Randy Collins** stated that it has been a pleasure to be the representative for Labrador West in the House of Assembly for the past six years. It is a district with diverse needs and great challenges; transportation is continuing to be the biggest concern that needs to be addressed before we can go further in economic development. The employment opportunities and concerns about Iron Ore Company of Canada not adhering to adjacency principles, like those offered at Voisey's Bay. This creates many problems when someone qualified gets overlooked, while others with the same qualifications, living elsewhere, obtain employment.

Mr. Collins stated that the need for new medical facilities in Labrador West is critical and inhumane. The building itself would be a waste of money to repair; a new facility is required. Mr. Collins stated that some people have been upset with him in his campaign to get video lottery terminals removed from establishments in the province.

**MHA John Hickey** stated that it is a great pleasure to be around the table with individuals involved in municipal politics at the CCL AGM. He has been involved with municipal politics for fifteen years and last year decided to run for the Progressive Conservative party, because of a belief in change in leadership and direction was required. It has been a large learning curve, but Mr. Hickey was pleased with the accomplishments in the district of Lake Melville. The 5-Wing Goose Bay file has predominately been the major issue of concern; the government also recognizes the importance and places it as one of the top three priorities with the Prime Minister. Mr. Hickey also commends the Happy Valley-Goose Bay Town Council for their support on it as well. The issues have not yet been addressed and we need to keep on top of the Department of National Defense to keep those 400 jobs located there.

Health care structure is an issue of major importance. Mr. Hickey was pleased that Mr. Boyd Rowe was named the CEO and Mr. Larry Bradley the Chairman of the new Labrador Grenfell Health Board. The board has good representation from all of Labrador. There have been some real trials and tribulations heard from constituents when a family no longer has the money to spend to send their loved ones away for treatments. When we live here in the north we can not have access to facilities that others do in the province. Mr. Hickey stated that he was optimistic that some changes will occur, after the defining moment, when the Premier Danny Williams and Finance Minister Loyola Sullivan struck a deal with for 100% royalties of the natural resources offshore. When more money comes into the province, then it only makes sense that more funds will be allocated to address the issues facing residents of Labrador. Mr. Hickey recognized his Executive Assistant, Connie Stewart, for her great work in the constituency. The passion of Mr. Ben Michel and Mr. Todd Russell has also been felt by Mr. Hickey, as he represents the constituents in Labrador.

**MHA Yvonne Jones** stated that it was a pleasure to be at the CCL AGM and to participate in the Transportation Symposium. Transportation is one of the major areas of concern confronting the region. While at the forum, Ms. Jones was the winner of two airline tickets from Air Labrador and was then able to help a lady in her district who needed to travel for medical purposes. It is an issue that seems to be growing in concern when people in northern regions cannot afford to access medical treatment. More money is required from federal government for transportation in Labrador. The CCL can send a strong message to government to review the programs that are not adequate in Labrador.

Ms. Jones agreed with Mr. Peter Woodward address to the forum, when he stated that we need to be unified in one voice on transportation. We all have priorities, but none of the areas are currently getting the transportation methods required. We need to prioritize the marine services so that the north coast, south coast and the service between Goose Bay and Cartwright receives adequate and better services for the money that we are currently paying. The Transportation Symposium will give unified recommendations services. Air services in Ms. Jones' district provides challenges as Air Labrador has given Transport Canada notice that they will not be providing service to the South coast past the end of April. The area will be left without passenger service, mail and freight service; hopefully, the emergency medical services will continue to be provided by the Health Board. Government needs to become

involved as the cost of providing these commercial air services is no longer feasible for the private companies. Ms. Jones asked the people in attendance to advocate the need for better service for residence in Labrador. The restructuring of the school and health boards may instil fear during the transition, but Ms. Jones has a fear about how the accrued deficit will be paid. Ms. Jones felt that the new Labrador Grenfell Health Board cannot carry forward \$14M if they are to provide reasonable services in all regions of Labrador. In order for the board to look at providing funding for capital infrastructure like required in Labrador West for health care and for long term care in Central Labrador, the debt needs to be paid down. That needs to be the message as government prepares for its budget.

Ms. Jones spoke about the vote in the House of Assembly for the LIA Land Claims. Ms. Jones represented a primarily Métis district therefore; she was compelled to vote in the House of Assembly as she did. It was not a vote against the Labrador Inuit people or Mr. Andresen but it was a vote for rights and privileges of other aboriginal people. It is that common respect like Mr. Ben Michel spoke about that allows us to stand for what we believe in. While in Nain during the land claims it was truly touching to witness those people standing proud for what they believed in. Ms. Jones encourages others, like the CCL, to play an advocacy role on issues of importance to Labrador.

**MHA Wally Andersen** stated that it was a different CCL AGM to attend this year, as MP Lawrence O'Brien was no longer with us as an ambassador for Labrador. It has been a great year for the people of north coast with the signing of the Land Claims agreement. It has been a long, hard haul of 30 years negotiation; the Voisey's Bay resource may have encouraged it to be settled. There are many resources to develop on the north coast. The Inuit have never had wealth as it was taken from them. You can be sure that the Inuit will share this wealth with the rest of Labrador. Voisey's Bay jobs, and other deposits yet to be materialized, will share an economic boost. Mr. Andersen commended Premier Williams on the signing of the Atlantic Accord, but we have to ask ourselves a fair question, Will we get our fair share? A fair share means 100% of what is naturally ours. The north coast people will have a new government. Mr. Andersen has a vision about a new airstrip in Hopedale where residents may fly out of northern Labrador without having the expense of flying through Goose Bay. Mr. Andersen would like a government building in Hopedale and goods and services flown, in at a reasonable cost, by using bigger aircrafts like the Dash-8. The LIA are now receiving some fishing quotas, but need to do more processing. The north coast will be the last place in Labrador to receive road transportation, while Mr. Andersen wishes other regions adequate transportation methods.

Mr. Andersen stated that nothing will compare to the feeling that he had that day in Nain, when Premier Williams gave the Inuit an apology for wrong doings of the past. Mr. Andersen wished the Innu and the Métis the best, as they wait for their finalized agreements. We support these people in their efforts for the betterment of Labrador.

### **Questions and Comments:**

**Mr. Stan Oliver** thanked Mr. Hickey for his support; in particular the funding for paving of seventeen streets on a 50/50 capital works program and funds for the addition to the arena in Happy Valley-Goose Bay and other projects. The town would like to know the status of 1) the long term health care facility, 2) funding for the auditorium, 3) retaining the military presence in the town, 4) French immersion funding reinstated, 5) and funding for the Labrador Winter Games.

