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HANSARD

*Speaker: Honourable Scott Reid, MHA*

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The House met at 1:30 p.m.

**MR. SPEAKER (Reid):** Are the House Leaders ready?

**MS. COADY:** Yes.

**MR. SPEAKER:** Yes.

Is the Third Party House Leader ready? Yes.

Opposition?

The independents? Yes.

Admit strangers.

Order, please!

### Statements by Members

**MR. SPEAKER:** Today we will hear Members' statements from the hon. Members for the Districts of Exploits, Mount Scio, Humber - Bay of Islands, Mount Pearl - Southlands and Ferryland.

The hon. Member for Exploits.

**MR. FORSEY:** Thank you, Mr. Speaker.

Mr. Speaker, this year the Exploits Search and Rescue are enjoying 38 years of service in Central Newfoundland. The Exploits Search and Rescue services a vast area, including Harbour Breton to the south, Glenwood to the east, west of Badger Lake and all points in between. This is a volunteer organization that is ready to serve distress calls at any time in any conditions.

Since 1982, they have responded to well over 250 missing person situations. On an average, they respond to 15 to 20 calls per year. This group consists of members from all across the Exploits District and beyond.

Mr. Speaker, I would like for all Members to join me and congratulate the Exploits Search and Rescue on their 38 years and thank them for their service.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Mount Scio.

**MS. STOODLEY:** Mr. Speaker, today I would like to recognize the new Kenmount Terrace Community Garden and congratulate the volunteer organizers on their collaborative neighbourhood initiative.

This is the inaugural growing season for the community garden. Located at the new Kenmount Terrace Community Centre, applications are currently being accepted for one of 10 gardening plots, including one raised bed for those with limited mobility. Organizers implemented thoughtful and helpful amenities such as a composting area, barrels to collect rainwater and a COVID-19 safe gardening plan – very important.

Community gardens provide many benefits outside improving access to local produce. They promote sustainable agriculture, create new habitats and strengthen community ties. The volunteer committee has big plans for next summer, including adding more plots and building a communal tool shed.

I wish residents of Kenmount Terrace a productive gardening season and I ask all Members to join me in thanking and congratulating the organizing committee, including Chelsey Pike, Chris Follett, Germaine Manners, Mercy Winsor, Nadaira Walsh and Wanda Waterfield.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Humber - Bay of Islands.

**MR. JOYCE:** Mr. Speaker, on May 22, 2020, Corner Brook lost another proud Second World War Veteran. A family lost a father, grandfather and a great uncle. Mr. Robert Gordon Grant passed away after a brief illness just one month shy of his 101st birthday.

Mr. Grant was born in St. John's on June 22, 1919. He was a proud member of 166th Newfoundland Regiment, Royal Artillery, serving in England, North Africa and Italy

during World War II. He was a long-time member of the Royal Canadian Legion Branch 13, a member of the Masonic Order, a member of the Lodge Lomond in Corner Brook and Lodge Humber in Deer Lake.

Mr. Grant will be remembered as a gentle soul who always took the time to speak with you. I met Mr. Grant as a young fellow from Curling and he was always very witty and when he met you, you could always feel the warmth, kindness and friendliness. Last time I had the pleasure of speaking at Mr. Grant's 100th birthday celebrations.

I ask all Members to join me in extending our condolences to Mr. Grant's son, Ian, his family, his Legion family and many relatives and friends.

Stand down, Solider; mission completed. You made this world a better place. Rest in peace.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Mount Pearl - Southlands.

**MR. LANE:** Mr. Speaker, it's my pleasure to recognize an amazing gentleman from my district.

After a tremendous career serving the people of Newfoundland and Labrador in senior roles within the public service, Gordon Slade was appointed to the executive roles at Memorial University where his leadership was pivotal in helping to secure over \$60 million in philanthropic and sponsorship funding for the university.

His passion for this place, our people and unique culture has been of great benefit to our province. He is the founder of the Battle Harbour Historic Trust, has been instrumental in the preservation and restoration of Port Union and has chaired the advisory committees for the Ryan Premises National Historic Site at Bonavista and the Red Bay UNESCO World Heritage Site.

He's also been actively involved with the Shorefast Foundation on Fogo Island and helped develop key partnerships with governments, academia and local residents to preserve local

traditions and knowledge while developing an innovative model of sustainable development and growth of coastal communities.

Gordon has received numerous awards for his labour of love over the years, which most recently included being named a recipient of the Order of Newfoundland and Labrador.

Please join me in both thanking and congratulating this amazing individual for his tremendous contributions to our province.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** I rise today in this hon. House to recognize and congratulate the Anglican Church Women's guild of Bay Bulls on 62 years as a successful organization.

This group organizes an annual fall fair. This past November, they held their 60th annual fall fair. The fall fair is a sale of homemade crafts and baked goods.

This group organizes card games and is involved in the Bay Bulls Bauline Athletic Association's Winter Carnival each year as they host the annual card game there as well, with lots of homemade desserts, cookies, sandwiches, coffee and tea. They are always a great success.

There are seven members to date with the Anglican Church Women including one founding member. The members of this group are: Norma Mulcahy, Lynn Morry, Michele Power, Donna Lynch, Darlene Williams, Thora Williams and the last remaining founding member, Janie Weir of 62 years.

Mr. Speaker, I ask all Members of this House to join me in congratulating the Anglican Church Women on yet another wonderful and successful year.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** Statements by Ministers.

**Statements by Ministers**

**MR. SPEAKER:** The hon. the Minister of Fisheries and Land Resources.

**MR. BYRNE:** Mr. Speaker, community gardens are a wonderful source of fresh, local food – they are also a peaceful, shared space where residents relax, make new acquaintances, get their hands pliantly dirty and enjoy some time outdoors.

Our government's Community Garden Support Program is in its second year and is increasing food self-sufficiency in our province, improving access to fresh foods and proving how rewarding it is to produce healthy foods in and around our communities.

Mr. Speaker, more than 3,500 people of all ages worked together in 101 community gardens last season thanks to funding from the Community Garden Support Program. So far this year, we have approved almost 50 applications from municipalities and community groups, and we are welcoming more every day.

As we deal with COVID-19, community gardening will look a little different this year, but we're finding innovative ways to work together safely – like limiting the number of people working in the garden at any one time and not sharing tools or gloves.

Mr. Speaker, as we safely keep our distance, now more than ever, community gardens offer that sense of togetherness we've all been missing. I encourage more groups to avail of this program and get growing this summer.

Thank you very much, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Mount Pearl North.

**MR. LESTER:** Thank you, Mr. Speaker.

I thank the minister for an advance copy of his statement.

We appreciate that the Community Garden Support Program can increase awareness of the value of local food production and the agricultural sector. Gardening in general is an all-around positive. It provides food, exercise and is a great activity to share with family and friends.

Mr. Speaker, no one can dispute the value of being able to access fresh food, and that is why government, if it is serious about delivering on its commitment to increase food self-sufficiency in the province, should be increasing support and funding for the Provincial Agrifoods Assistance Program, rather than decreasing it. Not only does this government need to increase funding, it needs to ensure, most importantly, that the existing programs are rolled out when farmers need them, not when the minister wants a photo op.

Mr. Speaker, I know the Community Garden Support Program had a lot of participants last year in this province, including many youth and seniors. It is a good program. I encourage everyone involved this year to enjoy themselves, stay safe and get growing.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for St. John's Centre.

**MR. J. DINN:** Thank you, Mr. Speaker.

I thank the minister for an advance copy of his statement and join him in supporting and promoting community gardens. They are vital to increasing food security and provide a healthier alternative to industrialised farming reliant on synthetic fertilizers.

With summer approaching and COVID-19 restrictions loosening, community gardens also offer an invaluable safeguard for our mental health. And considering our short summers, we need to expand the idea. Earth-sheltered greenhouses, such as the one being planned for the O'Brien farm, will allow for year-round community gardens.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you, Mr. Speaker.

I am pleased to announce an enhancement to the existing 811 HealthLine that will improve access to primary care. People can now schedule a virtual appointment with a nurse practitioner for urgent non-emergency health issues via telephone, text or video.

Nurse practitioners are valued members of the health care system and these virtual walk-in clinics are available seven days a week from 8 a.m. to 8 p.m.

To make an appointment, people can call 811 or now use the 811 HealthLine app. The app can be downloaded free through the Apple and Google Play app stores.

This government is committed to improving primary health care, of which virtual care has become so important.

In saying this, I want to thank the physicians in our province also, who so quickly adapted their practices to provide virtual care because of COVID-19.

I'm delighted that Newfoundland and Labrador is the first jurisdiction in Canada to introduce widely accessible, province-wide virtual primary care from a nurse practitioner.

**SOME HON. MEMBERS:** Hear, hear!

**MR. HAGGIE:** The 811 HealthLine service and app were developed and are administered by Fonemed, a Newfoundland and Labrador company.

Fonemed is also recognized on the global stage, serving clients nationally and internationally. Something else we can all be proud of, Mr. Speaker.

Thank you.

**MR. SPEAKER:** The hon. the Member for Conception Bay East - Bell Island.

**MR. BRAZIL:** Thank you, Mr. Speaker.

I thank the minister for an advance copy of his statement. Mr. Speaker, first and foremost, I would like to thank the staff of the 811 HealthLine, who adapted quickly to provide residents of this province with accurate and timely services throughout the ongoing public health pandemic. The professional and knowledgeable staff helped to screen individuals for COVID-19, while continuing to provide first-line services regarding a whole host of health-related questions.

As we all know, many people in this province do not have regular access to a family doctor. Enabling residents to see a nurse practitioner through a virtual appointment will help more people access timely and reliable health care. This will be of a specific benefit to those who have to travel long distances, who have to wait for long periods of time to see a doctor.

While this is a positive step, and I thank the nurse practitioners in advance for the service they will provide, I challenge the minister to ensure that more family doctors are recruited into the province's health care system because everyone deserves their own family doctor.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for St. John's East - Quidi Vidi.

**MS. COFFIN:** Thank you, Mr. Speaker.

I, too, thank the minister for the advance copy of his statement. This is a welcome expansion of the use of nurse practitioners in our system and an excellent addition to our already valuable 811 service. I've used the service before and I commend all health care professionals who deliver it.

I do look forward to seeing how our health care budget will reflect the restructuring of service delivery that has come with the use of virtual care models.

Thank you very much, Mr. Speaker.

**MR. SPEAKER:** Further statements by ministers?

The hon. the Minister of Transportation and Works.

**MR. CROCKER:** Mr. Speaker, I am pleased to provide an update in this hon. House today on some of our government's large infrastructure projects.

While the pandemic has impacted our province, progress has continued to be made on these projects, which provide vital employment to those involved in our construction industry.

Work continues on our long-term care homes in Gander and Grand Falls-Windsor and the construction of the new West Coast hospital in Corner Brook reached a significant milestone when first steel was erected in April. Construction also continues on new schools in Gander, Paradise, Bay Roberts and St. Alban's.

Evaluations have begun on the submissions for the new adult mental health and addictions hospital and we look forward to announcing the successful proponent this summer.

Officials in the department are also finalizing documents to issue a request for qualifications for a new correctional facility to replace Her Majesty's Penitentiary.

Finally, Mr. Speaker, we marked the completion of construction of the new 145-bed Corner Brook Long-Term Care Home in February. Western Health has begun moving residents into this modern home and precautions are underway to prevent the potential transmission of COVID-19 in the residence.

I'm also pleased to inform my hon. colleagues that 95 per cent of the people working on these construction sites are Newfoundlanders and Labradorians and we are always looking for ways to ensure that our tradespeople are the ones benefiting from the province's projects.

Mr. Speaker, we are excited about the jobs these projects are creating for Newfoundlanders and Labradorians. We look forward to the construction of all these facilities which are replacing antiquated pieces of infrastructure.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. Member for Conception Bay South.

**MR. PETTEN:** Thank you, Mr. Speaker.

I thank the minister for an advance copy of his statement. Mr. Speaker, myself and Members of the Official Opposition thank the minister for an update on some of the critical projects being built in our province under the purview of his department. Projects like the various long-term care facilities mentioned and the replacement of Her Majesty's Penitentiary are much-needed infrastructure projects in Newfoundland and Labrador.

The minister has informed the House 95 per cent of the people working on those construction sites are from Newfoundland and Labrador, which is welcome news. The minister also stated that the province is always looking for other ways to ensure tradespeople from this province benefit from these projects.

The Official Opposition has long advocated for a community benefits agreement to be included with proposals to ensure that as close to 100 per cent of the people working on government-funded projects are Newfoundlanders and Labradorians. We are fully prepared to provide the minister a briefing on the importance of instituting community benefits agreements if he would like more information on this initiative.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Labrador West.

**MR. BROWN:** Thank you, Mr. Speaker.

I thank the minister for an advance copy of his statement. I, too, am excited for the new jobs created, but more local jobs the better. I caution everyone to take the rules of the workplace during this pandemic seriously. Like all workplace safety regulations, it's always important to remain safety conscious.

In the past, in times of economic uncertainty government has stepped up infrastructure spending to shore up the province's economy. With the province's infrastructure and economy both in rough shape, the more of these types of projects we see, the better.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** Further statements by ministers?

Oral Questions.

### Oral Questions

**MR. SPEAKER:** The hon. the Leader of the Official Opposition.

**MR. CROSBIE:** Thank you, Mr. Speaker.

In the House Tuesday, May 5, I asked the Minister of Health when officials in his department were advised of the health incident involving 85 hospital workers the previous Sunday. He indicated that he could not give a precise time but would find out.

Can he now update us on when officials in his department became aware of it?

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you very much, Mr. Speaker.

Again, I'll have to rely on memory. I did find that out and I have not actually brought it with me.

My understanding is that there were initial communications about a resolved issue to my department on Sunday. This was not elevated to the minister, myself, until significantly later and that has been a source of some concern. I will, however, undertake to go back and get a proper timeline because I'm working from memory and that is flawed, so I'll do better.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Leader of the Official Opposition.

**MR. CROSBIE:** It may be the first time I've heard the minister admit any flaws, Mr. Speaker.

Public confidence in leadership during the public health crisis requires good faith disclosure of incidents. On the same Tuesday, the minister told both the all-party Committee and the daily public briefing that he was not aware of the health incident at the time of the Committee meeting or of the time of the public briefing the previous day.

When was the minister made aware?

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** I'll have to give a version of the same answer, Mr. Speaker. I have the information but not to hand and I would be happy to supply it.

**MR. SPEAKER:** The hon. the Leader of the Official Opposition.

**MR. CROSBIE:** Well, as it happens, we have documents from the minister's own department which show that the minister, the chief medical officer of health and officials in his department received an email about the incident on Sunday, May 3 at 11:20 a.m.

How does the minister's failure to disclose such an incident – and the information was 50 people having to self-isolate – promote the confidence of the public that their crisis leadership can be relied upon to make good faith disclosure?

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you, Mr. Speaker.

As I say, I'm working from memory and the Member opposite has me at a disadvantage. I will happily find out the details of the timeline there. My recollection as it is at the moment is that this was presented in a very routine, mundane way to the medical officer of health at that time and it was not apparent until after the

briefing that there was an issue, which was significantly more severe.

