



**Legislative Assembly of Prince Edward Island**

**Standing Committee on Fisheries, Intergovernmental Affairs and  
Transportation**

Published by the Order of the Hon. Greg Deighan, Speaker

---

**Date of Hearing:** Thursday 12 January 2006

**Meeting Status:** Public

**Location:** Pope Room, Coles Building

**Subject:** To plan the Committee's work relating to Motion 9, proposed amendments to all-terrain vehicle regulations

**Committee:**

Wes MacAlear (Chair), MLA Charlottetown-Spring Park

Philip Brown, Minister of Tourism

Richard Brown, MLA Charlottetown-Kings Square, replaces Ron MacKinley, MLA North River-Rice Point

Michael Currie, Minister of Development and Technology

Cletus Dunn, MLA Alberton-Mimiengash

Robert Ghiz, MLA Charlottetown-Rochford Square

Fred McCardle, MLA Borden-Kinkora

Andy Mooney, MLA Souris-Elmira

**Guests:**

Doug MacEwen and Mary Perry, Highway Safety Division, Transportation and Public Works

**Staff:**

Marian Johnston, Clerk Assistant and Clerk of Committees

Edited by Hansard

The Committee met at 1:30 p.m.

**Chair (MacAleer):** I'd like to call the meeting to order and explain that this is the first meeting of the Standing Committee on Fisheries, Intergovernmental Affairs and Transportation. We're here to discuss Motion No. 9 which is a motion made in the last Legislature. At your table you will find the correspondence and phone calls that I've received, or the Minister of Transportation and Public Works has received, and we've simply copied you on that regard.

What I'd like to do today is begin by reading the motion into the record. We then have a presentation by Doug MacEwen and Mary Perry on amendments which are being suggested for our consideration. Then I'd like to conclude - not necessarily conclude, but add in your input into a work plan by the committee and how we want to carry on public consultation, et cetera, dates, times advertising schedules, and then any other business that you may want to have brought forward.

The response to this has been somewhat extensive and we certainly will be contacting all these people that have sent in their input so far, and of course, we want to advertise publicly.

So I'll begin by just reading this motion into the record. I'm sure you all have copies but for the purposes of clarification, this is Motion No. 9, it was a referral of an all-terrain vehicle issue to the legislative committee for review, and as follows:

WHEREAS all-terrain vehicles or ATV's are classified on Prince Edward Island as off-highway vehicles;

AND WHEREAS off-highway vehicles are regulated on Prince Edward Island by the *Off-Highway Vehicle Act*;

AND WHEREAS such vehicles are used in

both recreational and commercial activities, particularly as it relates to primary industry activity such as agriculture and forestry;

AND WHEREAS such vehicles can pose safety risks to users if operated irresponsibly;

AND WHEREAS public concerns have been expressed about both the health risks and community impacts of ATV use, particularly as it relates to the safety of young people operating ATV's;

AND WHEREAS when used responsibly both recreational and commercial ATV use can generate local economic spinoffs;

AND WHEREAS Government has an interest in striking an appropriate balance between safety concerns and economic opportunity;

AND WHEREAS to help further achieve that balance Government has developed draft amendments to the *Off-Highway Traffic Act* and its regulations;

THEREFORE BE IT RESOLVED that this Assembly request the Standing Committee on Fisheries, Intergovernmental Affairs and Transportation to consult interested Islanders to gauge public opinion upon the proposed draft amendments and report back to the Assembly;

AND BE IT FURTHER RESOLVED that the Standing Committee on Fisheries, Intergovernmental Affairs and Transportation be empowered to sit intersessionally to conduct its public consultations.

That's the issue. Mr. Brown, very courteous, getting everybody some water.

**Mr. R. Brown:** Do you need a glass of water, Fred? Anything you need?

**Chair:** Unless there are any other suggestions as to how we should proceed, I'd now ask Mr. MacEwen and Ms. Perry to give us their presentation. I believe part of this is a slide presentation. Then once we've received his comments, we can open the floor to discussion. So Doug, Mary, go ahead.

**Mr. MacEwen:** Thank you, Mr. Chair, and thank you very much.

Any of you, feel free, please, to interrupt me at any time with any questions you have. We have a short presentation this afternoon and it is basically to give you a little bit of background on where we are with our regulations regarding all-terrain vehicles today and the proposed amendment that we are putting forward.