**Mr. Hickey** stated that obtaining funds for the long term health care centre is of priority to him as well, it is unacceptable to have seniors in those conditions. The Chair of the new health board has identified it has a priority to have the facility, with the protective unit for Alzheimer and dementia patients. The funding for the auditorium is something that Mr. Hickey would like to see announced in the new budget as well. Mr. Hickey spoke to Mr. Tom Henderson about the \$70,000 for the bleachers and hope to have a positive decision within the next month and a half. Mr. Hickey leaves for meetings with the Senate Committee on National Defense on the future of 5-Wing Goose Bay and 444 Squadron. This is a federal

issue and Mr. Hickey hopes that a commitment can be made to its future during the election period. The request for funding for the Winter Games has been made to Ministers Taylor and Shelley, and the Premier's office, to ensure that the games can go ahead as planned. Mr. Hickey hopes that funding for the French immersion continuation can be available from the Labrador School Board in Goose Bay and in Labrador West. The price of land in Goose Bay is something that Mr. Hickey has made his views known on with Municipal and Provincial Affairs on the policy for the outrageous price that municipalities have to pay for land usage. We have not had a change on that policy, as of yet.

**Mr. Art Williams** thanked Mr. Hickey for the projects identified last year such as: removal of willows and snow clearing issues on the highway.

**Mr. Alton Rumbolt** requested that government allocate funding and equipment to maintain a clear road along the southern region as long as possible during the winter months until a change can be implemented to rectify the problem.

**Mr. John Hickey** stated that he has discussed the problem with Mr. Rideout to remedy the problem of road closure due to impassable conditions as closing the road creates issues of safety. The intent is not to keep it closed in the future and that engineers at the Department of Works & Transportation are looking at ways to remedy the situation.

**Mr. Graham Letto** inquired about Mr. Hickey's views and support for the CCL and where he thought that the future of the organization stood. Mr. Hickey stated that CCL has been a tremendous organization speaking for municipalities since 1972. Mr. Hickey thought that it is time to put the rhetoric behind us and to move forward with new relationships. Getting on the Open Line Shows and calling the Premier a liar is not the way to gain support and move issues forward. Mr. Hickey is prepared to continue to ensure that the CCL works. To get together with the people in Labrador to discuss the issues of concern is of the utmost importance. The Premier was not able to attend the AGM and requested that the cabinet ministers remain in St. John's, close at hand, in case a deal with the offshore was reached, so that the Premier could consult with his cabinet for advice. Mr. Hickey felt that there is a future for the CCL and that government needs to work collaboratively with communities with the important issues.

**Mr. Ford Rumbolt** said that he took offence to Mr. Hickey's remarks and does not need to apologize to what he said on Open Line, he said that the Premier lied to the people of Labrador. When the executive of the CCL met with Premier he said that no politics would be played. The Premier said that the vessel would operate from where it was economically feasible, that did not materialize. When the Executive Director, Jamie Snook, requested a meeting with Mr. Hickey and the CCL, he was refused. Mr. Hickey did not experience a close relationship with the CCL under Mr. Rumbolt's leadership; however Mr. Rumbolt felt that he did try to work with the government, as he did for the past 30 years.

**MHA Wally Andersen** felt that individuals need not take comments seriously when made, but rather to move forward and try to work on the issues at hand. It is important to work together to resolve the issues and move forward.

**MHA Yvonne Jones** felt that the CCL is a fabulous organization that brings the all the views from all municipal leaders and aboriginal groups forward. This is a valuable forum to get our message out to any level of government. On the day that the Atlantic Accord has been signed, bring forth billions of dollars to the Province, one would expect rejoice, but the message heard today focused on territorial government. That signifies a problem. Ms. Jones felt that nobody in government should be offended when people speak out with their opinions, but rather learn from it and respond to it. Ms. Jones hopes that Premier Williams will work together for a fresh start.

**MHA Randy Collins** stated that the CCL is important to continue as an avenue to come together voice a common front on issues. It is important to raise our issues in a common front, it may be harder to come

by, but is needed everywhere on all issues. If we are going to say to stand together for a common front, then it is only fair to do that in politics.

**Mr. Ben Michel's** observation was that the MHAs worked for their own area. This forum is meant to support issues of importance to all of Labrador. Mr. Michel asked the political leaders not to forget who put you where you are; respect your constituents who voted you in, rather than the party affiliated to. We, as representatives, have to control and deliver the messages to the Province as it is expected of us.

**Mr. John Hickey** stated that nobody in the PC caucus would say that I'm not passionate of Labrador. The efforts for issues in Sheshatshiu, and other issues, have seen some success. During this past election, Mr. Hickey saw a new leader and a direction that he believed would make a difference, despite the everyday challenges. Mr. Hickey stated that he would work together to deal with the issues, representing the people of Lake Melville, to make a difference.

**Mr. Richard Rich** advised that the Town of Rigolet would like a road to North West River, no further study is required. When Mr. Rich is on Open Line he is not afraid to speak his mind for his people. The North Coast Transportation Committee gave the government thirty five recommendations, but he felt that they always have to wait a long time to see changes occurring.

**Mr. John Hickey** stated that he did support the construction of the road to Rigolet, but money is always the issue. There is a new opportunity for Rigolet now with the new government. Mr. Hickey suggested that this issue be put as a priority, with the leaders of the new government. Hopefully, we can see discussions on having a road to Makkovik and Postville. The large uranium find has been discovered near Postville, which is the largest and highest grade in the world. The price of uranium is not very high. LIA needs to discuss these issues with the new company, if they are going to develop the resources, the roads can be a part of it. The roads in northern Quebec were put there by Quebec Hydro. We need to make it a part of any new deals to take that approach. The ice free port in Rigolet can provide opportunities.

**Mr. Gary Bolger** stated that during the first meetings with the CCL, government wished to cooperate with them. Since that time, there has been a lot of closed doors, maybe some issues have not been handled properly. Mr. Hickey stated that he has never turned away anyone in his office and has dealt with issues of importance for all of Labrador. Mr. Hickey asked the CCL to start fresh to make the most of the future and that he is prepared to work with anyone for advancement of Labrador issues.

**Mr. Hickey** stated that there was a lot of debate last year about the Sir Robert Bond, but the residents of Lake Melville and Churchill Falls saw the route to Lewisporte, and not just to Cartwright, as the favourable routing. On the issue of the road, Mr Hickey felt that there needs to be a plan to fix the mistake and that the road should be kept open whenever possible. To close the road is just not acceptable, but it we need to work towards fixing the problems for those few months in the winter.

**Ms. Yvonne Jones** said that it is a huge issue, but this is not the first road that had engineering flaws and that some funds needs to be spent to make it to a standard year round operational road.

**Mr. Nat Moores** requested that a year round ferry services to the Strait of Belle Isle and asked Mr. Hickey if he would support funding the CCL in the Provincial Budget.

**Mr. Hickey** felt that there should be a year round ferry service, if the money is there, and it is possible to do so. Mr. Hickey gave his commitment earlier on to support the CCL in Budget, as it important to Labrador. It is important for the CCL to work cooperatively, and then Mr. Hickey will be fully supportive.