That is my best recollection at that moment. I will endeavour to fill in the gaps when I have a chance to go back and consult our records, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Stephenville - Port au Port.

**MR. WAKEHAM:** Minister, the Stephenville Airport authority and the Stephenville town council have been working on a business development plan for the Stephenville Airport.

I ask the minister: Will he confirm government's financial support and commitment to the Stephenville Airport?

**MR. SPEAKER:** The hon. the Minister of Tourism, Culture, Industry and Innovation.

**MR. DAVIS:** Thank you, Mr. Speaker.

I'd like to thank the hon. Member for the question and his continued engagement with me on this important file.

There's been ongoing dialogue with both the Stephenville Airport Corporation and the town for the past six to eight months. The government understands fully the issues facing Stephenville Airport, as well as many other airports across the province and the impacts that are associated with COVID.

We've recently renewed the loan guarantee with respect to Stephenville Airport Corporation to the tune of about \$900,000, which is a benefit for the Airport Corporation. We did receive a proposal from the town and the Stephenville Airport Corporation about a new business development plan for the airport.

As I've said to the Member in the past, we've had the Government of Canada looking at some opportunities with respect to the airports, and as I said to the town we've also –

**MR. SPEAKER:** The minister's time has expired.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Grand Falls-Windsor - Buchans.

**MR. TIBBS:** Thank you, Mr. Speaker.

Mr. Speaker, officials in the minister's own department have told me positions in the lab at Grand Falls-Windsor hospital will be lost over time, in contrast to the minister saying no positions will be impacted in the lab at Grand Falls-Windsor.

I ask the minister: Which is correct? Are you hiding what will happen or do you not know?

**MR. SPEAKER:** The hon. the Minister of Health and community Services.

**MR. HAGGIE:** Thank you very much, Mr. Speaker.

This was addressed in a petition reply yesterday. There are no job losses in Grand Falls-Windsor as a result of this. There will be no change in the level of service to physicians or their patients in Grand Falls-Windsor as a result of this.

As a result of this, Grand Falls-Windsor will get state-of-the-art new equipment, as will pretty well every other lab in the province.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Grand Falls-Windsor - Buchans.

**MR. TIBBS:** Okay, so we know now that the people on the ground are misleading.

Mr. Speaker, geographically the hospital in Grand Falls-Windsor is the more centralized hub for testing and already services seven satellite locations, as compared to the hospital in Gander, which now services only three satellite locations.

What is the rationale for the hospital in Gander to be selected as the main testing hub for Central Health instead of the Grand Falls-Windsor hospital, where it's been built off the backs of the people in Grand Falls-Windsor?



**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you very much, Mr. Speaker.

As I say, the lab reform was determined by a group of clinical lab scientists and pathologists who made the recommendations to government. It is time to replace a significant amount of infrastructure in laboratories across the province. It was felt appropriate to do this by going out with a single RFP for lab equipment and reagents, and a second one for transportation of specimens as we have experienced significant difficulties in the past with specimen loss owing to inadequate transportation.

The level of service to those people in clinics and hospitals in Central, West and in the periphery will not change, Mr. Speaker. In actual fact, it will be enhanced in the small hospitals.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Exploits.

**MR. FORSEY:** Minister, the CEO of Central Health has already admitted publicly that the testing that will no longer be done at the hospital at Grand Falls-Windsor will be done at the Gander hospital.

I ask the minister: What specifically are those tests?

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you very much, Mr. Speaker.

Lab reform will be predicated on a tiered response to lab testing. Emergency tests and out-of-hours tests will be done on site through either standard equipment or through point-of-care testing. Routine work will be collated in centres. Non-routine speciality tests will end up in St. John's or, indeed, exported to Mount Sinai. The rationale behind this is clinical.

If the Member expects me to apologize as Member for District of Gander for bringing services to Gander, he isn't going to get it.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Exploits.

**MR. FORSEY:** Minister, the tests are obviously being done at the Grand Falls-Windsor hospital at the moment.

What would be the significance of now rerouting those tests to Gander?

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you very much, Mr. Speaker.

To the patients in Grand Falls-Windsor and the physicians in Grand Falls-Windsor, absolutely none.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Topsail - Paradise.

**MR. P. DINN:** Thank you, Mr. Speaker.

We need all businesses and employees back to work as soon as possible and as soon as it's safe to do so. However, businesses are concerned about the current legislation in the *Labour Standards Act* requiring people of a certain timeline and temporary layoff to be terminated. Other provinces have made changes to their legislation to accommodate this.

I ask the minister responsible: What is he doing to address this issue?

**MR. SPEAKER:** The hon. the Minister of Advanced Education, Skills and Labour.

**MR. MITCHELMORE:** Thank you, Mr. Speaker.

I thank the Member opposite for the question. I couldn't agree more, we certainly want everybody to get back to work as quickly as

possible, as it is safe to do so. It's important for the economy.

We've had numerous discussions with the business community, with the Employers' Council and other groups, as well as with the Federation of Labour. This is certainly something that is important to a number of businesses and the employee/employer relationship be maintained. Our department has been working on this, and there will be an update on this in the coming days.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Topsail - Paradise.

**MR. P. DINN:** Thank you, Mr. Speaker.

I thank the minister for his response.

Just to clarify, the department is or is not currently working on changes to the legislation to accommodate this?

**MR. SPEAKER:** The hon. the Minister of Advanced Education, Skills and Labour.

**MR. MITCHELMORE:** Thank you, Mr. Speaker.

When it comes to any matter of labour legislation, we consult, we review. We've had these discussions, and then we get to a point where we're able to make a decision. We'll be able to make a decision and have an update on this particular matter in the coming days.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Leader of the Official Opposition.

**MR. CROSBIE:** Mr. Speaker, there has been some public discussion about the formation of an Atlantic bubble and some mention of it being as early even as July.

I would ask the Premier: Could he provide details regarding how it will work and what his best guess is at when it might come into existence?

**MR. SPEAKER:** The hon. the Premier.

**PREMIER BALL:** Thank you, Mr. Speaker.

There was a meeting yesterday, last evening, with the Atlantic premiers. This came up from the premier of PEI, who subsequently has made some public remarks about this. From Newfoundland and Labrador's perspective, I made it quite clear last night that this is not something we could actually put a date on. As I've always said, it's important for Newfoundlanders and Labradorians, first and foremost, to be able to travel safely around our own province.

Other provinces have shown some interest, but I will tell the Member opposite, that even from New Brunswick's point of view and Nova Scotia's point of view, and even PEI's point of view, there is no date. Any decision will be made in conjunction with work that will be done by science and evidence from the public health officials, Mr. Speaker. So it's premature to even guess at what a date would be.

**MR. SPEAKER:** The time for answering has expired.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Opposition House Leader.

**MR. BRAZIL:** Thank you, Mr. Speaker.

Tuesday afternoon, Prime Minister Trudeau responded to NOIA's letter of June 3 requesting urgent support for the Newfoundland and Labrador oil and gas industry. Sadly, NOIA's very detailed letter was met with a form letter response from Prime Minister Trudeau which only contained vague niceties.

Mr. Speaker, I join with NOIA, CAPP and every company and employee who is hoping our industry will survive.

Will the Premier demand substantive action tonight on his weekly call with the prime minister?

**MR. SPEAKER:** The hon. the Premier.

**PREMIER BALL:** Thank you, Mr. Speaker.

I would say to the Member opposite, he's a little late in joining the discussion, because this discussion started a long time ago by this government in trying to get and asking for support for the oil and gas industry in Newfoundland and Labrador.

Mr. Speaker, we take every single opportunity we can, not just with the prime minister, with the deputy prime minister and other officials as well. I will let the Member opposite know that our own minister in the federal cabinet has been working extremely hard with NOIA – as NOIA is very much aware of this, so would CAPP be. The industry in general would be very aware of this.

Right now, we'll continue to push and see what options are available to support the oil and gas industry. Upwards of nearly 30 per cent of the GDP, and we have a good resource out there that fits the environmental concerns of all of Canada. We believe the federal government should step up to support our oil and gas industry, and I expect every Member in this House to support this government in its endeavours to get that.

**MR. SPEAKER:** Your time has expired.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Opposition House Leader.

**MR. BRAZIL:** Thank you, Mr. Speaker.

I need to clarify it for the Premier, this is out third sitting in the House of Assembly. Each sitting we've asked questions about who was going to step up for the oil and gas industry in Newfoundland and Labrador. We had put it publicly out there, we've spoken publicly. We've had conference calls with NOIA and CAPP to ensure that we were advocates. We would ask that the government be just as advocating as we have been for the rest of the people in Newfoundland and Labrador.

**SOME HON. MEMBERS:** Hear, hear!

**MR. BRAZIL:** We have had that.

Mr. Speaker, to say we have not done our part is an insult to the Opposition, and I say the same for the Third Party and even the independents.

Mr. Speaker, the time for action is long since gone. The federal minister has done nothing for Newfoundland and Labrador. The *Terra Nova FPSO* remains offline, drilling programs have been cancelled, rigs have been cold-stacked, and even Hibernia has began to lay off employees.

Mr. Speaker, what is the Premier's plan to save the Newfoundland and Labrador oil and gas industry, when all we seem to be able to get from the Government of Canada is an acknowledgement letter with some niceties? Time for action is now.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Premier.

**PREMIER BALL:** Mr. Speaker, I was just actually repeating the Member's words when he said, we now join NOIA – when we now join NOIA. It seems you're a bit late coming to the discussion.

This has been ongoing for quite some time, Mr. Speaker. We all share the view that we have a significant resource that employs thousands of Newfoundlanders and Labradorians; it's a significant part of the economy here, Mr. Speaker. There's nothing new about this government fighting on behalf of the oil and gas industry.

I would ask the Member opposite, just speak with NOIA, speak with CAPP and see where we have been. We've been very loud and clear on this issue, Mr. Speaker.

The decision – yeah, we've been leading the charge, I say to the Member opposite. We've had *Advance 2030*, which is a great document that has been put together with the support of the department and the Minister of Natural Resources.

Mr. Speaker, we take this industry very seriously. We understand the role it plays in the future of our province, and I would expect every single Member –

**MR. SPEAKER:** The Member's time is expired.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Opposition House Leader.

**MR. BRAZIL:** Thank you, Mr. Speaker.

Again, I'll clarify for the Premier, that we join NOIA in being insulted by the response from the prime minister and from the federal minister of Natural Resources by the inaction that's been done towards the oil industry in Newfoundland and Labrador and to its people.

Did the minister consult with the Newfoundland and Labrador Medical Association on today's announcement on nurse practitioner's virtual appointments being available through the 811 HealthLine?

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** No, Mr. Speaker.

**MR. SPEAKER:** The hon. the Opposition House Leader.

**MR. BRAZIL:** While any announcement that improves primary health care is positive, ensuring that all health care providers are integrated and not working in silos is important.

I ask the minister: How will this change involving the 811 HealthLine be integrated with existing health care providers such as physicians?

**MR. SPEAKER:** The hon. the Premier.

**PREMIER BALL:** Thank you, Mr. Speaker.

I'm just wondering if the Member opposite is suggesting that in order for a nurse practitioner to do work in this province that it would need to be confirmed and authorized by another association.

Mr. Speaker, if I were a nurse practitioner in this province right now, given the skill set, given the ability to work in those clinics, I think I would

be insulted, the fact that I would almost need to get an approval from another discipline.

Mr. Speaker, I have a great appreciation for physicians, and as a pharmacist who has practised in this province for many years, I take exception to the fact that I would almost need approval from another association to practise what I'm skilled to do in this province.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Opposition House Leader.

**MR. BRAZIL:** Mr. Speaker, I would think that we have a consistent health care system here that doesn't work in silos, and what's being created when we don't have consultation with all entities involved are silos.

Our wait times haven't improved. Our system hasn't gotten better, even though we have the most professional people in Newfoundland and Labrador providing those services. The more you put silos and do not work collaboratively, the more you're going to have a health care system that's not functional, Mr. Speaker, and that's what we are asking here.

Why would you not work with all the entities? That would include all of those that have a stake in providing that service. Nurse practitioners are a very important part of health care system

Mr. Speaker, I ask the Premier or the Health Minister: Why would you not engage all those who are going to be involved in the health care system to be able to provide the best system possible to the people of Newfoundland and Labrador?

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Premier.

**PREMIER BALL:** Thank you, Mr. Speaker.

Well, for the minister, I will tell you he's been the minister of this department for five years now. Ever since I've been Premier of this

province, this minister has done a remarkable job.

**SOME HON. MEMBERS:** Hear, hear!

**PREMIER BALL:** I can go on with a litany of things, Mr. Speaker.

This minister, along with this government, is leading the way in mental health, not only in Newfoundland and Labrador but across the country. To the Member opposite who sat on his chair and gave numerous announcements on, yes, we will replace the Waterford Hospital, Mr. Speaker, this minister is bringing results to health care in Newfoundland and Labrador and mental health is one way that he's been doing this.

From my own experience, in 1998 I sat on the first transition that brought nurse practitioners into primary care medicine in this province, Mr. Speaker, so I take exception to the fact that this government – this government works with all health care professionals, including nurse practitioners and including physicians. This minister –

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The time for answers has expired.

The hon. the Opposition House Leader.

**MR. BRAZIL:** Well, Mr. Speaker, I take exception to the fact that 100,000 Newfoundlanders and Labradorians do not have a family physician.

**SOME HON. MEMBERS:** Hear, hear!

**MR. BRAZIL:** I take exception that we have some of the longest wait times in this country when it comes to different procedures, Mr. Speaker. I take exception to the fact that we have a number of other issues in our health care system that are not a collaborative approach because we don't have the system in play that would adequately provide those services.

I say we have a fair bit of work to do here to give proper health care to the people of Newfoundland and Labrador.

**MR. SPEAKER:** The hon. the Minister of Health and Community Services.

**MR. HAGGIE:** Thank you very much, Mr. Speaker. I welcome the opportunity to reply.

The short answer is that the nurse practitioners at Fonemed will enter this consult data into the same provincial universal electronic health record that every other practitioner in this province uses. It will be more integrated than two separate family practitioners, perhaps, in the same community.

Anybody will have access to that. They have access to the Pharmacy Network. They have access to HEALTH NL. They have access to diagnostic tests through MEDITECH. They are totally integrated and anyone with the appropriate authorizations and access will be able to access their records. It will be complete and is totally integrated from the start.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Conception Bay South.

**MR. PETTEN:** Thank you, Mr. Speaker.

Mr. Speaker, back on May 5 when I asked about the large number of outside workers who were working on government-led infrastructure projects, the minister said, I quote: "... if there are loopholes here, we are certainly more than willing to close those up...."

I ask the minister: Can he update the House on the number of outside workers currently working on the Corner Brook hospital, long-term care facilities in Gander and Grand Falls and the Core Science building at MUN?

**MR. SPEAKER:** The hon. the Minister of Transportation and Works.

**MR. CROCKER:** Thank you, Mr. Speaker, and I thank the hon. Member for the question.

I can certainly get those numbers. I don't have the project-by-project numbers right in front of me at the moment but I can tell him it is 95 per cent-plus.