In the show, you will see some of the basic types of all-terrain vehicles that we see out around the yards and that here on Prince Edward Island. Bring your attention to the different sizes, and a number of them you will see now are advertised as children's toys. You'll see them for sale in places like Canadian Tire and Wal-Mart and those kinds of stores. Mostly what you're dealing with are small cubic centimetre engine vehicles that still actually will attain speeds of 28 to 30 kilometres an hour. We at Highway Safety consider them very unsafe as toys for children.

Before Christmas I had a call from a mother who was considering purchasing one of those for her son who was eight years of age, and she was defending it to me saying: It would only do 28 kilometres an hour. I said: Really, to put it in perspective, would you have your child go out there and throw them against a cement culvert at 28 kilometres an hour? She took kind of a silence on the phone and she said: I never thought about it that way. I said: Really, that's in essence what can happen with those vehicles even though they are only toys, (Indistinct)

children are travelling along at that speed.

**Mr. Dunn:** You don't have the three-wheelers there. Can you answer that one?

**Mr. MacEwen:** Just basically because three-wheelers aren't manufactured anymore.

**Mr. Dunn:** But they're still out there.

**Mr. MacEwen:** They're still out there, yes. Not to misinterpret that. There are still three-wheelers out there. They're not manufactured anymore basically because of the safety feature. I assume most of you are aware a 3-wheeler doesn't have a differential and you have to pull it up on two wheels to get it to make a turn. Manufacturers stopped making them a number of years ago. We still see some of them out there. No, the photos are all four-wheelers.

ATVs. The PEI *Off-Highway Vehicle Act* describes an all terrain vehicle as: a wheeled or tracked motor vehicle designed for travel primarily on unprepared surfaces such as open country and marshland, but does not include a snow vehicle, implement of husbandry or construction equipment. There are approximately 1,200 all-terrain vehicles registered in Prince Edward Island. It is estimated that there are approximately 5,000 in use. So as you can see, we have a lot of vehicles out there that are not registered.

To give you the difference between snowmobiles and ATVs, snowmobiles, as of November 15<sup>th</sup>, 2005, there were 1,321 registered in PEI. Snowmobiles are required to be registered yearly. The registration expires as of November 30<sup>th</sup> every year and the owners are required to renew their registration each year. ATVs are a one-time registration, and once they're registered they would not be required to be re-registered until such time as it's transferred to a new owner.

What is the law in Prince Edward Island regarding ATVs now? The *Off-Highway Vehicle Act* Regulations, section 8.(1):

“An off-highway vehicle may be operated during daylight hours between the boundary line of a highway and the line of the shoulder farthest removed from the travelled portion of the highway, namely, the area commonly known as the ditch, with or against the flow of vehicular traffic, but from sunset to sunrise the off-highway vehicle may only be driven in the same direction as the normal flow of the vehicular traffic on that side of the centre line of the highway.

“8.(2) No person shall operate and no owner shall knowingly permit the operation of an off-highway vehicle in accordance with subsection (1) unless the driver thereof is the holder of a valid driver’s license issued under the *Highway Traffic Act*...”

Basically, what that’s telling us is that any person crossing a highway or anywhere in a public access roadway or the ditch must possess a valid driver’s license.

Currently, the age limitation, section 12.(2) of the Regulations: “No person who is the owner or operator of an off-highway vehicle, other than a snowmobile, shall permit it to be operated by (a) a person between 10 and 14 years of age, unless the person is directly supervised by an adult who holds a valid driver’s license; or (b) a person less than 10 years of age.”

The Canada Safety Council does offer direct supervision definitions. It changes whether you’re talking to them or to the Canadian ATV Owners’ Association: A parent or guardian on an ATV, child on a separate ATV - a direct line of sight must be maintained. Parent or guardian not on a ATV, child on an ATV - a direct line of sight and verbal contact must be maintained. And to be considered not supervised - a

child in a back field, a parent or guardian out of sight and earshot.

There have been major changes made and the manufacturers do promote a number of pieces of equipment now. One of them is a tether strap that can operate between two machines. The parent can operate a machine within probably 25 feet of the other machine with a tether strap and they can shut the machine down if the child gets into problems. There are now available on the market remote controls where you can shut the machine down automatically within a certain distance.