**MHA Randy Collins** stated that it would be to Labrador's benefit to come together on marine services. People in Labrador West were comfortable with using the established routes, not that they didn't wish to have services to Cartwright. We, as residents, need to be united in our views as we bring them forward.

### **MUNICIPAL and PROVINCIAL AFFAIRS SESSION**

Moderator: Ms. Davina Mugford

Panelist: Mr. Bob Smart, Deputy Minister Department of Municipal and Provincial Affairs

**Mr. Smart** thanked the CCL for the invitation to speak at the AGM. Mr. Smart stated that efforts will be made to roll-out earlier than usual so that work can begin earlier in the construction season in the region. The multi-year capital works program is for larger communities with three year commitments on projects; most of those agreements will be signed by February. The Canada/ Newfoundland and Labrador Infrastructure Program have also got an early start. MAPA met with ACOA officials in December to discuss the list of projects, which Mr. Smart anticipates approval in the near future and notification to the municipalities by the end of February. The other Municipal Capital Works Program has a tentative project list and is being reviewed by the MHAs. The engineering staff will then commence pre-engineering work and tendering, which will result in the work ready for construction in the spring. The new Municipal Rural Infrastructure Program is going through a series of negotiations and should have a seamless roll out in April 2006, replacing the Canada/ Newfoundland and Labrador Infrastructure Program. In total, of all existing programs, a sum of \$150M by federal / provincial and municipal coffers is the amount allocated for municipal infrastructure projects for the province over the next year or so and, in 2006, \$84M will be allocated when the new Municipal Rural Infrastructure Program begins.

MAPA is currently going through a process of consulting with engineers, contractors, municipalities, federal and provincial governments to review the timelines for when a project is first applied for by the municipalities to the time that construction begins as it currently takes too long. Mr. Smart advised that the review should find ways to shorten the process on all sides and tighten the screws so that work can commence and run more efficiently. There are times, when MAPA has approved a project under a cost-shared basis, which can take months or a year for a municipality to get their engineering work and funding approved, before that project can start. In the future, there will be a greater emphasis on MAPA's part to get the project started at an earlier time.

Also, up coming projects under the Strategic Infrastructure program will have a longer term up to five or fifteen years requirements and have a more strategic look at the long term plans and needs for infrastructure will be for the community, including declining populations or growth and how the arrangements could be cost shared.

Mr. Smart briefed the gathering on the so called "new deal" for communities and comments by Minister Godfrey. Assuming that those comments will be upheld, it will provide a new form of revenues from the gas tax for municipalities, likely through the provincial government for infrastructure programs. The provincial share of the gas tax is expected to be \$35M. It will be phased in over a five year period, commencing in the next federal budget year. It will cease at \$2Billion annual national peak. Assuming that it all rolls out, it will be an extra \$35M for municipal infrastructure above the Canada/ Newfoundland and Labrador Infrastructure Program for five years and 10 – 11M annually. The funding will not have claw backs from the new program. If the community is given funds for new infrastructure, the municipality could not reduce its expenditures on deficit for programs, nor could the provincial government reduce there level of infrastructure planned without the fund.

Mr. Smart advised that MAPA did indicate last year that Municipal Operating Grants would be reduced the MOGs over a three year period, with the first reduction starting in January 2005 by \$5M. The first reduction portion was allocated to thirteen or fourteen larger municipalities, who may have a better fiscal



capacity to absorb the reduction. The next reduction will be January 2006, it is anticipated that the same approach, to decrease amount to larger municipalities, will be applied.

#### **QUESTIONS:**

**Mr. Graham Letto** inquired if MAPA would be taking a lighter approach to reducing MOGs, now that the Atlantic Accord was obtained, and if the CCL's grant is expected to continue in this fiscal year.

**Mr. Smart** advised that the CCL grant for operations was not a target with the MAPA review committee. It is causing a problem for other joint councils, as they may wonder why they cannot avail of the same for their region. The plan is not to expand, or reduce, the operating grant at this time. Mr. Nath Moores stated that he did not wish to see the MOGs reduced but rather increased.

**Mr. Jim Farrell** stated that he was pleased that Mr. Smart recognized the difference between the Labrador region and that of the Humber Valley, for example, as they do not realize what the difficulties and challenges are, living in this region.

**Mr. Richard Rich** advised that two years ago the town garage was constructed and it now has a sunken floor. Mr. Rich would not wish the matter to go to court, and to be drawn out, before the repairs are made. Also, the groomer motor needs to be replaced, but there is no place to store or repair the groomer. Mr. Smart was not familiar with the community garage problem, but will look into it.

**Mr. Herb Jacque** stated that the community of Makkovik needs a multi-purpose building for the youth.

**Mr. Ford Rumbolt** stated that the MOGs should be increased, as the benefit from it resorts back to the municipalities. The new funds from the Atlantic Accord should permit the reinstatement of the MOGs for the communities. Mr. Smart was not aware of the plan for the funding to be received from the Atlantic Accord, but if he had to pick MOGs or municipal infrastructure programs, then he would suggest that the infrastructure programs would have a greater long term benefit in the communities, addressing water and sewer needs, etc.

**Mr. Jim Farrell** thanked MAPA for the multi-work program that was accessed in 2004.

**Ms. Charlene Flowers** stated that funding for youth sports complexes upon the north coast communities were desperately needed for the youth.

**Ms. Ron Sparkes** stated that those who were at the Transportation Symposium and heard Mr. Wilson speak about the role of subsidies, would have heard him say that money would be best invested in the infrastructure side as well.

#### **FINALLY! – Futures in Newfoundland and Labrador Youth Session**

Panelist:

Jenny Rose Campbell, Happy Valley-Goose Bay

Charmaine Clarke, Cartwright

Nakita Butt, Labrador City - Wabush

Alex Chernoff, FINALLY! St. John's

Jamie Pye, Forteau

Jason Edmunds, Makkovik

**Mr. Churnoff** thanked the CCL for the opportunity for the youth to speak and to advise the gathering about the group. The FINALLY! Organization provides an opportunity for youth to act and speak about matters of importance. Youth also get an opportunity to act on matters of social and economic

development across the province. Currently, the youth are involved in a wildcrafting berry project in Labrador, at this time, in conjunction with the Métis. The plans are to hold the workshops in Port Hope Simpson, Cartwright and in Goose Bay.

The Finaly! Organization is made up from three members from Labrador and twelve in Newfoundland, three from the western, central and eastern regions. Mr. Jody Kelly from Labrador City is a former member of FINALY! The organization has helped people like Mr. Kelly with developing strong leadership skills. The organization has been around for almost ten years and was almost to demise last year, when funding for regional offices was lost. The office in Goose Bay was closed at that time.