When it comes to the Core Science building, Mr. Speaker, that is not a project that's managed by Transportation and Works. That is a project that is managed by Memorial University infrastructure so we would not have those numbers. I can certainly speak to my colleague, the Minister of AESL, to see if they could come up with those numbers from Memorial.

Mr. Speaker, we endeavour all the time, like I said earlier today in my Member's statement, to ensure that Newfoundlanders and Labradorians are working on these projects. We're the first government in the history of this province to actually monitor projects on a monthly basis to ensure that Newfoundlanders and Labradorians are working. We look forward to finding every opportunity –

**MR. SPEAKER:** The time for answers has expired.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Conception Bay South.

**MR. PETTEN:** Thank you, Mr. Speaker.

I remind the minister he committed to fixing those loopholes. It's his words; I am only repeating what he said May 5.

What he just told us then was basically what he said May 5, but he left out the fact that he was going to fix the loopholes. People in this province were concerned then and they're concerned now and it's time for him to follow his words. This is in *Hansard*. It is not out on the street, he said this in this House and he should uphold to that.

The minister continued on May 5 – so he said more. In reference to ensuring Newfoundlanders and Labradorians get first preference to work while outside employees are brought in that, quote: "... we will take further measures to ensure that." He doubled down, Mr. Speaker.

Mr. Speaker, outside employees are arriving from Ontario and Quebec that are still hotspots with COVID-19. They're not like here; fortunately, we're doing well.

I ask the minister – if I can find the next part of my question. I had the papers mixed up. I apologize.

**MR. SPEAKER:** Quickly.

**MR. PETTEN:** Can these people immediately walk on a job site and work alongside Newfoundlanders and Labradorians? Why isn't the minister not doing more to protect the economic interests and health and safety of Newfoundlanders and Labradorians?

**MR. SPEAKER:** The hon. the Minister of Transportation and Works.

**MR. CROCKER:** Thank you, Mr. Speaker, and I hope you afford me the same time as the hon. Member had.

Following May 4 – or the date the Member opposite is quoting – we actually did have conversations with the Department of Health. Any employer in this province has to follow the public health guidelines set out by the chief medical officer of health. Mr. Speaker, we'll continue to do that.

As I said earlier today, 95 per cent of the people working on these projects are Newfoundlanders and Labradorians. I'll give you a case in point of how our procurement is working in this province. Right now, we have a subcontractor on the new St. Alban's school – subcontractor, Mr. Speaker. One hundred per cent of the people putting steel in St. Alban's are Newfoundlanders and Labradorians.

Our priority is Newfoundland and Labrador workers, Mr. Speaker, and we will certainly commit to continuing to do that. That's who's working on our infrastructure projects.

We have some great infrastructure projects, Mr. Speaker. I look forward to only weeks from now the Premier of this province announcing the successful proponent for a new mental health and addictions facility right here in St. John's.

**MR. SPEAKER:** The minister's time has expired.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Placentia West - Bellevue.

**MR. DWYER:** Thank you, Mr. Speaker.

Recently, the Come By Chance refinery has been sold to Irving Oil, pending regulatory approval.

I ask the minister: Is the province still responsible for the environmental liabilities on the site? If so, what is the value of these liabilities?

**MR. SPEAKER:** The hon. the Minister of Natural Resources.

**MS. COADY:** Yes, Mr. Speaker, we have been made aware of a sale pending between two entities. I have had the opportunity to speak with Irving and have gotten their assurances that they are very committed to full operations of the North Atlantic Refinery.

Security of supply is something very, very important. It does have to go through a regulatory process. They have not approached the government as yet on the environmental liabilities. That will be considered as they move forward through their process.

Thank you, Mr. Speaker.

**MR. SPEAKER:** The hon. the Leader of the Third Party.

**MS. COFFIN:** Thank you, Mr. Speaker.

Mr. Speaker, this government is attempting to engineer a financial bailout with the federal government.

I ask the Premier: Has there been any discussions on the nationalization of provincial assets or any discussions on selling provincial assets to the federal government, federal entities, or other private or public entities in return for much-needed cash?

**MR. SPEAKER:** The hon. the Premier.

**PREMIER BALL:** First of all, I want to clarify the statement from the question. We're not discussing any bailout. I don't know if I should

even answer the rest of the question because we're not even discussing any bailout.

Out of respect for the Members of the House of Assembly I will say that there are no discussions based on nationalization of assets of any of the assets of Newfoundland and Labrador. There are no bailout discussions, Mr. Speaker, no nationalization discussions.

What we're looking for is fairness. We are one of four provinces that by definition are considered to be a have province, Newfoundland and Labrador. We find that very difficult, given the situation that we're into in our province. We'll always look for the federal government to make sure that we get our fair share, no matter what the discussion is.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Leader of the Third Party.

**MS. COFFIN:** Thank you, Mr. Speaker.

Mr. Speaker, while trying to negotiate a confidence and supply agreement in support of this minority government, I was told most of our expenditures are relatively fixed for things like salaries, programs and contractual obligations.

In addition to that spending, we have also been doling out millions of dollars in response to COVID-19. The Minister of Finance said it would be difficult to prepare a full budget; however, most of our uncertainty comes from the revenue side so a spending plan would be very reasonable.

I ask the Minister of Finance: Would he at least table an account of anticipated expenditures for 2020-21 before we rise next week?

**MR. SPEAKER:** The hon. the Minister of Finance and President of Treasury Board.

**MR. OSBORNE:** Mr. Speaker, I think across the country every province, federally, the prime minister has said even with expenses there is uncertainty. Things changed with the global pandemic, Mr. Speaker. While absolutely revenues have changed more significantly than expenses, expenses have changes. There's been

a reprioritization of some expenses in order to deal with the pandemic.

Officials in the department are working very, very hard to put together a forecast of revenues and expenses for this province and, as soon as that's available, we'll present it to the people of the province.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Leader of the Third Party.

**MS. COFFIN:** Thank you, Mr. Speaker.

The Minister of Finance has promised to table a budget before Interim Supply runs out in September. Given the uncertainty in which we live, we insist upon greater transparency and accountability and will not support another Interim Supply bill.

I say this now to give ample opportunity to ensure public servants will continue to get paid and programs will continue to be delivered.

I ask the Minister of Finance: Will he acknowledge his responsibility and set a date for the budget, instead of running out the clock and trying to force another Interim Supply?

**MR. SPEAKER:** The hon. the Minister of Finance and President of Treasury Board.

**MR. OSBORNE:** Thank you, Mr. Speaker.

As I answered yesterday to my colleague across the House from the Official Opposition, as soon as the material is ready to present to the people of the province, it is absolutely our intention to do this before the end of September.

Mr. Speaker, barring a second wave or barring something unforeseen, I can absolutely tell you that the people of the province will see the budget in this province before the end of September.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Labrador West.

**MR. BROWN:** Mr. Speaker, the rationale for moving a water bomber out of Labrador West was to make repairs to the airport. This work has largely been completed.

With the fire season upon us, will the water bomber be restationed back in Labrador West where it's been since the 1980s?

**MR. SPEAKER:** The hon. the Minister of Transportation and Works.

**MR. CROCKER:** Thank you very much, Mr. Speaker, and I thank the hon. Member for the question.

Mr. Speaker, I think it was in September, almost two years ago, we had an incident with one of our water bombers with \$10 million US worth of damage, and we're still going through that process, as everybody knows the situation the province finds ourselves in.

We rely on the FLR, Fisheries and Land Resources, for operation and direction when it comes to water bomber; they're the experts. Mr. Speaker, we will do this season what we've done the last season and a half; we'll rely on the operational people at FLR to tell us where the water bombers should be stationed and this will be based on the evidence and based on the fire indexes of the different regions of the province.

Mr. Speaker, it's important to have these assets where they need to be for the safety of people, not necessarily just putting an asset somewhere where the fire index is not where FLR would require it.

Thank you

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Leader of the Third Party, for a quick question.

**MS. COFFIN:** Thank you very much, Mr. Speaker.

Mr. Speaker, I ask the Minister of Justice and Public Safety what discussions has he had with the federal government about individuals from other provinces serving their federal sentences in our new, three-sizes-too-big penitentiary.



**MR. SPEAKER:** The hon. the Minister of Justice and Public Safety.

**MR. A. PARSONS:** Thank you, Mr. Speaker.

It's an absolute honour to be back in the House.

**SOME HON. MEMBERS:** Hear, hear!

**MR. A. PARSONS:** I appreciate the question from the Member.

What I can tell the Member is that when we made a decision to build a new penitentiary in this province, it was based on the absolute need that we have here in this province for this institution. It was not based on conversations with the federal minister, but what I can say is that this is the first complaint I've heard about having a new prison. Usually the complaints were about not having it and now when we actually get it, they are complaining about the size of it.

Again, I find that a bit baffling but, either way, I look forward to continuing on with the Minister of Transportation and Works in making sure that this much-needed facility continues towards completion.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The time for Question Period has expired

Presenting Reports by Standing and Select Committees.

Tabling of Documents.

Notices of Motion.

#### Notices of Motion

**MR. SPEAKER:** The hon. the Minister of Fisheries and Land Resources.

**MR. BYRNE:** Thank you very much, Mr. Speaker.

I give notice that I will ask leave to introduce a bill entitled, An Act To Amend The Animal Health And Protection Act, Bill 39.

**MR. SPEAKER:** The hon. the Government House Leader.

**MS. COADY:** Thank you, Mr. Speaker.

Pursuant to Standing Order 11(1), I hereby give notice that this House not adjourn at 5:30 p.m. on June 15.

**MR. SPEAKER:** The hon. the Government House Leader.

**MS. COADY:** Thank you Mr. Speaker.

Pursuant to Standing Order 11(1), I hereby give notice that this House not adjourn at 5:30 p.m. on Tuesday, June 16.

**MR. SPEAKER:** Further notices of motion?

Answers to Questions for which Notice has been Given.

#### Answers to Questions for which Notice has been Given

**MR. SPEAKER:** The hon. the Minister of Municipal Affairs and Environment.

**MR. BRAGG:** Thank you, Mr. Speaker.

Yesterday, in the House, the Member for Lab West rose to talk about firefighting at Wabush Airport. The Wabush Airport is owned and operated by Transport Canada.

Back in 2012, *Canadian Aviation Regulations* set requirements for levels of firefighting within the province. While the issue is between the federal government and local governments, the fire commissioner is involved in the ongoing negotiations to hopefully find a suitable resolution to the issue.

Hopefully that's a suitable answer.

Thank you very much, Mr. Speaker.

**MR. SPEAKER:** Further answers to questions for which notice has been given?

Petitions.

**Petitions**

**MR. SPEAKER:** The hon. the Member for Mount Pearl North.

**MR. LESTER:** Thank you, Mr. Speaker.

A majority of Newfoundland and Labrador Housing units permits smoking. Currently, there are only two seniors' buildings that are designated as non-smoking. As we all know, second-hand smoke can seep into multi-unit dwellings from many places, including vents, cracks in the walls or floors.

Mr. Speaker, it is widely documented that exposure to second-hand smoke can lead to serious health problems, including lung cancer, heart disease and stroke and can make asthma worse in adults and children. It is especially dangerous for children as it can result in permanent damage to their growing lungs and cause respiratory and other illnesses like bronchitis, pneumonia, ear infections and even sudden infant death syndrome.

Based on several studies, an estimated 44 to 53 per cent of multi-unit housing residents that do not allow smoking in their home have experienced second-hand smoke infiltration in their home from elsewhere in or around the building. Not only is this tobacco smoke, Mr. Speaker, this could also be the smoke from cannabis.

We have non-smoking and non-consuming cannabis individuals that are being subject to other people's habits. This is not fair, nor is it acceptable.

Therefore, we petition the hon. House of Assembly as follows: We, the undersigned, call on the House of Assembly to urge the Government of Newfoundland and Labrador to designate 75 per cent of Newfoundland and Labrador Housing family units as non-smoking.

Thank you.

**MR. SPEAKER:** With a reply, the hon. the Minister of Children, Seniors and Social Development.

**MS. DEMPSTER:** Thank you, Mr. Speaker, and I thank the hon. Member for the petition.

I guess as the minister for Housing, I can say we often refer to ourselves as the largest landlord in the province with just under 6,000 units; 139 of those units are all that we have as non-smoking units.

I agree with the hon. Member that there's much more work that needs to be done that can be done to move to more non-smoking, but it's not as simple as that to get there, Mr. Speaker. What I've asked my officials to do is to look across Canada at other jurisdictions. What we're finding is it's very much a mixed bag; some have a number of units that are non-smoking, some are smoking.

Across this province right now we have seven buildings that are non-smoking. We have some buildings where we're taking a grandfathered-in approach, Mr. Speaker. There are a few people that have been lifelong smokers that are there and as you know it comes down to harm reduction. Smoking is a terrible addiction, but the new people that move in are required to be non-smokers.

I can tell this hon. House we're certainly reviewing options related to a smoke-free environment. There is a draft paper coming to me very soon for ministerial consideration. I thank the Member for the petition.

Thank you.

**MR. SPEAKER:** The hon. the Member for Torngat Mountains.

**MS. EVANS:** Thank you, Mr. Speaker.

We, the undersigned, are concerned citizens of Newfoundland and Labrador who urge our leaders to ensure that before the fall school semester starts for high school and post-secondary students, the Internet infrastructure be upgraded in the Northern Labrador Indigenous communities of Nain, Natuashish, Hopedale, Makkovik, Postville and Rigolet.

Our Northern Labrador communities have broadband, but the required high speeds essential for online courses is not available on a

consistent basis, causing systems to lock up or boot students off the system. The aging and inadequate infrastructure does not support bandwidth required for online meetings, video conferencing, nor the ability to support video platforms such as Zoom, Skype, Google suite apps.

Bandwidth is not available on a consistent basis necessary for students taking online courses. Students will be handicapped at a critical time in their education path, impacting their ability to succeed if Internet systems in each communities are not upgraded to provide adequate speed and reliability.

We can't stand idly by and watch our students be burdened by this unfair reality of current circumstance. Therefore, we provide you with this petition asking for help to ensure the upgrades will be done so our students will have the same access to Internet services as the rest of the province.

Therefore, we petition the hon. House of Assembly as follows: We, the undersigned, call upon the House of Assembly to urge the Government of Newfoundland and Labrador to ensure that Internet services be upgraded in Northern Labrador Indigenous communities of Nain, Natuashish, Hopedale, Makkovik, Postville and Rigolet.

I think I have a couple minutes left?

**MR. SPEAKER:** About a minute and a half.

**MS. EVANS:** Thank you.

Just looking at this, this is really, really important because of the discrepancy between what students have – college, university and high school students have access to on the North Coast. I was talking to a teacher yesterday evening and she gave me an example. She was trying to do an in-service and it kept locking up. So she had to give up. Picture that as a student.

I talked to an AngajukKâk from one of the communities. He told me some days the Internet is good, other days he can't open a PDF. A PDF, now how small is that? Another AngajukKâk – that's like the mayor of a community – said he had to go down to the clinic to do a video

conference with his doctor; he said we had to give up. This is happening.

What happens to a student now when they have to give up? It's intimidating enough as it is to try to do online courses without doing them for the first time as a first-year student. That's sets a path of failure or the anticipation of failure or the internalization of failure.