Mr. Churnoff thanked sponsors Air Labrador, ACOA, Department of Innovation Trade and Rural Development, the Hryon and Southeastern Aurora Development Boards, Smart Labrador, Town of Happy Valley-Goose Bay and the Labrador Friendship Centre for bringing the youth delegates to the AGM. Also, Mr. Churnoff thanked CCL for including the youth in the AGM and this session.

**Ms. Nakita Butt** stated that it is important for the youth's concerns to be heard in organizations like the CCL as they may bring issues of concern to the youth to the gathering. Ms. Butt felt that perhaps two youth delegates should attend all meetings of the CCL.

**Ms. Jenny Rose Campbell** asked delegates to consider involving youth more into their organizations, as they wish to be involved. The youth delegates are interested in current affairs and they are the future leaders in organizations and municipal representatives.

**Mr. Jamie Pye** stated that it has been a great pleasure to be a part of the Transportation Symposium and the CCL Conference and that it was great to have the youth leaders involved as well. Mr. Pye was tasked to bring the concern, of the lack of a FIANALY! regional office in Goose Bay, to the CCL to solicit support and hopefully, a resolution to help lobby for regional support for the youth group.

**Mr. Gary Bolger** stated that it was important to support the youth and that Port Hope Simpson now has a youth center which is a great place for the youth who have some place to go. Mr. Bolger asked if the group knew of a source of funds to hire staff for the youth centre. Mr. Churnoff felt that a regional office in Labrador may have stronger abilities to support the youth councils in the communities, than possible from the one provincial office in St. John's.

**Mr. Graham Letto** recognized that Mr. Jamie Pye was honored with a youth economic development award at the Pan Provincial conference in Rocky Harbour and that the youth are very much appreciated for their work in the communities and organizations. This year is an election year for municipal councils; the youth delegates should consider running as municipal councilors. Mr. Pye stated that he accepted the award on behalf of the youth in the province who are working in the communities. Mr. Pye might consider running in the municipal election, now that it has been brought to his attention. Ms. Rose also stated that she may have interest in the municipal election as well.

**MHA John Hickey** expressed appreciation to the youth for coming to St. John's to raise awareness about the lack of an office in Labrador and is working with Minister Paul Shelley to get a FINALY! office opened in Goose Bay.

**Mr. Nat Moores** supported the youth need for a regional office and asked Mr. Pye to draft a resolution for the CCL to act upon.

**Mr. Ron Sparkes** concluded by saying that the youth delegates were fine role models of leadership from the municipalities.

#### **Mina Hubbard 2005 Celebrations**

**Mr. Ernie McLean** was unable to give the presentation, due to technical difficulties however; provided information about the celebrations and asked delegates to visit the website [www.mina2005.ca](http://www.mina2005.ca) for further information. Mr. McLean thanked the Towns of Happy Valley-Goose Bay and North West River, Central Labrador Economic Development Board and Lake Melville Tourism Association and other organizations for their support. Tourism is a huge resource that is not capitalized in this region. The celebrations committee will be visiting the schools and soliciting involvement from the youth. Mr. Art Williams thanked Mr. McLean, committee and staff for their efforts in the great initiative to promote tourism in Labrador.

### **33<sup>rd</sup> ANNUAL GENERAL MEETING OF COMBINED COUNCILS OF LABRADOR**

**President Ford Rumbolt** welcomed delegates to the AGM and requested for the directors to provide reports for 2004.

**Mr. Gary Bolger**, VP for the Southeastern region, stated that it was a busy year in the region. A regional meeting was held in Port Hope Simpson to discuss many issues including air services, infrastructure and snow clearing, transportation issues.

**President Rumbolt** stated that Ms. Agnes Pike recently resigned as Vice President of the Straits and thanked Ms. Pike for her great accomplishments and years of service.

**Mr. Nath Moores** reiterated gratitude to Ms. Pike for her municipal work in the Straits over the years. The issues around the road from Red Bay to Lodge Bay and the effect that changing the ferry service in Cartwright had on tourism in the Straits were of major importance in the region in 2004.

**Mr. Art Williams**, VP for Central stated that he became Vice President mid year, after Mr. Stan Oliver resigned. Mr. Williams felt that it was a rewarding year for him in the region bringing positive results to the areas' 2004 resolutions and that he worked effectively with MHA John Hickey to make progress on the issues of concern in the region.

**Mr. Henry Broomfield**, VP for Northern, stated that this was an exciting year in the northern region; with the final land claims signed, the future looks brighter. The Nunatsiavut government will be established in Nain. The resolution for obtaining a community constable for Postville is still outstanding and is very important to obtain a police presence in Postville.

**Mr. Graham Letto**, VP for Labrador West, felt that 2004 was not a great year in that region because of the two strikes at the mills, which took toll on the towns. The economic recovery will improve because of the new WalMart store and the influx of traffic to the region. Mr. Letto thanked the CCL for the years that he was involved and stated that he will continue to have interest, but will let someone else be VP for Labrador West.

**Mr. Jamie Snook**, Executive Director, thanked the community councils for participation with the CCL; it has been enjoyable two years working with the CCL and board members, with many improvements along the way. Should the councils have issues that the CCL can assist with, let Mr. Snook know of the issues.

### **Signing and Adoption of the 2004 CCL AGM Minutes**

Motion to accept the 2004 Annual General Meeting Minutes was made by Happy Valley-Goose Bay; seconded by Mary's Harbour. No further comments. Vote to accept the minutes was made; motion carried.

### **CCL 2004 Financial Audited Report**

**Mr. Nat Moores**, Secretary Treasurer, thanked Mr. Jamie Snook and staff at the CCL office for their efforts in 2004. The staff was successful in raising over \$60,000.00 therefore; the cost to include the Transportation Symposium was not an expense to the CCL. Financial statements improved with prudent bookkeeping from a negative ten thousand in 2003 to a plus ten thousand dollars in 2004.

Motion to adopt as presented the 2004 Financial Audited Statements was made by Happy Valley-Goose Bay; seconded by Rigolet. Motioned carried.

Happy Valley Goose Bay questioned the special project that was noted on page 10 of the Statement of Operations included in the Financial Statements. Mr. Snook stated that the special project was done in conjunction with SmartLabrador, when the municipal portal was developed, [www.ourlabrador.ca](http://www.ourlabrador.ca) and the training and projects were expenses related to that.

Vote to accept the 2004 Financial Audited Statements was made; motion carried.

### **Amendments to the Combined Councils of Labrador Constitution By Laws**

**Mr. Jamie Snook** explained that some issues were brought up at the last AGM to make amendments to the constitution, as the organization was working with constitutions drafted in 1979. The resulting change process was done within consultations with the towns, officials at the provincial government, the board and copies of the final draft was forwarded to the municipalities. Items of highlights include a change in term of board members is now two years; which will be in staggering years with other board members so all members will not change within one year. Mr. Snook stated that the Treasurer's position is now a separate position elected by the board among themselves, and that the staff in Goose Bay office will continue to keep financial records for the CCL. The board also has the power to appoint task committees.