So what I'm saying is the North Coast, every day for me it's a struggle – every day. I know you're getting towards the end of your seat, but if it's not medical services, if it's not air transportation, marine transportation, if it's not food security, if it's not Internet that's affecting our students. This is why inter-generational trauma occurs, because we don't have access to services as the rest of the province, Mr. Speaker.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Minister of Tourism, Culture, Industry and Innovation.

**MR. DAVIS:** Thank you, Mr. Speaker.

I couldn't agree more with my hon. colleague. It's something that I'm glad all of us agree on, our vast geographic nature in this province. It's a problem faced all across our country. I've met with Minister Monsef, which is the minister federally responsible for broadband. It's a concern that we have right across this country. It's something that we're struggling with right across the country.

One thing I'm committing to and our government is committing to is advance that as far as we possibly can. Not just for education, which is a priority, I agree, but for economic development and for safety reasons. It's almost a right to have solid Internet access.

I know the federal government has put a 50-10 protocol in place that they want to have at least that as the base minimum, and that's not occurring in most of Newfoundland and Labrador, or at least a lot of it, and most of our rural communities really need an investment in that. I know the federal government is committed to that; we're committed to that as a

government. We're going to work as hard as we possibly can to find willing dance partners with respect to service providers, but communities as well.

I look forward to the day that everyone in the province has a minimum of 50-10. We're not there by no stretch, but I know the feds are committed to it and so are we.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** Further petitions?

The hon. the Member for Placentia West - Bellevue.

**MR. DWYER:** Thank you, Mr. Speaker.

The petition I present today is about the Bull Arm Fabrication site. It's been on the radar in the isthmus area of my district for quite some time. I've read this into the record several times. The site is currently a great opportunity to rejuvenate not only the local economy but the provincial economy. There are a lot of tradespeople in my district and adjacent districts that would certainly be able to utilize the work that would be going on there.

We encourage the employment side, but when there's a megaproject like that being utilized, the economic spinoffs for the local businesses are tremendous as well. It's an asset of the province, and it was built to benefit the province. I think we need to start looking more long-term tenant to attract more gainful business.

The reason why I would bring this forward is to call upon the House of Assembly to urge the Government of Newfoundland and Labrador to expedite the process to get Bull Arm Fabrication site back in operation.

The reason why I'm bringing this forward at this time, Mr. Speaker, is because I think we have a very unique opportunity coming out of this COVID-19 with an economic recovery plan and this might be a way to jump-start it.

With the sale of the refinery to Irving Oil, and they being ready to invest, then maybe it's an opportunity to bring them onside to have a look and see if they would like to take over the Bull

Arm Fabrication site and get into the exploration and get into the building of rigs and stuff like that. Maybe they're the proponent we need to look for as opposed to Europe and things like that.

It's just another opportunity there. The reason why I wanted to bring it up today, I guess, is because we've missed several opportunities, and I would prefer if my beautiful District of Placentia West - Bellevue and its constituents never miss out on another opportunity.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Minister of Natural Resources.

**MS. COADY:** Thank you very much, Mr. Speaker.

I couldn't agree more with the Member who put forward the petition. We are looking, around the world, for work for the Bull Arm site. We continue to work on that, Mr. Speaker. I will say to the Member opposite, he said we've missed opportunities. I'm not aware of any opportunities we've missed; we've created opportunities. One of the opportunities we've created is around warm and cold stacking of rigs in this province and that's very important for the exploration industry. We do have a lease agreement with DF Barnes, who has further work being done with their client Transocean.

As a matter of fact, Mr. Speaker, they've actually invested in the construction of additional mooring points that have increased the site's berthage. So there's been investment in Bull Arm, there has been work in Bull Arm and absolutely supportive of continuing to look worldwide for more opportunities for the Bull Arm site.

I think it's very important that we continue to invest in our offshore oil industry.

Thank you, Mr. Speaker.

**MR. SPEAKER:** Further petitions?

Orders of the Day.

Orders of the Day

**MR. SPEAKER:** The hon. the Government House Leader.

**MS. COADY:** Orders of the Day, Mr. Speaker, thank you very much.

I call from the Order Paper, Order 2, third reading of Bill 28.

**MR. SPEAKER:** The hon. the Government House Leader.

**MS. COADY:** Thank you, Mr. Speaker.

I moved, seconded by the Minister of Tourism, Culture, Industry and Innovation, that Bill 28, An Act To Amend The Forestry Act, be now read a third time.

**MR. SPEAKER:** It is moved and seconded that the said bill now be read a third time.

The hon. the Member for Humber - Bay of Islands.

**MR. JOYCE:** Mr. Speaker, I'll only be a minute. I do support this here for scalers. It's very important to the Province of Newfoundland and Labrador, but I just needed to put it on the record that this week when myself and the Member for Mount Pearl - Southlands was accused of hijacking this House of Assembly, this bill, (inaudible) took 50 minutes then we closed down the House of Assembly early but we didn't have time to ask two questions on health care during this pandemic.

I just needed to make that record straight that this House took 50 minutes to pass this bill, that whole day, and there was time still left on the clock that we adjourned early. I'll just let people know that when myself and the Member for Mount Pearl - Southlands were questioning, we were accused by the Leader of the Opposition, the Member for St. John's Centre and the Government House Leader that we were trying to co-opt this House. There's plenty of time to debate important health care issues in this province.

I will support this bill because it is a great thing. Going on one year to five years, it's great. But I

honestly feel, Mr. Speaker, that someone who can't get in for heart surgery, who can't get in for eye surgery is a bit more important than having a scaler for one year to five years that we could have brought in next week or the week after, Mr. Speaker.

Thank you.

**MR. SPEAKER:** The hon. the Member for St. John's Centre.

**MR. J. DINN:** Thank you.

I will correct the record, and you can check *Hansard*. I in no way accused either one of the hon. Members for Mount Pearl - Southlands or Humber of co-opting any agenda. I think that can be verified in *Hansard* and I do take exception to that comment. I stuck to the issues without making any personal references to the individuals at all. I take exception to that, Sir.

**MR. SPEAKER:** The Member has taken the opportunity to make a point on this. I don't think we will entertain anymore.

**MR. JOYCE:** (Inaudible.)

**SOME HON. MEMBERS:** Oh, oh!

**MR. SPEAKER:** I'll allow him.

The hon. the Member for Humber - Bay of Islands.

**MR. JOYCE:** The Member for St. John's Centre thought that I said that he said – it was the Government House Leader that I meant who said that.

**MR. SPEAKER:** Okay.

**MR. LANE:** Mr. Speaker, (inaudible) point of order.

**MR. SPEAKER:** You're making a new point or order?

The hon. the Member for Mount Pearl - Southlands.

**MR. LANE:** I'm speaking to the point of order or point of privilege, whatever it was, seeing as how I was sort of implicated in it, Mr. Speaker.

I just want to reiterate the points that the Member for Humber - Bay of Islands said. We wanted to raise important issues on behalf of the people we represent. Obviously, there was time. The House did close early. I would say that all three House leaders, as opposed to simply defeating the motion or the amendment, everyone could have voted against it. Instead, all three of them decided to take a swipe at us for standing up for the people –

**MR. SPEAKER:** There's no point of order here.

Also, I think I should remind Members that it's not in order to talk of a matter that's already been decided by the House, other than to move that it be rescinded. So we've already had the vote on that motion and there's no point of privilege. Members have taken the opportunity to clarify the point.

The hon. the Government House Leader.

**MS. COADY:** Let's get back to business at hand, Mr. Speaker.

Mr. Speaker, Order 3, second reading of Bill 21.

**MR. SPEAKER:** We haven't voted on the third reading that you moved earlier.

So seeing no further speakers to that motion, I'll ask is the House ready for the vote.

Is the pleasure of the House to adopt the motion on third reading of Bill 28?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**MR. SPEAKER:** All those against, 'nay.'

Carried.

**CLERK (Barnes):** A bill, An Act To Amend The Forestry Act. (Bill 28)

**MR. SPEAKER:** The bill has now been read a third time and it is ordered that the bill do pass and that its title be as on the Order Paper.

On motion, a bill, "An Act To Amend The Forestry Act," read a third time, ordered passed and its title be as on the Order Paper. (Bill 28)

**MR. SPEAKER:** The hon. the Government House Leader.

**MS. COADY:** Thank you, Mr. Speaker.

Order 3, second reading of Bill 21.

**MR. SPEAKER:** The hon. the Minister of Finance and President of Treasury Board.

**MR. OSBORNE:** Thank you, Mr. Speaker.

Speaking in my role today as the Minister of Service NL, I move, seconded by the hon. the Government House Leader, that Bill 21, An Act To Amend The Highway Traffic Act, be now read a second time.

**MR. SPEAKER:** It is moved and seconded that Bill 21 now be read a second time.

Motion, second reading of a bill, "An Act To Amend The Highway Traffic Act." (Bill 21)

**MR. SPEAKER:** The hon. the Minister of Finance and President of Treasury Board.

**MR. OSBORNE:** Thank you, Mr. Speaker.

I've spoken in the Legislature many times regarding legislative amendments, and each time I've said that it is incumbent upon us as a government to ensure legislation is effective for people that it serves. I'm delighted to speak once again to address matters of concern for the people of Newfoundland and Labrador.

Mr. Speaker, when our government developed *The Way Forward*, our plan for sustainability and growth of our province, we made better services and increased consumer protection core elements of that plan. The mandate letter for Service NL also focuses on enhancing consumer protection, along with continuing efforts to strengthen the *Highway Traffic Act* to make our highways safer.

Mr. Speaker, our government introduced legislation on a number of consumer protection topics that are very important to the residents of our province, dealing with everything from real estate transactions to automobile insurance amendments. We have also made numerous amendments to the *Highway Traffic Act* in an effort to increase public safety. Recent improvements to the act include increased fines; tougher penalties for a number of offences, such as impaired driving; amendments regarding excessive speeding; street racing; stunting; and move-over provisions. We introduced a new offence for driving without due care and attention, a one-meter rule for cyclists and pedestrians and made changes to enable the use of image capture systems to help increase road safety on our provincial roads and highways, including in school zones.

Mr. Speaker, a modern and robust regulatory framework is necessary to deliver consumer protection and enhance the safety for Newfoundlanders and Labradorians. I want to thank the Member for Placentia, Mr. Speaker, for the work that she has done on those amendments and on the amendment that we're introducing today.

The section of the *Highway Traffic Act* concerning automobile dealers has not been significantly updated since 1988, and our government recognized that a more modern approach was needed. The purchase of an automobile is a significant financial transaction for individuals and their families. For many people, a large part of their day is spent in their vehicle. We drive to and from work, bringing our children to and from school, travel to medical appointments and many other activities, Mr. Speaker. As a government, we want to ensure that the proper legislation is in place to help safeguard these purchases. We also want to ensure, to the greatest extent possible, that the vehicle is roadworthy.

Mr. Speaker, before I deal with the specific amendments, I believe it's important to clarify how the current legislation stands. In Newfoundland and Labrador, automobile dealers collect \$13.5 million in annual revenue through licensing and registration fees when vehicles are sold. There are 468 registered automobile dealers in our province.

Under the current legislation, these automobile dealers are authorized to perform vehicle registration, vehicle transfer transactions on behalf of Motor Vehicle Registration and to get automobiles to their new owners. To facilitate this work, dealers are licenced by the registrar of motor vehicles and are provided an inventory of licence plates. They are also assigned dealer licence plates which allow them to drive vehicles for the purposes of demonstrations, test drives and maintenance.

Within our current legislation, our only authority under the act is to audit government inventory and money collected by dealers on behalf of the provincial government. This means that many activities performed by dealers as part of their transactions are currently not regulated. Today, Mr. Speaker, we are in the process of putting forward a number of changes to our legislation which would address the issues that have been brought to our attention and to improve the inspection regime so we can monitor compliance under the act.

The first area of that is legislating licencing requirements. The proposed amendments would clarify these requirements and processes and consolidate the notion of registration and licencing to licencing only. As it currently stands, these terms are used interchangeably, thereby creating some confusion.

Other requirements currently used in other provincial acts would also be included in the *Highway Traffic Act* to create clarity for the industry, including the requirement that any outstanding fees or fines under the act must be paid before acquiring a dealer licence.

Mr. Speaker, we are also adding a section on the duties of a dealer which would ensure that vehicles are inspected and that vehicle inspection certificates are obtained from an official inspection station before selling a used vehicle. Inspections would not be required in dealer-to-dealer transactions.

Mr. Speaker, many dealers already ensure that vehicles are roadworthy before they sell the vehicle to the general public. This is demonstrated through dealer-driven certificate programs, such as pre-owned- or used-car safety and reliability checks, warranty programs and

inspections. Legislating these requirements would increase the safety and reliability of used or aging vehicles, increasing consumer confidence and providing an added protection for the driver and all others who use our roads. Furthermore, setting minimum standards for all dealers would protect consumer purchases, as well as reducing potential harm.

We are also amending the legislation to require a certificate of conduct for sole proprietors or for each director or officer of a dealership, if so requested by the registrar. Adding this requirement helps ensure that individuals conducting business on behalf of government, or collecting citizens' money on behalf of government, can be trusted to do so to an appropriate degree. Additionally, incorporated dealerships would also be required to provide a current certificate of good standing from the Registry of Companies.

The proposed amendments would also add a provision prohibiting the use of a dealer plate for a service vehicle or for personal use or hire. This would stop the misuse of dealer plates for purposes other than for those in which they were intended; for example, to allow drivers to test drive vehicles prior to purchase or the service centre within a dealer for servicing a vehicle prior to registration.

On a regular basis my department receives complaints regarding the sale of vehicles, including issues of mechanical fitness, as well as the fees that are charged by a dealer. There have also been incidents in which fraudulent activity at auto dealerships has been reported to policing agencies. Despite these issues, there is currently no legislative authority for the registrar of motor vehicles to properly investigate those infractions.

Mr. Speaker, updates to the act would also allow the Minister of Service NL to appoint inspectors to ensure dealerships are compliant with the act. Inspectors could examine the premises, the processes, books and records of a dealer or individual who falls under the legislation. These provisions are necessary to allow for full administration and enforcement of the automobile dealers sections of the act. The changes in these areas will bring the legislation

in line with similar provisions in other legislation.

The proposed changes we are bringing to the floor of the House today would also expand regulation-making authority related to automobile dealers to improve consumer protection and public safety – both significant priorities for our government. Today, regulation-making authority only exists under the *Highway Traffic Act* regarding the audit of dealers in order to regulate, account for and ascertain inventories of licence plates and markers or stickers issued to those dealers and to audit temporary registrations and the accounts respecting money collected for those registrations.

Also, related to the automobile dealers, the current licensing and equipment regulations deal with temporary licence or permits for vehicle owners and certain licence plate requirement. With our amendments today, these provisions would be moved to the new automobile dealers regulations and expand requirements related to the audits would be developed and become part of those regulations as well.

So I say to the Members of the legislature and to you, Mr. Speaker, that setting minimum standards for all dealers will reduce the potential for harm when it comes to vehicle safety. Whenever we set out to modernize legislation and work toward ensuring it is meeting the needs of those we serve, it is essential to consult with stakeholders impacted by our decisions.

My officials met with representatives from the Automobile Dealers Association of Newfoundland and Labrador to discuss the proposed changes and capture any feedback they had to offer. Additionally, we reached out to automobile dealers who are not members of the association to solicit their input as well. On both counts we received supportive feedback from the industry.

Mr. Speaker, I want to thank everyone for providing that feedback. You've been instrumental in helping us modernize a piece of legislation that goes far in enhancing consumer protection to the citizens of Newfoundland and Labrador.



Mr. Speaker, increased consumer protection and the deterrence of bad business practices have been very important topics for our government. These changes we are introducing today will help increase the standard of responsibility and accountability present in the automobile dealer sector. This, in turn, will allow for enhanced vehicle safety and consumer protection.

It is important that we, as a government, continue to address the matters of concern for the people of this province. I look forward to debating the proposed amendments regarding automobile dealerships in Newfoundland and Labrador with my colleagues here today.

Thank you, Mr. Speaker.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** Thank you, Mr. Speaker.

First of all, it's an honour here to speak in the House and represent the District of Ferryland. I'm certainly pleased to do that. Also, before I get started, I'd like to thank the public health committee for their great work, Dr. Fitzgerald and her staff and all the essential workers during this time. I think they've done a great job and I do thank you for that.

**SOME HON. MEMBERS:** Hear, hear!

**MR. O'DRISCOLL:** It's a pleasure again to be able to look at the *Highway Traffic Act* in the province. I worked in a car dealership for 22 years. I'm pretty familiar with working with service and sales and dealing with customers, so it's nice to be able to speak on a topic, I'm going to say, you're a little bit familiar with. It's a little less stressful, but it is what it is.

Mr. Speaker, I've been in the House now not for a very long time, and again this is a large piece of legislation, the *Highway Traffic Act*. It's a broad range and covers many, many different areas. In fact, if you recall, last fall we did the cameras on the roads within the province. We debated that for a fair amount of time and hopefully we'll see those come into effect at some point soon.

As the minister outlined, the changes proposed in the bill we're debating relate to automobile dealers, plates and inspections and stuff like that. So, I'll be able to touch on that as I go through. Having said that, I attended a briefing – I'm going to say it was in March – and met with the officials and I learned a lot from them and they sort of listened and learned a lot from all of us while we were there so I thank the officials in the department and also the Member for Placentia - St. Mary's as well. I do thank her for her help.

As of, I'm going to say, 1988 is when these regulations came into place, so it's been a long while for some updates on some of these. The officials looked at the act and obviously made some reasonable changes to it. It took over 30 years to do, so it's certainly something that needed to be looked at.

According to the officials there's 468 automobile dealers licensed in the Motor Registration Division, so a lot of those would be single-proprietor people that, no different than anybody else, could go get a car dealership licence or a car salesman's licence to be able to sell vehicles. The Automobile Dealers Association of Newfoundland and Labrador represents the franchise car and truck dealers in the province. Officials said of the 468, they received 12 responses in the province, but the dealers were mostly supportive of the proposed changes. So of 468, 12 people wrote back.

Just going through and listening to when you were speaking on it; you were talking about inspections. I think it's something to look at in regard to vehicles. Sometimes you see vehicles on the road and you say, well, how are they on the road? Being in the dealership, I think looking at a 10-year window that a vehicle should be reinspected. It's not something that I'm bringing forward from anyone, just working in a dealership that you see cars on the road and we're always worried about their health and safety. I think it's something that helps the economy a little bit besides and it's a safety issue.

We have some vehicles on the road that if you don't have to inspect them within 10 years, then sometimes people don't have the money to do it and it's a detriment to us as well, so it's

something to look it. Again, you always said if you had ideas to bring them forward, so it's just my take. That doesn't mean it's right, but you do often see vehicles on the road that are not really fit to be on it sometimes after 10 years.

Mr. Speaker, as for the amendments, officials explained the rules relating to the dealers in the act and the various regulations. They wanted to put forward provisions relating to the dealers in one place to make it easier for dealers and regulators to follow. There are a number of proposed amendments aimed at the consolidation. The terms licensing and registration will be consolidated to licence. That makes a bit of sense. The requirements that dealers be bonded would be moved from licensing and equipment regulations to the act. Existing offences will be unpaid in the Schedule to reflect new numbering and language.

This new set of regulations will provide some provisions that are currently in the act, such as the ability to audit plates. Just the ability to audit plates is fine. I'll tell you from a sales perspective, you could be in trying to sell a vehicle and you have three people at you the one time. You have two D-plates and you put it on the car. One person goes for a D-plate; you get the next person in your office; you're trying to give them the information on the vehicle as best you can and treat them with respect. While that person is gone on a road test, you're getting this other person payments and lining them up for a road test. Then, you're trying to get them out on the road. The next person comes back and you're going all around your lot trying to find D-plates.

So when you're talking about D-plates in the dealership, it's a bit of an issue for people in the dealerships, the salespeople and all the staff. Even as you had said earlier, when you're working in service, they go inspect these vehicles when they come up from Oceanex or come across the province. They have to be PDI'd; they need D-plates to check them. There can't be a worse feeling than sending someone in a vehicle for a road test and you forgot to put a D-plate on it. Now you're going to go out, drive the Outer Ring; police are going to haul them in. Chance of selling a vehicle if they ever get hauled in are very little if they're going to come back with a ticket. Now, we would

probably be responsible, but they wouldn't be very happy with you. It has happened.

In regard to that, D-plates can be – you go in the morning, you have one D-plate missing. You walk around and look at 400 vehicles at the back to try and find it. A person can take it and park it to help you and then you have to go find the plate, so it can be a bit of an issue.

Explaining the D-plates – as a dealership, when they take a vehicle and they go downtown to get a meal or they go for a road test or go where they have to go and they get a parking ticket on it. They take the parking ticket, tear it up, throw it in the garbage and I'm not going to know about it for a month later when we get a fine to say that it was illegally parked. You can't follow it. I just explained to you where the plates are, all over the lot. Who had it? Do you record the time that they had it? It's a bit of an issue to do.

I can see the dealerships – they're going to get fines, I'm going to say in the area of \$15,000 to \$20,000. It's not really their fault and they come back to a salesman and try to track to see who had it one month ago. That's pretty difficult to do but I'm sure that they could work on it. They're responsible for it and you're looking to get your money back from the government. It's just an issue on D-plates and I just thought I'd throw that out there.

Also, Mr. Speaker, there are new provisions that are also added in relation to automobile dealers with the aim of increasing consumer protection and road safety. For example, a dealer will now have to disclose information to the buyer before selling a vehicle. Information will be disclosed which is specified in the regulations. In terms of applications for the dealer licensing, there will be a new requirement for a donor or for a sole proprietor or each director of an officer of a corporation to provide a certificate of conduct.

It's keeping some of the people that – should they have licence, should they not, because they're doing stuff that's fraudulent. You now have a little bit more control over that. Before, there probably wasn't as good control but I think it's a good way forward.

In dealing with inspections, again working in the dealership, when you get a vehicle, we trade in a

vehicle or you come in for an appraisal, we have to try and put a number on it that's fair for everybody. That never works out that way but we always try to do the best we can, or we did. I keep saying we. I'm not in there anymore, obviously, but when you do an appraisal you try to give them the best information.

When we trade in that car, as an example, you put that car in your inventory and you have to inspect it. Some of the dealers when you go in, you see a car traded in two days ago. It may not be inspected because for a dealer – and I don't know if it's good, bad or indifferent – if they inspect a car and it sits on their lot for 60 days and they spent \$1,500 or \$2,000 to do brakes, ball joints, whatever the case may be, and it's not sold within 60 days, it has to be reinspected again. Then you have rotors that could have pulsations, you have engine lights that could be on.

All that stuff is pretty important to a dealership in regard to making money. If they have to work on it a second time, then it's costing them money and it's cutting into their profits. A lot of people don't understand that and when they go in for a road test that's the kind of thing that you have to look at. Again, having to reinspect it – which is, again, we're looking after safety and most of these dealers are all about safety.

When I worked at a dealership when I was selling a used vehicle I would be pretty frank and straightforward. If anyone came in or anyone bought – there are a couple of people in this House that have bought vehicles or their spouses have, and you're pretty straightforward with what you're trying to tell them. If you bought a used vehicle you would try to give them the information as best you could. Privacy is an issue. You can't give out what was done, but you can go back through the warranty work.

A new thing that we brought in – I keep saying we. A new thing that came into the dealerships – and most of them use it now – is CARPROOF. If you brought your vehicle to an insurance company, CARPROOF would check the vehicle over to make sure it wasn't in any accidents. If it was in an accident, of the amount it was we'd be able to tell you and show you the CARPROOF on what the accident damage was. It's giving the customer the information that they use.

If you were looking for a used car most, times you'll first ask: was it in an accident? If you can answer yes to that, then you have the proof to show what it was, what the damage was and if it's fixed. Then it gives you a little bit more trust in your client to be able to sell that vehicle, so just to give you a little insight on how used cars are done and how it works.

To go back where I was, Mr. Speaker, officials know the dealers collect a significant amount of money on behalf of the government, about \$13 million annually for vehicle registration and transfer fees. These measures are aimed at reducing the potential risk of fraud. A provision being added under the dealers' duties states a licensed dealer must ensure that a second-hand vehicle is inspected by an official station and that the vehicle inspection certificate is obtained from the inspection station before selling it to a second-hand dealer.

Now, sometimes these vehicles traded in go for scrap or they go to a used car lot so we don't have to sell them as where is, as is. They have to get it inspected to put on their lot. This regulation is probably cleaning up a little bit. There were times that we've traded in vehicles, a person will come in and pay you maybe \$500 or \$1,000 more than what we traded it in for and they go get it inspected. They come back with a slip. Then we would issue a sticker to the vehicle. Until then, they had a vehicle with no sticker. It's a process that probably needs a little tweaking. It is pretty good, but there are those little grey areas there as well that should be looked at.

There was also a new provision regarding the licence plate could be suspended or cancelled; a dealer's licence could now be suspended or cancelled for failing to pay fees and fines, which would be dealing with dealer plates. Officials note that there's currently about \$21,000 in outstanding fines assigned to dealer plates that have been difficult to collect. I explained that earlier. So that's another one that they're trying to close the gap on.

New inspection powers will be added in relation to dealers. These inspections related to consumer protection, and the minister will be authorized to appoint inspectors to examine the dealers' premises, property, books and records.

While I was in a dealership, I'm going to say that the Motor Vehicle inspectors would come and check the building and they would check the books that the inspections were done. One time was a long while ago now and it doesn't happen, I'm going to say, as such, but you would never get a technician now to write an inspection slip for you anymore without checking the vehicle. Their licence is on the line; their job is on the line, and they are going to inspect that vehicle to the best of their ability, no matter where that is.

Now, will they miss something? Yes, absolutely, but it won't be done intentionally. They will check it over; the books are checked and something could happen after a road test that caused that vehicle to have a different issue after it's inspected. So that could happen a week later with somebody else road testing.

So could it happen? Yes, it could, but most of these dealerships, most of these technicians, will issue inspection slips and, like I said, their jobs are on the line; their income is on the line, so they're not going to give out any inspection slips today as we see it 20 years ago. So it's something that is certainly real good the way we got it done now and people are not going to take a chance on doing that. If you hear tell of that, then it's something to be jumped on right away. I have seen it over the years and seen some accidents that have happened and vehicles never had the inspection done, but did have an inspection slip. It goes to court and it can be pretty tricky. So you will not see that in any of these dealerships, I can guarantee it.

As well, procedures for warrants: until the warrants are (inaudible) for the situations in which dealers refuse to co-operate. Mr. Speaker, in a short time, I notice here there are a lot of details in legislation often left to the regulations and the bill is no exception, right? So it's stuff that we just have to pay attention to. We don't get to see regulations, but this bill authorizes Cabinet to make a lot of new regulations regarding information and documentation to be provided with an application for a dealer's licence, which is good; security including the forfeiture of the security; terms and conditions of dealers' licence; records to be kept by dealers, which is very important.

You will see that pretty well all over the place these days, especially the major dealerships. They're selling a vehicle – I've often sold a vehicle – and if they had an issue, if they wanted to bring it back, within 30 days you can bring it back. I was often told by a boss that we don't need the bad publicity to be out there because we did something wrong in a car, so fix it, get it done or get them in a new vehicle. They don't want the bad publicity.

There are a lot of times that, yeah, you'll hear stories, but there's more to the story sometimes than you see and we would not want to have bad publicity out there. These dealerships, they don't want the word spread around that this inspection was done and wasn't done properly. It's not the way they operate. That is done properly and hopefully it will be from here on in.

Also, information that a dealer to provide a person purchasing a vehicle, insurance, storage and use of identification plates, markers and dealer plates as well. Collection of remission of fees for identification plates, markers, dealer plates and temporary registrations and audit of dealer.

Mr. Speaker, this is quite an expanded regulation-making authority. In the briefing we were told that further consultations will be held with stakeholders regarding the regulations, and I imagine stakeholders will be looking forward to participating in that process. As the act will come in force on January 1, 2021, I would hope that all the consultations will be carried out soon.

Mr. Speaker, this is also all I have to say for now and hopefully I'll be able to ask some questions when we get into the Committee stage.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Minister of Transportation and Works.

**MR. CROCKER:** Thank you very much, Mr. Speaker.

It's great to have the opportunity, this afternoon, to speak on what it would be, I think, briefly to

this bill. I confess not to have the knowledge that the previous speaker has on this subject, and he did a great job actually summing up some of the benefits of this bill and the purposes of it.

Mr. Speaker, I will take, I guess, a view of this bill being the minister responsible for Transportation in the province, and talk about how important is it not only for us to have safe highways in our province, but to ensure that the vehicles on our highways are safe.

We see a lot of conditions, I guess, as a department, Mr. Speaker, when we unfortunately go and investigate accident scenes – or, I guess, attend to accident scenes more than investigate – but sometimes we see in cases that it's mechanical malfunction of a vehicle that causes some of the accidents.

Mr. Speaker, this is an important amendment and it goes along with what we've been trying to do as a government for a number of years now, with regard to highway safety. Last year, we introduced a policy along with Service NL, amendments to the *Highway Traffic Act* regarding cameras, to use cameras to make the highways safer for drivers and for people working on the highways. So when we send construction crews out or TW crews out on a daily basis to work on the highways, it's really important that the vehicles that are interacting with people working on the highways are safe.

Service NL, working with the Automobile Dealers Association, has come up with these changes. It's very important because I think we have a really good automobile industry in this province, and it's important that we update our legislation and our rules, certainly, to reflect that.

Mr. Speaker, the speaker before me mentioned reference to vehicles and safety and inspection of vehicles. I think vehicles have come along in safety changes over the years, but it's important, again, that at every opportunity we take every step to make sure that safety is always, always job one when it comes to vehicles and that vehicles are registered and that our automobile dealers are also there to protect the people in our province who are purchasing vehicles, test driving vehicles and other things.

Well, Mr. Speaker, as I said, I was going to be brief. For Transportation and Works, from our perspective on this update to the *Highway Traffic Act*, it's always important that we ensure safety on our highways. This is just one more step to making sure that when we all go on our highways, in our daily commutes or for whatever purpose, the highways are safe for oncoming motorists and motorists in their own vehicles, and also a reflection on the people that are working on our highways, the people working on our construction sites. So it's important that we take these measures and I'm certain that as we move forward in coming sessions, we will see other improvements to the *Highway Traffic Act* to make sure that our highways are safe.