**Mr. Graham Letto** stated that the five elected members will decide amongst themselves who which will be 2 or 3 year terms of office. Sufficient time was provided to councils to review amendments.

Motion to move the amendments to the Amendments to CCL Constitution By Laws was made by Rigolet; seconded by Mary's Harbour. Vote to accept the Amendments to CCL Constitution By Laws was made; motioned carried.

### **2005 RESOLUTIONS**

#### **Chairperson:**

Mr. Graham Letto

**Resolution 05-01** – Whereas there is no access to service in the Town of Nain for: a) Drivers Permits, b) Driving tests, or c) Drivers Licenses; and

The residents of Nain who need these services must incur personal costs to travel by air to another location to specifically receive these services;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to reinstate these services in the Town of Nain on a permanent full-time basis.

Moved and seconded by Nain, All in favour; Motion carried.

**Resolution 05-02** – Whereas there is no access to service for the residents of the Town of Nain for a) inspection of motor vehicle, b) registration motor vehicles or c) insurance of motor vehicles; and

The residents of the Town of Nain who need to access these services must transport their vehicles by marine vessel to another location at great personal cost;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to provide trained personal to be stationed at Nain to provide these services on a permanent full-time basis.

Moved and seconded by Nain, All in favour; Motioned carried.

**Resolution 05-03** – Whereas the provincial government charges the residents who live in the isolated communities of the north coast of Labrador the same fees that are charged provincially for motor vehicle registration; and

There are only municipal roads in these isolated Northern Labrador communities and these roads are only open for motor vehicle use six months of every year; and

Registered motor vehicles located in the isolated Northern Labrador communities are unable to be used for six months of every year due to heavy snowfalls, which restrict road plowing;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to reduce the fees for motor vehicle registration in Northern Labrador applicable to the limited period of road use in those communities.

Moved by and seconded by Nain; Motioned carried.

**Resolution 05-04** – Whereas residents of the isolated communities in Northern Labrador are restricted to moving motor vehicles in and out of their towns via coastal marine vessels; and

The rates for shipping motor vehicles to and from Northern Labrador municipalities are higher than the rates charged to customers in areas outside of Northern Labrador;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to reduce the shipping costs for motor vehicles being transported in and out of the isolated Northern Labrador communities via coastal marine vessels.

Moved and seconded by Nain; Motioned carried.

**Resolution 05-05** – Whereas there is a concern in the Northern Labrador municipalities with accuracy of the pumps at the bulk storage facility in Nain; and

Every year residents complain about quantities of water they receive when purchasing petroleum products at the bulk storage facility in Northern Labrador municipalities; and

The prices charged for products at the bulk fuel storage facility in Nain increased on old product in 2004 prior to the delivery of the new product;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial and federal governments to:

a) Ensure that the calibration of fuel pumps is performed on an annual basis at the bulk fuel storage facilities in the Northern Labrador municipalities; and

b) Inspect and test all equipment related to supply of bulk fuel in Northern Labrador municipalities on an annual basis to eliminate the water which is sold with the fuel products; and

c) Investigate the supplier's records to determine if there is evidence of overcharging for fuel products sold in Northern Labrador municipalities.

Moved and seconded by Nain; Motioned carried.

**Resolution 05-06** – Whereas municipalities in Northern Labrador have limited space at their dump sites for scrap metal such as old cars, trucks, freezers, refrigerator, fuel tanks, oil drums, furnaces, etc.;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government for a barge to travel to the North coast of Labrador to collect these items from our municipal dumpsites every couple of years, which will address some environmental concerns and will give a longer lifespan to our dumpsites.

Moved and seconded by Nain; Motioned carried.

**Resolution 05-07** – Whereas Norman Bay has a ferry service, "Challenger One", that cannot carry vehicles; and

Norman Bay residents have to leave their vehicles in Charlottetown on someone else's land, which can become a bother to the land owner; and

Residents of Norman Bay want a ferry service to carry at least two vehicles from Charlottetown to Norman Bay when they travel until such a time as a road connection to Charlottetown is completed and deserve the same ferry service as the island's ferry service;

THEREFORE, BE IT RESOLVED that Norman Bay and William's Harbour get ferry service to carry vehicles, as well as, passengers and freight to and from Charlottetown until Norman Bay and William's Harbour gets an access road to Charlottetown.

Moved and seconded by Norman Bay; Motioned carried.

**Resolution 05-08** – Whereas Norman Bay has no road connection to highway and has no airstrip; and

Norman Bay is isolated two months every year between ice break up and freeze up and whereas Norman Bay has support from every council on the southeast coast; and

Norman Bay residents live in constant fear of people getting sick and cannot get to hospital; and

Norman Bay residents have to go to Charlottetown for the clinic post office, grocery store and airstrip;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby government to build an access road to Charlottetown as soon as possible.

Moved and seconded by Norman Bay; Motioned carried.

**Resolution 05-09** – Whereas recreational facilities have been proven to be a necessity for the health and well being of citizens all across the province and country; and

Communities and road access to each other all across our province and country are able to share these regional facilities on their own or to share in;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby and demand that our provincial and federal governments take immediate steps to ensure that all Labrador communities have access to year round arenas and recreation facilities, thus improving community health and spirit.

Moved and seconded by Makkovik; Motioned carried.

**Resolution 05-10** - Whereas Labrador has some of the highest parcel and postage rates in the province and the country; and

Canada Post Corporation is consistently turning a profit and sending their executives on paid holiday to areas across the world; and

The mail flown in from Happy Valley-Goose Bay air stage to the North and South Coast travel on an average less than 200 kilometers; and

The mail traveling to Nunavut and the Northwest Territories travel in many cases over a thousand kilometers from their air stage;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador request that our Member of Parliament insist that Canada Post Corporation remove the Happy Valley-Goose Bay air stage from the highest rate table and place it on a separate scale where it has more appropriate rates reflecting the actual costs involved; and

BE IT FURTHER RESOLVED that the Combined Councils of Labrador lobby and demand the federal government to do everything in its power to try and have these criminally high rates lowered.

Moved and seconded by Makkovik; Motioned carried.

**Resolution 05-11** – Whereas many of the people of Labrador pay some of the highest electrical rates in the country; and

Whereas the Newfoundland and Labrador Hydro pays a handsome profit back to its shareholders each and every year; and

Whereas Labrador's resources continue to be extracted without providing any direct benefit on the financial cost of living to the people in the surrounding area; and

Whereas other persons on the island of Newfoundland and elsewhere in Canada enjoy some of the least expensive electrical rates in the world from hydro electrical project in Churchill Falls, Labrador;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador demand that NL Hydro, the provincial and federal governments to put in electrical transmission lines to the North and South Coast of Labrador affording these people inexpensive electrical rates, as well as, an apology for their neglect of these people for so long.

Moved and seconded by Makkovik; Motioned carried.

**Resolution 05-12** - Whereas many of the residents of Labrador pay among the highest gas, postal, hydro, food, clothing and heating fuel, among other prices in the country; and

Whereas many of the people of Labrador are those that can least afford these exorbitant prices; and

Whereas the prices of oil and gas has increase drastically over the past number of years, which in turns effects the cost of transportation, postal, hydro, food, and home heating fuel, among other prices; and

Whereas the federal government provides a home heating fuel rebate in Nunavut and the Northwest Territories;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador take all the steps possible to have the Petroleum Pricing Commission, keep the gas and fuel prices as low as possible during all seasons of the year, especially the winter months; and

BE IT FURTHER RESOLVED that the Combined Councils of Labrador lobby the federal government to provide a rebate to the isolated communities on the north and south coast of Labrador as well.

Moved and seconded by Makkovik; Motioned carried.

**Resolution 05-13** - Whereas the housing situation on the north coast has come to a critical stage that is increasing each year; and

Whereas under the existing funding it is not possible to meet the needs of each community;

THEREFORE, BE IT RESOLVED that the Combined Council of Labrador lobby the federal government to treat all aboriginal communities equally and meet the immediate need of housing on the north coast of Labrador.

Moved by and seconded Makkovik; Motioned carried.

**Resolution 05-14** - Whereas the Town of Happy Valley - Goose Bay experienced firsthand the impact of the September 11, 2001 terrorist attacks and shortly thereafter adopted the following resolution; and

Whereas September 11 highlighted President Roosevelt's statement that: we have learned that we cannot live alone at peace, we have learned that our well-being is dependent on the well being of other nations far away and, we have learned to be citizens of the world, members of the human community; and

Whereas Council agrees with the need to protect vital national interests that can be defined as: (1) the physical security of the country and our allies; (2) the safety of our citizens; (3) the economic well-being of our society; and (4) the protection of critical infrastructure; and

Whereas Council recognizes that the threat of ballistic missiles to North America represents a true threat to the national interest of Canada and her allies; and

Whereas Council appreciates that no nation alone can solve the complex issues challenging the world today and that only by working together can we hope to overcome the threats to common national interests we share with our allies; and

Whereas Council recognizes that Canada enters the 21st Century unable to protect its national self interests without a cooperative approach.

THEREFORE, BE IT RESOLVED that the Town of Happy Valley – Goose Bay calls upon the Government of Canada to support the research, development and implementation of a ballistic missile defence system for North America; and



FURTHERMORE, BE IT RESOLVED that the Combined Councils of Labrador fully supports the Town of Happy Valley – Goose Bay's resolution.

Moved and seconded by Happy Valley-Goose Bay; Motioned carried.

**Resolution 05-15** - Whereas municipalities have the statutory authority to ban smoking in all public places; and

Whereas municipalities recognize that a piecemeal approach to such an important public health issue can be ineffective and result in inter-municipal conflicts; and

Whereas effective examples of the banning of smoking in public places have been lead by Provincial Governments;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador call upon the Government of Newfoundland and Labrador to move immediately to implement a ban of smoking in all public places.

Moved and seconded by Happy Valley-Goose Bay; Motioned carried.

**Resolution 05-16** - Whereas there are steel barrels in the Rigolet Pond waster supply; and

Whereas there have been no contamination test done on the water supply;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the Government of Newfoundland and Labrador does testing for contamination in the water supply for Rigolet.

Moved and seconded by Rigolet; Motioned carried.

**Resolution 05-17** - Whereas the Town Council of Rigolet has requested a feasibility study be done on a road from Rigolet to Northwest River; and

Whereas, the residents of Rigolet wish to have a road link to North West River;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the Government of Newfoundland and Labrador to undertake feasibility study for a road link from Rigolet to North West River.

Moved and seconded by Rigolet; Motioned carried.

**Resolution 05-18** – Whereas, presently there is no recreational facility in Rigolet;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby Government of Newfoundland and Labrador to construct a recreational Sportsplex in Rigolet.

Moved and seconded by Rigolet; Motioned carried.

**Resolution 05-19** – Whereas, the funding for the Community Constable Program in the towns of Rigolet and Makkovik is on the verge of running out of funds;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the Government of Newfoundland and Labrador to have the funding in place a permanent basis.

Moved and seconded by Rigolet; Motion Carried.

**Resolution 05-20** – Whereas, there is a lack of facilities and programs for our young people in our smaller communities; and

Where as connection to the Trans Labrador Highway has given our young people better access to the outside; and

Where as our youth are the future for many smaller communities; and

Where as our youth are becoming more exposed to the negative elements of alcohol and drugs;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador support the Town of Charlottetown in lobbying efforts for funding to provide youth programs in our community.

Moved and seconded by Charlottetown; Motioned Carried.

**Resolution 05-21** – Whereas, the Town of Charlottetown has 43% of water and 41% of sewer infrastructure completed; and

Whereas, this is not acceptable for our people, especially seniors, to not have access to the basic necessities of life; and

Whereas, this is not healthy for our little children to be walking through raw sewer everyday; and

Whereas, the odor on a hot summer's day is unbearable; and

Whereas, the residents of our town feel that it is very embarrassing and disgraceful, especially when we have tourist visiting our community via the Trans Labrador Highway; and

Whereas, the cost to complete water and sewer installation in Charlottetown is approximately 4 million dollars; and

Whereas, the Town of Charlottetown cannot afford the required percentage;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador support Charlottetown and other communities in developing and implementing alternatives to water and sewer and lobby levels of government to finance water and sewer projects.

Moved and Seconded by Charlottetown; Motion carried.

**Resolution 05-22** – Whereas, the Town of Charlottetown has very little land for residential and commercial use; and

Whereas, the land in Charlottetown is either hard bedrock or too boggy; and

Whereas, making what land that is available unusable is costly; and

Whereas, the town cannot expand due to lack of land plots;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador support the Town of Charlottetown and other surrounding areas to try and elevate this problem.

Moved and Seconded by Charlottetown; Motioned carried

**Resolution 05-23** – Whereas, a Strategic Health Plan for Newfoundland and Labrador presented to the Province clearly states that heart disease and diabetes are the leading causes of death; and

Whereas, education, resources and prevention can deeply enhance the well being of our people;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby both levels of government to ensure that bringing health care to the people is the best model for health care delivery.

Moved and Seconded by Charlottetown; Motion carried.

**Resolution 05-24** – Whereas, the federal fisheries office in Charlottetown was closed in 1996 without any consolation with the town; and

Whereas, the closing of this office has allowed local people and outsiders (via the Trans Labrador Highway) to over fish our rivers and brooks;

Whereas, two officers stationed out of St. Lewis is not sufficient to patrol such a vast land;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador support the Community of Charlottetown in their lobbying efforts to the Federal Government to reopen the fisheries office in Charlottetown.