So I thank you for the opportunity, Mr. Speaker, and thank Service NL for this bill this afternoon.

**MR. SPEAKER (Bennett):** The hon. the Member for Labrador West.

**MR. BROWN:** Thank you, Mr. Speaker.

I'm glad to speak in the House on this and on behalf of the residents of Labrador West. I won't take much of the House's time on this, and after listening to discussion from other Members, it seems that these updates are long warranted and it's good coming.

Actually, my step-uncle is a car dealer himself, so these things that I've noticed, too, that they've not – the automotive industry or dealers industry here has been looking for similar things in here and it's nice that we are moving forward with these things and also giving customers in this province some more reassurance that we're watching out for the best interest of them as well. Also, we're putting safety paramount for our residents on our highways.

Like the Minister of Transportation and Works said, this is a bit more peace of mind that automobiles that are actually on our highways have been inspected, they've rigorously followed all procedures and that they have peace of mind when purchasing a new or used vehicle in this province. The automobile industry and the sale of automobiles in this province is a very large industry and has significant revenues it brings into the province for retail, on top of the

sale of other heavy equipment and stuff as well. So we're moving forward with a lot of these (inaudible) –

**SOME HON. MEMBERS:** Oh, oh!

**MR. SPEAKER:** Order, please!

It is hard to hear the speaker. Thank you.

**MR. BROWN:** And it's good to see, we have a lot more people.

It's amazing to see that we have so many dealers in this province. That's a huge chunk of people that are in this industry that have come along. So we're looking at the association itself has 80 members alone in a province of 500,000 people. So it's a big industry that we have to look after.

I do have a few questions for when we do get into Committee as well about some of the things, especially with bonding. We're bonding the owner of the industry, but I do have questions about bonding salespeople themselves when it comes to checking also for fraud as well with the RNC. So it's one thing I do have a question about that I'll ask the minister when we get to that point.

It's good that we're also checking for fraud and things like that when people are selling automobiles, because we have to give the customer peace of mind and we also have to check to make sure that when this transaction happens, it happens correctly and above board.

So I don't want to take much more of the House's time so we can get to Committee and be able to answer these questions.

Thank you, Mr. Speaker.

**MR. SPEAKER:** The hon. the Member for Conception Bay South.

**MR. PETTEN:** Thank you, Mr. Speaker.

Mr. Speaker, it's a pleasure to speak on any piece of legislation in this House; it's always good. This act to amend the *Highway Traffic Act* is obviously not contentious, but it just highlights the many, many pieces of legislation that flow through government that needs

updating. We could be in this House for a long time – I know Service NL is the regulatory department. A lot of legislation comes from that department and a lot of it is due to the fact it's outdated – this being no different.

Of course, with outdated legislation, you're bringing it up to today's standards. When you do it, you wonder why it's been delayed so long. But I think it's coming to the point where there's so much regulations within government itself and all regulations have to come to the House and it does take time; it's a lot of work for our officials. They work behind the scenes to make this possible.

When the minister delivers it in the House and we debate it, this is the easy part. I used to be on the other side of that sometimes too and I know what goes on behind the scenes. We refer to it in the House sometimes as housekeeping. When I was on the other side, I know that really wasn't the word that a lot of officials really appreciated because that housekeeping took them an awful lot of time and painstaking hours reading a lot of this material.

A lot of this stuff is pretty dry but it's very important, so I commend them for the work they do. Not only this, Mr. Speaker, the work they do right throughout government. We kind of debate legislation a lot in this House and I think it bears that we should give credit to the officials that work in all departments because they're the ones that really do the heavy lifting. When it comes here, the heavy lifting is done and we get the pleasure of kind of debating it and poking holes in the hard work they've done. So I want to compliment them.

On this legislation, when it comes to dealers – and I know my colleague from Ferryland has a very deep background in automobile dealerships and how it works. I was speaking to him earlier on this too. It appears this legislation is more designed for the smaller dealers as opposed to we look at the bigger ones we see around, Hickman, Terra Nova Motors, Ford, Avalon Ford and all those, the bigger operations, when you go deal with them, they check the boxes and they have a pretty solid operation.

When I started reading this, I was thinking a lot of this legislation, these places do it. They got

some enhanced capabilities now. Upon some conversation with my colleague, I was thinking it's more to do with a lot of these smaller dealers that operate. It's not all of them. There are a lot of great operations but obviously, like everything, they don't all follow the rules.

By not following the rules, it puts us all at risk. When I say putting us at risk, obviously it's the road safety. The Minister of Transportation and Works properly commented on the fact it makes our roads safer. Anything that makes our road safer is not just the vehicles we drive and the pavement they ride on, it's the regulations that these vehicles – some of these vehicles should not be on the roads.

You go into some of these dealers and they have the inspection slip – and we heard the saying, there was a time back where the stories were you get the inspection slip and the car had never entered the garage. They wouldn't even know what they were writing – they would ask for the details, you bring in your registration and the shop would write out your inspection slip and you'd go on about your business, you'd pay your money. It was sometime ago when government actually stopped this practice and changed the rules because it was actually a very flawed system, after so many years of those mandatory inspections and what-not.

Tightening up any regulation to make our road safer, it's a very good thing. When you look at some of the changes – I read one piece there. This piece, as I said, this legislation was all over the department. Sometimes that doesn't seem like much, but when you're not in the department and you're not in government, you don't know how things are laid out through departments. When you're out, Joe Q. Public, and you're coming in to try to research something or find something – and I myself, even as an MHA, have been around government for a long time. If I have to find something on my own or I'm home sat down in the nighttime and I'm trying to find something on the government site it's a challenge. It's a challenge at the best of times. So any time you can bring any of this stuff together it's never a bad thing. Again, it's sometimes that we lose – we don't really pay attention to that until you actually go to find something yourself.

It is not housekeeping; it's doing the legislation properly and making it more accessible for people, which is what government should be doing anyway.

One thing jumped out that I noticed is this Automobile Dealers Association of Newfoundland and Labrador where we have a majority of dealers are not members of this association. Now, what jumped at me with that one were the realtors. We did the realtors legislation this past spring. It went through Committee, actually, tested through Committee. First bill we brought through the House of that nature. But it was mandatory to be a part of the realtors association.

It was making those people be a part of a body so then you can deal with the body. It all makes sense, you deal with a group and then it spreads from there. So maybe this is more designed for Committee, but my question would be, wouldn't that have been something that would've been worthy of consideration – or maybe it was considered and we'll find out later in Committee. Was that not considered to make that mandatory for all car dealerships to become part of this association? Because then you have one body speaking for all of them and it's a much easier way to control; it's a much easier way to get your message out. It filters down the pyramid way for the regulatory body. Maybe the minister can explain it better than I can articulate here, but that was something that did jump at me, and I realize that we dealt with the same thing under the realtors association.

Another thing, too, we've seen in the legislation there was only like 12 responses of the 468 dealers. So that obviously speaks volumes: it's either the dealers don't feel there's any need of any regulatory changes and feel everything is fine; or, I mean, I'm sure they were consulted or they were contacted, but if you were part of an association, I think they would have probably a better response than 12 responses out of 468 dealers. That's a really, really low number.

I'm not saying any of these changes are not necessary – I think they all are – but there's a disconnect. Again, the minister can elaborate on that if he wants, but there's a disconnect there, it seems like, if you only got 12 dealers responding out of 468. I could even live with 100 dealers

out of 468, and that would still be low; you're still only 20 per cent or less. But 12 dealers? I mean, what's the percentage? It's a very low, low percentage. That to me is like –

**SOME HON. MEMBERS:** Oh, oh!

**MR. SPEAKER:** Order, please!

The (inaudible) is getting too loud.

**MR. PETTEN:** That to me speaks volumes as well.

As I say, regulations are good. Automobile Dealers Association, I believe, should be the parent group. There's one thing, I guess, when we look at this and go back to highway safety, and anywhere we've got to increase oversight, all these things – there are lots of things jumping out of this, in this legislation.

When we're dealing with any of this and we're talking about our highway safety, I got to go back to it again because a lot of unnecessary deaths, accidents, serious injuries occur, they're not always because of accidents. We say they're accidents, but a lot of it is from negligence: it's either you're driving too fast, you're on a road driving a vehicle you should not be driving. Now, don't get me wrong, there are a portion of them that are accidents and very sad stories, but if you do the math, you go in and do the follow-up, you do the accident reports, a lot of them comes down to they're preventable.

These regulations here, even though they may not appear that way, but a vehicle inspection, the value of a vehicle inspection can never be understated. You can never understate the value of a vehicle inspection.

When I read this, it jumped out at me: the Parkway. We have the pedway there now. My father, actually, was a mechanic. He's passed away now, but he was a mechanic all his life. That incident, when that happened, that accident, that was really tragic, obviously, and it was recently the anniversary – it was last year, I believe – he had to testify; he had to do the inspections on the vehicles. It was all about the inspection that was on that vehicle of the day.

It was questioned, that vehicle was only after being inspected previously, a while. One of the situations was – it wasn't long before it was inspected. So this became an issue in the courts. This became part of the trial for that, when that accident happened. And that's something that always stuck with me. Not only the fact that I was around it all my life – my father, that was his career and I seen a lot of this stuff because he used to do a lot of police investigations and what have you – but it just reaffirms. When I see stuff like this, any amendments to the *Highway Traffic Act*, especially when you get into inspections or anything else when it comes to making dealers more responsible, stuff like that jumps out to me. It was only a year ago.

I would just like to be on record to say that we never take any of this legislation lightly, it's important. Ultimately, even though it's important for government to be able to collect outstanding fees and fines, whatever is collected by these dealers and what have you, all that is fine, but underneath all that there's a safety piece that probably nobody reads when they read, an Act to Amend the Highway Traffic Act, when you read some of the changes but, ultimately, changes like these can save lives.

Thank you very much.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** If the Minister of Service NL speaks now he will close the debate.

**AN HON. MEMBER:** (Inaudible.)

**MR. SPEAKER:** The hon. the Member for Humber - Bay of Islands.

**MR. JOYCE:** Thank you, Mr. Speaker.

I'm just going to spend a few minutes, and I'm going to be supporting this piece of legislation but I do have some concerns.

Road safety is a major concern for all of us across the Province of Newfoundland and Labrador, there's absolutely no doubt. There are a lot of issues with it and there's a lot of responsibility on the dealerships.



The Member for Ferryland gave a very good brief of it all; much better than any of us could do in this House. He brought forward some great points, and some points that even the people who were reading the legislation through the briefings wouldn't know and wouldn't be able to bring up. There were a lot of great issues brought there.

Auditing the plates is a very major point in this. The biggest issue I hear, and it was brought up – and the Member for Ferryland explained it very well. The biggest issue that was brought up was if cars with conditions, when they hand them over, when they're sold; what someone is buying, what the condition of the car is, was it in an accident? There are always issues. I dealt with a few of them from constituents about non-disclosure of information about the cars.

The other concern is, is the car roadworthy? These are all the issues that must be addressed in some way through the regulations, I say to the minister. The regulations are always a bit touchy. As we know, the regulations come in, and we don't see the regulations until they're made up. We're just getting approval for the legislation, but the big thing for all of us is to ensure that there's continuity across the Province of Newfoundland and Labrador on it.

Mr. Speaker, a certificate of conduct for the dealerships and for the dealers is great also. That's great to make sure that everybody is being audited. We get a certificate of conduct for anything that we do. You coach basketball, you get a certificate of conduct to give to the school or the school board. So a certificate of conduct when you're dealing with so much money for people is very important.

Mr. Speaker, I'm going to go back to something I was dealing with last year. This is a point that I want to bring up. I was dealing with 11, 12 other people, I think, across the province on their behalf. I want to make it quite clear, thanks to the City of Corner Brook, the vehicle that my wife purchased, we can use. So this is not an issue about me.

In the statement that was made is there is \$13 million transferred that the dealers take in for the province because they have a relationship with Motor Registration that they can collect the fees,

register the car – \$13 million. I'll just give an example, I say to the minister, and I will say upfront that this is not the minister's issue because you were not in the position when this happened, but I just want to give the minister a heads up on this. He was talking about regulations. It's very important, I say, about when you bring in the regulations.

When you talk about the Kubotas last year in the Province of Newfoundland and Labrador, they were being registered by the dealers through Motor Registration for 11 years. Collecting the money, paying it off, no problem. They had permission from Service NL, through Motor Registration, through the registrar, to collect the fees to give them an X plate, doing it for 11 years. Someone made a complaint from Forestry, I think it was – made a complaint from Forestry. They said we made a mistake 11 years ago. So now what we're going to do with the mistake of 11 years, everybody with an X plate, you're off the road.

So the people who went up and paid \$25,000 for a vehicle, getting an X plate, approved by the dealership, approved by the Motor Registration Division, given a certificate, all of a sudden said: oh, you can't use it now, and there's no liability back to the province or back to the dealership. And when you go to the dealership, the dealership says, well, we had permission from the government, the government let us do it for 11 years. The government says, oh, we made a mistake 11 years ago, hard luck. A lot of people couldn't even use their vehicles anymore, sold their vehicles. Those are the kind of loopholes, Mr. Minister. I know you can't answer it because you weren't involved but that's the kind of things you have to watch out for.

I just want to bring this to the minister's attention again; I want to make it quite clear: this minister was not in that position. I say to Minister Osborne this is something that's probably new to you. You might have heard me speak of it in the House of Assembly. This is where the regulations comes in. I say to the minister, you have to keep a close oversight on the regulations.

Of all the vehicles in that type of Kubota that was given an X plate, there was one who was allowed to keep the X plate. The letters that

were received and the letters that you got from access to information, it was given because unique commercial purposes. No one can show me in the legislation what unique commercial purposes are. None – absolutely none, yet someone here in St. John's at that time got approval for unique commercial purposes with an X plate. The same vehicle for the other 11 people across the Province of Newfoundland and Labrador were saying, no, you can't use it, yet you could use it in the streets of St. John's.

I know a couple of people here – I was speaking to the MHAs about it – that were in their district and a couple of them are not allowed on the road, just on a byroad in their town bringing their fishing equipment back and forth to their stages, back and forth to the wharf. Not allowed but you could use it in downtown St. John's because someone, the Registrar in this province, said it's unique commercial purposes. Now, I know it's laughable. It's true. It's laughable and I can show it to you.

Mr. Speaker, the reason why I bring this up, this is nothing to me, I just feel sorry to the people outside Corner Brook who can't use their vehicles. That's who I feel sorry for. I honestly feel sorry for them for investing \$25,000 and then told you're allowed to do it by Motor Registration and the dealership. All of a sudden overnight say, no, we made a mistake 11 years ago, no reimbursement, no grandfather clause in saying that you could use it until – and we're not extending anymore which is an option.

Here's the other thing I say to the minister, and if you want to see it I can get it for you, quite easily. When there was an access to information put in on this – and the reason why I bring this up is because you have to keep an eye on the regulations. When I put in an access to information on behalf of the 12 owners across the Province of Newfoundland and Labrador and I ask for all emails, all correspondence, all information about how something was approved for unique commercial purposes – nothing. Absolutely nothing. There was nothing. Came back and said there were no records corresponding to your request. Fine.