Moved and seconded by Charlottetown; motioned carried.

**Resolution 05-25** – Whereas, the heavy equipment that is presently being used to maintain our airports are very old and in very poor condition;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government for funds to replace this equipment.

Moved and seconded by Charlottetown; motioned carried.

**Resolution 05-26** – Whereas, the Town of Charlottetown is continuing to lobby government for more adequate policing for the Trans Labrador Highway and for our towns; and

Whereas, the two police officers stationed in Mary's Harbour is not sufficient; and

Whereas, there are times when we are left with only one officer because the other is away on business or leave; and

Whereas, a secretary is required at the Mary's Harbour detachment; and

Whereas, connection to the Trans Labrador Highway poses a greater concern for residents of the South East Labrador Coast;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby both Provincial and Federal Government for funding for more police officers and a secretary to be stationed on the South East Coast.

Moved and seconded by Charlottetown; motioned carried.

**Resolution 05-27** – Whereas, the Trans Labrador Highway is a main source of transportation along the South East Coast; and

Whereas; the people with dust allergies who travel via the Trans Labrador Highway can become very ill; and

Whereas, during the summer months the amount of dust make travel very dangerous for travelers; and

Whereas, this has caused many accidents;

THEREFORE BE IT RESOLVED that the Combined Councils of Labrador lobby both levels of government to pave the Trans Labrador Highway.

Moved and seconded by Charlottetown; motioned carried.

**Resolution 05-28** – Whereas, the road is going to be closed between Lodge Bay and Red Bay during the winter months; and

Whereas, the Trans Labrador Highway is a vital link for communities along the South East Coast of Labrador; and

Whereas, businesses are dependent on wholesalers for supplies such as fresh milk, cheese and confectionary; and

Whereas, those supplies will not be available once the road is closed; and

Whereas, if businesses are unable to obtain and sell their goods then they may not be able to remain viable;

Whereas, businesses provide a valuable tax base for their communities and the Province; and

Whereas, local businesses depend on the road for the delivery of fuel and sufficient storage of fuel may not be available to meet the demand during the winter months; and

Whereas, the road is depended upon for medical purposes to transport patients to a larger center in the event of an emergency, especially when the transportation via airplane is not possible due to bad weather conditions;

THEREFORE BE IT RESOLVED that definite measures be taken to maintain the road link between Lodge Bay and Red Bay, as soon as possible, and defiantly before the completion of phase III.

Moved and seconded by Charlottetown; motioned carried.

**Resolution 05-29** – Whereas, Charlottetown has been faced with many financial challenges trying to provide the necessary services to the residents of our town; and

Whereas the Municipality of Charlottetown does not have revenue to meet the demands; and

Whereas we cannot over tax people in order to provide the basic and vital services that are needed to sustain the community.

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador call upon the Government of Newfoundland and Labrador to increase Municipal Operating Grants.

Moved and seconded by Charlottetown; Motion carried.

**Resolution 05-30** – Whereas, the South East Labrador coast from Red Bay to Cartwright does not have cell phone coverage; and

Whereas the with opening of the Trans-Labrador highway there has been in influx of people traveling and tourist visiting from all parts of the world; and

Whereas there are long distances between communities without garages as a source of assistance in an emergency;

Whereas people are often left stranded on the highway between Cartwright to Red Bay without any telephone contact so they may let authorities know that they need help;

Whereas our telecommunications is below standard compared to the rest of the world;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby Aliant for adequate services for the South East Coast of Labrador and that our communications services be on par with the rest of the province.

Moved and seconded by Charlottetown; Motioned carried.

**Resolution 05-31** – Whereas, the Municipal Assessment Agency assessments are extremely high; and

Whereas the small communities are in a financial bind; and

Whereas theses assessments are necessary, but the last to be paid;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby on our behalf to have these assessments done at a cheaper rate.

Moved and Seconded by St. Lewis; Motioned carried.

**Resolution 05 – 32** – Whereas, Labrador presently boasts forests, lakes and rivers of pristine beauty; and

Whereas recycling facilities already exists and function well in Goose Bay; and

Whereas 80% of residents of North West River already participate in the provincial recycling program;

THEREFORE, BE IT RESOLVED that the Combined Council of Labrador lobby government to make the whole of Labrador environmentally "Green" by the year 2010.

Moved and seconded by North West River; Motioned carried.

**Resolution 05 – 33** – Whereas, at the present time there are no groomed and marked Winter Trails connecting Williams Harbour to neighbouring communities; and

Whereas residents have to travel over a large area of ice with open tickles; and

Whereas it is the wish of Williams Harbour Local Service District and its residents to have our trails;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador support the Labrador White Bear Development and lobby the appropriate government to find adequate funding to undertake this development.

Moved and seconded by Williams Harbour; Motion carried.

**Resolution 05 – 34** – Whereas, Futures in Newfoundland and Labrador's Youth! (FINALY!) provides a voice for the young people of Labrador, and an opportunity to be actively involved in shaping their futures;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to financially support the re-establishment of FINALY!'s Regional Office in Labrador.

Moved by Labrador City, seconded by Happy Valley-Goose Bay; Motion carried.

**Resolution 05 – 35** – Whereas, air travel to Southeastern Labrador has rapidly moved backwards over the past five years; and

Whereas the provincial government has made plans to decommission airstrips in this area and to have one regional airstrip thus improving the area with a faster more economic means of travel; and

Whereas, the residents of Southeastern Labrador has accepted the decommissioning of those airstrips and to have one regional airport each realizing the improvements this would have;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the Minister of Transportation Works in conjunction with the federal counterparts to begin work on this regional airport in the summer of 2005.

Moved and seconded by Port Hope Simpson; Motion carried.

**Resolution 05 – 36** – Whereas the Southeastern Regional Waste Management Committee (SLWMC) has a mandate to identify a cost effective environmentally acceptable solid waste management strategy for Southeastern Labrador; and

Whereas the provincial government has an interest in regionalizing waste disposal facilities in Newfoundland and Labrador; and

Whereas the SLWMC commissioned a study which now is complete, investigating options for development of a regional waste management system intending to meet the needs of the region for up to 50 years; and

Whereas the communities of this region each has individual garbage dumps which creates a mayor eye sore, poses hazards to health and the environment;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government for funding to commence this solid waste management system in the summer of 2005.

Moved and seconded by Port Hope Simpson; Motion carried.

**Resolution 05 – 37** – Whereas the ferry "Apollo" travels Southeastern Labrador with freight and services, and apart from the little produce and meat flown in, this ferry is the only means of moving goods into this area; and

Whereas the Labrador Straits in April is not always ice bound considering the fact that long liners navigates those waters at that time of year; and

Whereas it is very costly for businesses to bring in enough supplies to last until the ferry starts again in May; and

Whereas the businesses of the area find it difficult to maintain their level of service and pay bills when stock is low;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to start the 2005 ferry services effective April 1<sup>st</sup> and to engage the service of an ice breaker if it is deemed necessary; also, lobby the provincial government for the opening of the Red Bay – Lodge Bay road at that time.

Moved and seconded by Port Hope Simpson; Motion carried.

**Resolution 05 – 38** – Whereas many critical medical services are only available to Labradorians on the island of Newfoundland; and

Whereas the need to access dialysis services is critical to a growing number of people in Labrador;

Whereas because there is a lack of an option for dialysis services in Labrador, those needing this service must travel to the island and thereby face an unbearable cost of travel; and

Whereas we believe that fair and equal access to medical services is a fundamental right of all citizens;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador call upon the Government of Newfoundland and Labrador to move immediately to establish a dialysis service in Labrador.

Moved and seconded by Happy Valley-Goose Bay; Motioned carried.

**Resolutions 05 – 39** – Whereas there is no performing space for arts, musical and cultural activities in central, southern, and northern Labrador; and

Whereas the previous provincial government had committed the amount of \$2.4 million to the project, supported by the federal government contribution of \$300,000; and

Whereas two years of pan-Labrador support, fundraising (\$65,000. to date), petition and extensive media have shown the need for a place for Labrador youth to express their sense of self and community, including a demonstrated component of mental health;

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador press the provincial government to restore funding for the Mealy Mountain Auditorium in this year's budget to proceed, as soon as possible, with the construction of the facility and to ensure that the auditorium is attached to Mealy Mountain Collegiate in order to guarantee maximum usage by students and adults, both in that community and visiting from elsewhere.

Moved and seconded by Happy Valley-Goose Bay; Motion carried.

**Resolution 05 – 40** – Whereas the provincial government has been successful in securing

THEREFORE, BE IT RESOLVED that the Combined Councils of Labrador lobby the provincial government to set aside a block of funding from the Atlantic Accord designated specifically for Labrador.

Moved and seconded by Motion carried.

Mr. Ford Rumbolt advised that work proceeded on all resolutions as soon as possible; then again as the issues develop over the upcoming year. Some resolutions may be more urgent than others and need immediate attention. All information received in response to the resolution is forwarded to the communities. The newly elected executive of the Combined Councils of Labrador will meet with the Premier of the Province and the cabinet in Labrador within one month.

Mr. Jim Farrell congratulated Jamie Snook for remarkable work for in organizing the conference and throughout the year.

Mr. Jamie Snook advised that an integrated work plan and the updated status of the resolutions are available for viewing online at all times. Darlene Jacobs and Eric Anderson were also praised for their commitment and great work as well. Delegates were advised that the publication of 53 North was available for delegates and thanked Gary Peckham for providing the same.

Mr. Stan Oliver stated that perhaps it might be the right time to refocus and review the current vision and cooperatively move ahead with the inclusion of all communities.

Mr. Nat Moores advised that the position of the Secretary Treasurer is no longer required and thanked everyone for their support in the past. The finances are currently in good order. Mr. Moores reflected on Ben Michel's statement to be united as one voice and go forward together.

### **ELECTION OF BOARD MEMBERS**

Facilitator:  
Mr. Graham Letto

#### **Election of President**

Mary's Harbour, motioned to nominate Mr. Ford Rumbolt as President; seconded by Red Bay.

Rigolet motioned to nominate Mr. Henry Broomfield as President; seconded by Makkovik.

North West River motioned to nominate Mr. Gary Bolger as President; seconded by Happy Valley-Goose Bay.

Rigolet motioned to nominate Mr. Art Williams as President; seconded by St. Lewis.

Rigolet motioned to nominate Mr. Stan Oliver as President; seconded by Capstan Island.

Forteau motioned to nominate Nat Moores; seconded by Wabush.

Nominations ceased. Mr. Nat Moores and Mr. Gary Bolger declined the nomination for President; Mr. Henry Broomfield, Mr. Art Williams, Mr. Stan Oliver and Mr. Ford Rumbolt accepted the nomination for President. Ballots were distributed to one representative per community. Ms. Darlene Jacobs was scrutinizer of ballots. A second group of ballots, without the community name on it to identify the vote, was given out to delegates, as per the constitution requirements.

Mr. Letto declared Mr. Ford Rumbolt as the President of Combined Council of Labrador for 2005 and 2006.



Mr. Ford Rumbolt stated that it is a time to move ahead as one group an organization for Labradorians as a united voice. Mr. Rumbolt has years of experience in municipal government and with the Combined Councils and expressed a dedication to his commitment. He will do as is required and requested by the membership to bring the resources of Labrador to development for Labradorians.

Motion to destroy the ballots was moved by Rigolet; seconded by Red Bay.

### **Election of Vice Presidents**

Secret ballots were distributed for the election of Vice President; as per the Constitution.

Rigolet motioned to nominate Mr. Henry Broomfield as Vice President of the North Coast; seconded by Nain. Moved for nominations to cease by Rigolet; seconded by Makkovik. Mr. Letto declared Mr. Henry Broomfield as Vice President of the North Coast.

Happy Valley-Goose Bay nominated Mr. Art Williams as Vice president of Central; seconded by North West River. North West River motioned to nominate Mr. Stan Oliver as Vice President of Central; nomination declined. Mr. Art Williams was declared as Vice President of Central region.

Port Hope Simpson nominated Mr. Gary Bolger as Vice President of Southeastern; seconded by Mary's Harbour. Nomination declined. St. Lewis nominated Trent Park as Vice President Southeastern; seconded by Mary's Harbour. Nomination declined. St. Lewis nominated Alton Rumbolt as Vice President of Southeastern; seconded by St. Lewis. Nomination declined. St. Lewis nominated Dale Burt as Vice President Southeastern; seconded by Port Hope Simpson. Nomination declined. St. Lewis nominated Melody Pardy as Vice President of Southeastern; seconded by Port Hope Simpson. Nomination declined. St. Lewis nominated Lorraine Poole, St. Lewis as Vice President of Southeastern; seconded by Mary's Harbour. Nomination declined.

Mr. Letto requested that the delegates from Southeastern elect a Vice president amongst themselves or one would be appointed for the region.

Eric O'Brien nominated Nat Moores as Vice President of Straits; seconded by Wade Earle. Nomination accepted. Wade Earle nominated Joe Fowler as Vice President of Straits; seconded by Port Hope Simpson. Nomination declined. Nat Moores was declared elected as Vice President of Straits.

Labrador City nominated Jim Farrell as Vice President of Labrador West; seconded by Churchill Falls. Nomination accepted and declared elected.

Motion to close the meeting was made by Labrador City; seconded by Rigolet. Motion carried.