Put in access to information: all emails concerning this. I get an email back. I think it was someone in Service NL who stated to the

Registrar, remember we discussed this and we allowed them to keep theirs? Yet when you put the access to information – so there was someone in St. John's who the Registrar discussed it with, somebody in an email said remember we discussed this and we allowed this. They could drive in St. John's but the people out in rural Newfoundland and Labrador who had these vehicles couldn't use it.

I still, to this day, do not know who was in on that discussion. Yet, that's how the Registrar of this Province of Newfoundland and Labrador – if we don't pay attention as a Legislature, that's how this system can be abused. I ask the minister to go back to your department and bring it back in third reading. Tell me where in the legislation there are unique commercial purposes in the legislation why a vehicle in St. John's is approved for an X plate to drive around St. John's, but an X plate anywhere in rural Newfoundland can't be used. The reason was, in writing, unique commercial purposes, and she has the authority to do it and she did it. I ask the minister for that in the third reading.

If you need to see the email and you can go back and ask who on the email – because there are going to be issues with it – who in the email when they said we discussed this and we agreed to approve it. Who is we? Yet in access to information, you can't get it. I ask the minister to go back and check out that email. It's on the website. I can get it for you; I have it.

So those 11 or 12 people across the province – no, 10 now because two in Corner Brook use theirs, that's not an issue – couldn't use theirs to bring it down to the fishing. One person was in there sometime setting up. He's selling a few hotdogs, chips and that. He used to bring the water, throw it in back, bring the water down to his little place selling a few things, having a little chip stand. He can't do that no more – can't do it no more.

That's where I just say to the minister, I agree with the legislation making this province safe in Newfoundland and Labrador. I agree with auditing the plates. I agree with some way having disclosure for the Province of Newfoundland and Labrador. I agree with the certificate of conduct.

I will be supporting this bill but I just ask the minister to be vigilant when the regulations come in. I know you weren't involved but I know you're the minister now. I'm bringing this to your attention because we have to make sure that if someone in St. John's is being treated one way, someone out in Cox's Cove is going to be treated the same way when it comes to your regulations.

Thank you, Mr. Speaker.

**MR. SPEAKER (Reid):** The hon. the Member for Cape St. Francis.

**MR. K. PARSONS:** Thank you very much, Mr. Speaker.

It's indeed, as I would always would say, an absolute pleasure to be here and to represent the beautiful District of Cape St. Francis.

Mr. Speaker, I have to commend my colleague for Ferryland, first of all. I'm only going to speak a couple of minutes on this bill, but it's great when you do get on a bill that you have a lot of knowledge. I know we all have our own background and what we did in life and stuff like that, but to have a perspective from a person that was in the industry, understands the industry – and, obviously, I think he sold a lot of cars in the industry also – it was great to listen to him speak today. I would say even the minister appreciates his contribution here today, hearing it from somebody who's in the industry.

It's amazing when you listen to this bill and read a little bit about the bill. There are 468 dealers in the province. I'm always amazed whenever I go up Kenmount Road or up Topsail Road and I look at the number of cars that are in the lots. When you go down on Water Street and you look down in the Oceanex lot and you see all the cars and you say: are they actually going to be sold here? Who's buying all these cars and stuff like that? It's a huge industry and it's also an economic indicator to the province of how good we're doing.

I had a friend of mine for years that was in the dealership business selling cars and I'd always ask how was he doing and how were sales. You can tell. One of the big indicators in the economy is how car sales are going. If car sales

are up and people are purchasing cars, it's usually a great indication that our economy is doing really well. I'd be interested in seeing what the numbers would be today to understand if people are still purchasing like they were this time last year.

I would imagine, Minister, that's something that would go through the Finance Department, probably, as an indicator of where we are with the economy. When we talk about the car sales industry and you talk 468, it's obviously a very huge industry in our province. It's something that gives income and good income to a lot of residents, right across the Island.

Again, this legislation that we're talking about here today, it's pretty amazing when you look at the legislation today that this hasn't been updated since 1988. So either they've been doing a lot of good things over the years, or we've just been a little bit slack in making sure things are better.

In my previous time here in the Legislature, I was Service NL critic for four years. I got to say that there are a lot of things that are brought into this House of Assembly over the last number of years, and even while we were in government, that when it came to the *Highway Traffic Act*, bar none, it's about safety and it's about safety of our families and about safety of our friends and our fellow Newfoundlanders and Labradorians on the highway, to make sure that our highways are safe.

It was interesting to listen to my colleague from Ferryland because he had a couple of ideas that really struck home for me. I grew up in a time where you got your inspection slip from anyone. I'm not saying in a bad way, but that's just the way it was when people were getting cars. It was go down to the garage, your car had to be inspected and there was no regulation, really. It was done a book and it was tick, tick, tick, tick. Sometimes it was looked at; sometimes I don't know if it was checked.

Listening to my colleague here and understanding what he was saying today, that you deal with dealerships – and this is an important part of this legislation, is how we do inspections and why we should do inspections. I know and I'm sure everybody has drove along

the highway or drove in your community and you looked at a car and said: Really, should that be on the highway?

I was on my way down towards White Hills a little while ago and I noticed a truck on the side of the road. The highway traffic people were there on the side of the road with a wrecker that was hauling the truck onto the flatbed. I couldn't believe that that truck even made it almost down to White Hills it was in that bad of shape. I'm sure that's the reason the truck was taken off the road.

Not having inspections, and the suggestion that the hon. Member for Ferryland made was perhaps that it was something we should look at doing 10 years out. I kind of agree with that, and I'm not sure that it has to be something that's a huge cost to anyone or something like that, but we want to make sure that people's brakes are in good shape, want to ensure the brake lines and the running gear of that vehicle is in decent shape to be on the highway because we don't want – at least, I don't want to see anybody's safety being compromised because of a vehicle that's not safe on our highways. So that's important and I think that's a great suggestion.

When you look at a lot of this, I think it's mainly to do with the dealerships and the dealers in the province. Again, listening to my colleague I learned a lot. A lot of the cars and vehicles that are traded in to the bigger dealerships are then – as you notice, do you ever go down to, I'll just say, Terra Nova Motors or Avalon Ford and you look at their used car vehicles that are there, they're usually really good cars and stuff like that. So you're thinking that maybe only good cars are traded in. But that's not how it happens. They trade in the vehicle and then there's probably a dealership down the road or out around (inaudible) that'll buy that vehicle and sell it on their lot.

So I believe that a proper inspection and a proper investigation of that vehicle should be done before it's sold to somebody else, and I think that's what we're looking at doing here today. So I think that's very important.

Mr. Speaker, I've spoken about this several times, and I know it has always come back and I don't hear it as much as what I did hear it three

or four years ago, was uninsured vehicles on our highways. I'm sure it's still happening today and everything else. I've always thought – and I know it's all about cost – that once I buy a vehicle, I believe that that licence plate should stay with me right through.

**SOME HON. MEMBERS:** Hear, hear!

**MR. K. PARSONS:** I believe that should be my licence plate and when I buy another vehicle that that licence plate should stay with me until – now it might get rusty or whatever, but I'll go get another licence plate. At the end of the day when I bought a vehicle when it comes down Torbay Road, they'll look at it there and see – you'll come up behind me and do a check on me and they'll know that that's Kevin Parsons' vehicle. And if it's not Kevin Parsons driving that vehicle, then there's something wrong. Do you know what I mean? And that's what's happening, because what happens with our uninsured vehicles out in the province today is all about the sticker. If that sticker's good for six months, I'll buy the vehicle; I don't need insurance because I think I'll get away with it.

And that's what the problem is with a lot of uninsured – we look at the news all the time and we look at some of the fines people are having to pay because they're getting away with the things like uninsured vehicles. I believe that if we had a licence plate that was to the person that purchased the car in the first place or whenever I got my driver's licence, that it would save a lot of money to this province and it would take a lot of people off the road that shouldn't be on the road. Because you can't drive around – I'm sure if the RNC or RCMP saw a vehicle without a licence plate on it that they would definitely haul it over and that vehicle wouldn't be on the road any longer.

Again, I think it's a good piece of legislation that we're debating here today. Another part of the legislation that I kind of like is for the minister to have the authority to be able to go in where we're doing inspections to ensure that it's not like when I said earlier, the days when you could go and it was just tick, tick, tick, so proper inspections are being done on vehicles, and if people don't do those inspections, there are fines and they can lose their licences to be able to

inspect vehicles. So it's a safety net for everybody.

Mr. Speaker, everybody in this House and everybody in this province want to make sure that the people on our highways are practising safety, that the vehicles are safe and that our loved ones that travel on our highways are going to be safe. So anything we can do to make sure that our highways are safe and to help dealerships or help people who are selling cars in this province, to ensure our safety, that's what we should be at in the House of Assembly. This is a great bill to ensure the safety of our residents of Newfoundland and Labrador.

Thank you very much.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Member for Mount Pearl - Southlands.

**MR. LANE:** Thank you, Mr. Speaker.

I'm not going to speak very long to this. I just want to record for the purposes of *Hansard* that I do support this bill. I'm not going to repeat everything that everybody else has already said. I think all the points have been made that need to be made. It's about providing safety, obviously, for the purchasers of vehicles, whether they be new vehicles or used vehicles and so on. It's about ensuring that all the car dealerships in this province are going to be operating in a proper manner. They are collecting money on behalf of the province, so it's important that all the checks and balances be in place for that. That the companies are operating the way they should, that the people who are handling money are people who should be handling money and so on. So it really brings, I think, more professionalism to the industry.

I would suggest that anyone who is a legitimate car dealership would want this and would applaud this. Sometimes when you talk about some of these accountability measures in various industries, some people might say, well, that's going to be causing undue hardship or whatever for companies; but I would suggest that in most cases when it comes to things like this that add more accountability, anyone who is in that particular industry, in that particular business

who is legit and want to do things right, then this offers a measure of protection for them. I'm sure that would be the case here as well and I'm sure they would all support it.

I think it makes good sense. I certainly thank the minister for bringing it in. I also want to say, Mr. Speaker, I did, when I spoke in the House on Tuesday, I believe it was, make mention of the great co-operation that I've received certainly from the Minister of Education, in particular, as well as the Minister of Health and Community Services' office and the Minister of AES's office, but I also just want to put it out there, because I neglected to do so, that the Minister of Service NL/Finance, has been nothing but co-operative to me on any number of issues. I thank him for that and I'm glad to support his bill.

Thank you.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** The hon. the Minister of Finance and President of Treasury Board, if he speaks now he will close the debate.

The hon. the Minister of Finance and President of Treasury Board.

**MR. OSBORNE:** Thank you, Mr. Speaker.

A couple of notes, based on comments that have been made by my colleagues. I want to thank the Members for Conception Bay South, Cape St. Francis, Mount Pearl - Southlands, Ferryland and Labrador West. I hope I didn't miss anybody – oh, the Minister of Transportation and Works as well for speaking to this particular piece of legislation.

I will say to the Member for Cape St. Francis that I agree; it is good to have somebody with some knowledge in this industry to be able to speak to it. The Member for Ferryland, I know, has some expertise in this industry.

Mr. Speaker, some of the comments that were made, I know that we have some notes here so I'll respond. One of the concerns raised by the Member for Ferryland was having a vehicle inspected, and if 60 days pass, you would have to have it inspected again. Under this particular piece of legislation there's no requirement to

inspect it until it's actually going to be sold. If it's on the lot, not inspected, sitting on a dealer's lot, prior to sale it has to be inspected to ensure the safety of the vehicle.

Currently, if a vehicle is being transferred from one person to another in a private sale, that vehicle has to be inspected currently. That does help to ensure, when a vehicle is transferred, that there is some safety to that vehicle prior to it being able to go into the ownership of another individual, but we're also requiring that now of dealerships. Most provinces don't have any additional requirements for inspections beyond transfer. For example, there are some exceptions in Nova Scotia, PEI and New Brunswick.

Currently, another example, if one of our enforcement officers pull a vehicle over because they suspect there are some safety issues with the vehicle, they can issue an order for an inspection. So even if the vehicle has been in the same ownership for however many number of years, if an inspection officer determines that there may be some safety issues, they can order an inspection of that as well. That's both commercial and private.

Somebody had mentioned legislation and inspections. We have the *Occupational Health and Safety Act*, the *Greenhouse Gas Act*, the *Environmental Protection Act* and the cannabis act, for example, where inspections can concurrently occur.

I think the Member for Labrador West had talked about asking staff or salespeople to be bonded. We only require the dealership to be bonded in this province; a jurisdictional scan has indicated that is consistent across the country. The dealer would be bonded. If there's an issue, even with a staff member, the dealer would be responsible, so their bond would cover government in the event that there's a loss or something untoward. The government would go after the dealership for remedy there. So if a staff person stole licence plates, for example, or so on, we would go after the dealer to recover, based on their bond.

The Member for Conception Bay South, I think, raised the fact that there were only 12 people who had responded. All of the dealers in the province were contacted by mail. We did hear

from the dealers' association, who represented, especially the new dealers, the larger dealers that are members of that association, but all dealers were written and given an opportunity to respond to the legislation if they had concerns. So I'm not sure if it's a case of – if there was something radically wrong with this, maybe we would've heard from a lot more. It amounts to about 3 per cent of the dealers that we heard from, but I think if they had major concerns with this, we probably would've heard from a lot more of the dealers.

The Member for Bay of Islands had mentioned about one particular plate being used. I understand from officials in the department that has since been revoked. So there currently aren't any plates with that special exception in the province.

Somebody had mentioned – I think it was the Member for Cape St. Francis, I'm not sure; I'll give you credit if you weren't – but somebody had mentioned a plate to owner. That was the Member for St. Cape Francis. So if somebody owns a licence plate, they keep that plate for life, same as they do, for example, in Ontario or other provinces. We're working on that currently; that's currently in the works within the province, and I agree that that would help cut down on a lot of what we see in terms of owing fines to government, unpaid fines, or vehicles that are being driven without proper registration or so on. So that's currently being worked on in the province.

In addition to that, we did make some changes to the Insurance Act, for example, that if somebody buys insurance simply to get their vehicle registered and then cancels it a month later to get a refund, we've made changes under the Insurance Act to ensure that if somebody cancels their insurance that the insurance company has to inform Motor Vehicle Registration. We are working towards cleaning up some of the loopholes, if you want to call it, that may have existed where people could get around and old fines and so on.

I think that covers most of the concerns that were raised. If there are other concerns, certainly in Committee we can talk back and forth about those.

Mr. Speaker, thank you to everybody who spoke on this, and I look forward to Committee.

**SOME HON. MEMBERS:** Hear, hear!

**MR. SPEAKER:** Is the House ready for the question? Yes?

The motion is that Bill 21 be now read a second time.

Is it the pleasure of the House to adopt this motion?

All those in favour?

**SOME HON. MEMBERS:** Aye.

**MR. SPEAKER:** All those against, 'nay.'

Carried.

**CLERK:** A bill, An Act To Amend The Highway Traffic Act. (Bill 21)

**MR. SPEAKER:** The bill has now been read a second time.

When shall this bill be referred to a Committee of the Whole?

**MS. COADY:** Now.

**MR. SPEAKER:** Now.

On motion, a bill, "An Act To Amend The Highway Traffic Act," read a second time, ordered referred to a Committee of the Whole House presently, by leave.

**MR. SPEAKER:** The hon. the Government House Leader.

**MS. COADY:** Thank you, Mr. Speaker.

I move, seconded by the Minister of Finance and President of Treasury Board, that the House resolve itself into a Committee of the Whole to consider Bill 21.

**MR. SPEAKER:** It is moved and seconded that I do now leave the Chair for the House to resolve itself into Committee of the Whole to consider the said bill.

Is it the pleasure of the House to adopt this motion?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**MR. SPEAKER:** All those against, 'nay.'

Carried.

On motion, that the House resolve itself into a Committee of the Whole, the Speaker left the Chair.

### Committee of the Whole

**CHAIR (Bennett):** Order, please!

We are here now considering Bill 21, An Act To Amend The Highway Traffic Act.

A bill, "An Act To Amend The Highway Traffic Act." (Bill 21)

**CLERK:** Clause 1.

**CHAIR:** Shall clause 1 carry?

The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** Thank you very much.

A couple of little things that I'll touch on before I ask a question. The plate to owner, that's a great idea. I sort of had that there and didn't bring it up, but it would cut down on your fines, for sure. You take your plate with you, other than if somebody robs your plate, I guess, that's the only concern with that.

The other one I think is a savings for the government on trucks, you have two plates; one on the front, one on the back. Most times anyone who buys a vehicle don't want a plate on the front bumper. You could cut down to one. Now, there's a reason for it, I don't know why, but lots of times you put two plates on the back because the customer didn't want to have the plate on the front, so it might be a savings of some sort for someone to look at.

To my first question, we understand the fee to register a car dealership in the province is \$100

and this amount is set in fees policy. Will this be increasing? If so, what is the amount being considered?

**CHAIR:** The Chair recognizes the Minister of Service NL.

**MR. OSBORNE:** Thank you to the Member for Ferryland.

I think the Member for Cape St. Francis created the duel of the former dealers here.

Currently, the two plates, the one on the front for trucks is simply for enforcement, different enforcement requirements. There is no increase in fees anticipated.

**CHAIR:** The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** There's a new requirement for a certificate of conduct or a criminal record check for those applying for a dealer's driver's licence. Is this in line with other jurisdictions?

**CHAIR:** The Chair recognizes the Minister of Service NL.

**MR. OSBORNE:** Thank you very much.

I think the ante is coming up on the former dealers dueling.

Yes, it is consistent. We've done a jurisdictional scan, so it is consistent.

**CHAIR:** The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** Section 17(2)(d) and 17(3)(e) make reference to the security required for dealers.

Does the amount of security differ from sole proprietors versus corporations? What is the current security required? Will the security amount be increasing?

**CHAIR:** The Chair recognizes the Minister of Service NL.

**MR. OSBORNE:** Thank you, Mr. Chair.

I heard the question, but there is a little bit of chatter here, so as a former Speaker, I will ask Members to take their conversations outside.

**CHAIR:** That's my job.

**MR. OSBORNE:** The answer to the question is no.

Sorry, Mr. Chair, I think there were two questions. The other one was \$5,000.

**CHAIR:** The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** Section 17(2)(e) and 17(3)(f) make reference to the fact that those applying for a dealer licence will have to provide documents and other information that will be prescribed in the regulations.

Have those regulations been drafted and what other information is that referring to?

**CHAIR:** The Chair recognizes the hon. the Minister of Service NL.

**MR. OSBORNE:** Thank you.

I will wait a couple moments; ask your next question and hopefully I'll have an answer from my officials on that.

**CHAIR:** Could you also please go a little closer to your mic? I find it hard hearing you too.

The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** It's hard to look down; I'll have to move closer to it.

What is the renewal fee for the licence and will that be increasing? I'm not sure if that's the same question that I asked you before, but it might be related differently from the certificate or the conduct.

**CHAIR:** The Chair recognizes the Minister of Service NL.

**MR. OSBORNE:** Not to confuse, but the answer to your former question is not yet.

The answer to the current question is \$100.



**CHAIR:** The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** Once licensed the dealer must provide a certificate of conduct, good standing each year, but a certificate of conduct or a criminal record check will only have to be provided where requested by the registrar. Is that correct?

**CHAIR:** The Chair recognizes the Minister of Service NL.

**MR. OSBORNE:** Thank you, Mr. Chair.

I'm going to defer to my officials. So ask your next question and I'll give you two answers.

**CHAIR:** The Member for Ferryland.

**MR. O'DRISCOLL:** Under section 19, the dealer will now have to disclose information to the buyer. Are those regulations drafted and what type of information will the dealer have to disclose to the buyer?

**CHAIR:** The Minister of Service NL.

**MR. OSBORNE:** Thank you, Mr. Chair.

So the answer to the former question is \$100. Yes, that is correct. The current regulations are being worked on. They're not yet complete. They're still being drafted.

**CHAIR:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** How will a dealer be required to store plates?

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** I have to reach back now, more than a quarter of a century, see. You're just a year or so away. I'm not sure if it has changed since I've been there, but just a secure location within the dealership and no public access.

**CHAIR:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** And that pretty well happens.

**SOME HON. MEMBERS:** Oh, oh!

**CHAIR:** Order, please!

**MR. O'DRISCOLL:** Where I lived, anyway, that happens pretty regular.

We were told that there was previously no requirement for a dealer to pay outstanding fines and that this has been addressed in section 19(e). Can you offer some detail on this?

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** Yes, thank you, Mr. Chair.

Yes, previously a dealer could obtain a licence and still owe outstanding fines, for example, on a D plate or dealer plate. The new legislation and subsequent regulations that will be brought forward will ensure that those fines have to be paid, either before a renewal or in the event of a new licence.

**CHAIR:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** How often are audits of dealerships being carried out now and who conducts them?

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** The new regulations that are being put in place will give some additional ability for such audits in areas where we didn't have the ability before. The previous ability was simply for monies collected on behalf of government and on plate inventory, for example. And it's conducted by Motor Vehicle Registration staff.

**CHAIR:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** That answers my next question, so I'll go on to the next one. Is the use of inspectors in this way in line with other jurisdictions?

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** I'm sorry; could you repeat that?

**CHAIR:** The hon. the Member for Ferryland.

**MR. O'DRISCOLL:** Is the use of inspectors in this way in line with other jurisdictions?

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** Yes, it is.

**CHAIR:** The Chair recognizes the Member for Labrador West.

**MR. BROWN:** Thank you, Mr. Chair.

Under section 17(2)(c), considering the nature of the business, why wouldn't government want certificates of conduct from salespeople as well as anyone else who deals with the public in this manner?

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** I think it would just create additional logistical issues. We require the dealer to be bonded and a certificate of conduct from the dealer, the partnerships or sole proprietor in a dealership. Like many other industries, it's up to the employer to ensure that they've got reputable staff on hand.

If there is something, such as a plate gone missing or funds that are owed to government gone missing, we'd go after the dealer for that and take the dealer up on the dealership bond.

**CHAIR:** The Member for Labrador West.

**MR. BROWN:** Thank you.

That's my only question there now. The former car dealer managed to take all the other ones.

**CHAIR:** Seeing no other questions, shall clause 1 carry?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**CHAIR:** All those against, 'nay.'

Carried.

On motion, clause 1 carried.

**CLERK:** Clauses 2 through 4 inclusive.

**CHAIR:** Shall clauses 2 through 4 inclusive carry?

The Member for Ferryland.

**MR. O'DRISCOLL:** A lot of details related to the amendments proposed in this bill are being left to the regulations. Have any of these regulations been drafted yet?

**CHAIR:** The Minister of Service NL.

**MR. OSBORNE:** No. I guess work has been started. They're not drafted. Drafting generally on legislation is done once it's passed through the Legislature to see whether or not there are amendments to the legislation or any changes to the legislation during debate. So the short answer is, no, they're not drafted yet; they are being worked on.

**CHAIR:** The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** We understand that the stakeholders will be consulted further on the regulations. What is the plan to engage stakeholders in these consultations?

**CHAIR:** The Minister of Service NL.

**MR. OSBORNE:** Thank you.

That's part of the reason final regulations have not yet been drafted, because there is a desire from the department to consult with the Automobile Dealers Association and, in fact, dealers in general on the final drafting of the regulations.

**CHAIR:** The Chair recognizes the Member for Ferryland.

**MR. O'DRISCOLL:** Will the act still come into effect in January '21.

**CHAIR:** The Minister of Service NL.

**MR. OSBORNE:** I believe that is our intention, yes.

**CHAIR:** The Member for Ferryland.

**MR. O'DRISCOLL:** One other one.

We understand that existing offences will be updated in the Schedule when no offences or penalties will be added. Did you get that?

**MR. OSBORNE:** I didn't quite understand the question. Could you ask that again?

**MR. O'DRISCOLL:** We understand that some offences will be updated in the Schedule. What new offences or penalties will be added to that?

**CHAIR:** The Minister of Service NL.

**MR. OSBORNE:** No changes planned.

**CHAIR:** The Member for Ferryland.

**MR. O'DRISCOLL:** We agree with the Member for Labrador West on salespeople. It's probably the job of the dealership to make sure they're hiring the right people in regard to that, so just to throw that out there too.

Thanks.

**CHAIR:** The Member for Humber - Bay of Islands.

**MR. JOYCE:** One question to the minister. I know, Minister, you just said – and this has nothing to do with me but it's just for protection – that a licence for the X plate has been refused, taken back. Will you find out – and this is the bigger issue for it – how and who made the decision against the regulations and the act, to give it and allow it because it says right in the email, as we discussed. Would you get back to me on who discussed it, how it was done, how someone could put in letters and what unique commercial purposes mean?

The reason why I say that is once you get the regulations you assume they're going to be followed, but when you find out that they're not followed in St. John's as compared to other places – and there are things like unique commercial purposes are put in. I just ask the minister would you get back to me on those answers. Who made that decision? Who came up with this language? It's important because if it happens again in this area here where the Registrar got the full control, who says she's not going to make regulations for one part of the

province and the other part which was done in this case.

You don't have to answer now but you can get back to me on that.

**CHAIR:** The Minister of Service NL.

**MR. OSBORNE:** I understand that it was an error and the licence was revoked. Outside of that – that would have happened prior to my arrival at Service NL so I think it's probably appropriate to provide those answers. I'm not sure what or how it transpired but I understand that it was an error so it was revoked.

**CHAIR:** The Member for Conception Bay South.

**MR. PETTEN:** Thank you, Mr. Chair.

I just have one question for the minister. He never answered it when he spoke after in the response when he closed out second reading. It was about mandatory membership. I go back to that because I referenced it when I spoke. We have memberships in all, no matter if it's legal, it's financial, its realtors. The idea behind the mandatory membership group is it's one body that represents all the rest. They can actually help government and help any industry in policing their own dealers.

I'm just curious to why we don't have a mandatory membership of these automobile dealers. It's not a huge cost to my knowledge, but it would make things much easier for you, Minister, and your department officials to deal with an association that represents the bigger group. All these regulatory changes would be a lot easier to streamline within the industry.

Just provide an answer to that or – I appreciate it.

**CHAIR:** The hon. the Minister of Service NL.

**MR. OSBORNE:** No, I appreciate the point you're making and many organizations do have mandatory membership, many of them don't.

For example the Canadian Home Builders' Association, not every contractor, even though they're registered with the province and

registered with workers' compensation, are members of the Canadian Home Builders' Association. The Automobile Dealers Association is a voluntary organization as well. I don't know the logistics or even the appropriateness of government forcing every organization in the province that's a voluntary organization to have mandatory membership, but it's certainly something I can take under advisement.

**CHAIR:** Any other questions?

Seeing none, shall clauses 2 to 4 inclusive carry?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**CHAIR:** All those against, 'nay.'

Carried.

On motion, clauses 2 to 4 carried.

**CLERK:** Be it enacted by the Lieutenant-Governor and House of Assembly in Legislative Session convened, as follows.

**CHAIR:** Shall the enacting clause carry?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**CHAIR:** All those against, 'nay.'

Carried.

On motion, enacting clause carried.

**CLERK:** An Act To Amend The Highway Traffic Act.

**CHAIR:** Shall the title carry?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**CHAIR:** All those against, 'nay.'

Carried.

On motion, title carried.

**CHAIR:** Shall I report Bill 21 without amendment?

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**CHAIR:** All those against, 'nay.'

Carried.

Motion, that the Committee report having passed the bill without amendment, carried.

**CHAIR:** The hon. the Government House Leader.

**MS. COADY:** Thank you, Mr. Chair.

I move that the Committee rise and report Bill 21.

**CHAIR:** The motion is that the Committee rise and report Bill 21 without amendment.

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**CHAIR:** All those against, 'nay.'

Carried.

On motion, that the Committee rise, report progress and ask leave to sit again, the Speaker returned to the Chair.

**MR. SPEAKER (Reid):** The hon. the Member for Lewisporte - Twillingate, Chair of Committee of the Whole.

**MR. BENNETT:** Mr. Speaker, the Committee of the Whole have considered the matters to them referred and have directed me to report Bill 21 without amendment.

**MR. SPEAKER:** The Chair of the Committee of the Whole reports that the Committee have considered the matters to them referred and have directed him to report Bill 21 carried without amendment.

When shall the report be received?

**MS. COADY:** Now.

**MR. SPEAKER:** Now.

When shall the bill be read a third time?

**MS. COADY:** Tomorrow.

**MR. SPEAKER:** Tomorrow.

On motion, report received and adopted. Bill ordered read a third time on tomorrow.

The hon. the Government House Leader.

**MS. COADY:** Thank you, Mr. Speaker.

Considering the hour of the day, I move, seconded by the Member for Mount Scio, that the House do now adjourn.

**MR. SPEAKER:** It's moved and seconded that the House do now adjourn.

**AN HON. MEMBER:** (Inaudible.)

**MR. SPEAKER:** I think it's a debateable motion, yes.

It's moved and seconded that the House does now adjourn.

I'm seeing the Member for Humber - Bay of Islands.

**MR. JOYCE:** Before you move the motion, Mr. Speaker, once again, I just wanted to bring it to the attention of the Government House Leader, it's 4:22. There's another hour and eight minutes and yesterday we were accused of not being able to ask questions on health care because we were hijacking the House of Assembly. So I'll just let the Government House Leader know, once again, we're closing again today well before 5:30, the allotted time, when I wanted to use time to debate health care issues which affects a lot of people out in Humber - Bay of Islands.

I just wanted to bring it to your attention that I was shut down because of that but we're closing the House early again today.

Thank you, Mr. Speaker.

**MR. SPEAKER:** Is the House ready for the question?

It's moved and seconded that the House does now adjourn.

All those in favour, 'aye.'

**SOME HON. MEMBERS:** Aye.

**MR. SPEAKER:** All those against, 'nay.'

Carried.

The House is now adjourned until, Monday, at 1:30 in the afternoon.

On motion, the House at its rising adjourned until tomorrow, Monday, at 1:30 p.m.