Proposed amendment to the *Off-Highway Vehicle Act*: Minister Shea brought to the legislature the proposed amendment in December and it would replace subsection 12.(2) with:

No person who is the owner or operator of an off-highway vehicle, other than a snowmobile, shall permit it to be operated by

(a) a person who is 17 years of age, unless the person has successfully completed an off-highway vehicle safety training course approved by the Registrar; and

no person who is the owner or operator of an off-highway vehicle, other than a snowmobile, shall permit it to be operated by

(b) a person who is 14 to 16 years of age, unless

(I) the person is directly supervised by an adult who holds a valid driver’s license; and

(ii) the person has successfully completed an off-highway vehicle safety training course approved by the registrar, or if the person is less than 14 years of age.

This amendment requires the owner or

operator of an off-highway vehicle to ensure that it is not operated by a person who is 17 years of age unless the person has completed a safety training course.

This amendment also requires the owner or operator of such a vehicle to ensure it is not operated by a person who is less than 14 years of age and it requires the owner or operator to ensure that persons between 14 and 16 years of age are supervised and that they have taken a safety training course.

The ATV Rider's Course is offered by the Canada Safety Council. It's 5.5 to 7 hours of training program and it's operated by CSC-certified instructors, of which there are three here in the province who are currently certified to put this course on. The curriculum, which is based on field-tested techniques, provides a fun and orderly way to learn proper ATV operation. The rider learns about controls, reading terrain, turning and climbing hills.

Just to give you a little background on the off-highway vehicles and the other Canadian jurisdictions, I think you'll find it in your package. I know it's very fine on the screen. As we went through the Prince Edward Island ones, I will not repeat them and they're currently under review. In Nova Scotia, the age limit is 14-16 years old under the supervision of a person 19 years of age and older, and 16 years and up, there's no supervision required. They are required to take a mandatory training course.

**Mr. R. Brown:** That's the new law.

**Mr. MacEwen:** This is currently in Nova Scotia.

**Mr. R. Brown:** Yes, they just passed one in December.

**Mr. MacEwen:** Yes, that should be the new law, yes.

**Mr. Dunn:** So they have (Indistinct) training for everybody?

**Mr. MacEwen:** In Nova Scotia, yes.

**Mr. Dunn:** Over 19 as well?

**Mr. MacEwen:** No, 14 to 16 years.

**Mr. Dunn:** Just 14 to 16 years.

**Mr. MacEwen:** Under supervision of a person 19 years of age.

**Mr. R. Brown:** This is the amended act that the NDP and the Conservatives put in. Like, they shut down the Legislature, went to committee -

**Mr. MacEwen:** That's right, they went to committee.

**Mr. R. Brown:** - and came back, okay.

**Mr. MacEwen:** And it's currently in the required mandatory training course.

**Mr. R. Brown:** Okay. Thank you.

**Mr. MacEwen:** The operation is permitted by persons under the age of 14 if on private property and under the proper supervision. Drivers over 14 must take a training course. Smaller machines - 90 ccs and under for younger riders. So they do have a more complicated system than what we're promoting here. They have recommendations for cc, the size of the engine that the child can operate.

**Mr. Dunn:** So there are ratings?

**Mr. MacEwen:** There are ratings, and it gets very complicated to enforce with the rating system.

In New Brunswick, 14-16 years old under the supervision of a person 19 years of age and older, or 16 years old and up, no

supervision required, and they are required to do the mandatory training course.

In Newfoundland, 14 years old and under, the supervision of a person 19 years of age and older, or 16 years old. There's no mandatory training course required in New Brunswick.

**Mr. R. Brown:** What's ours?

**Mr. MacEwen:** Our current? No mandatory course.

**Mr. R. Brown:** How much are - it's ten years old, isn't it?

**Mr. MacEwen:** Under ten years, you're not allowed to drive, 10-14 under supervision of an adult, yeah, and no mandatory course required at this time.

In Newfoundland, 14 years old under the supervision of a person 19 years of age and older; or 16 years old. There's no mandatory training course required. And 14 to 16 years olds will be required to ride vehicles with smaller than 90 cc engines.

That's the Atlantic provinces' jurisdictions. I won't go through the rest of the Canadian jurisdictions. We don't really have time.

**Mr. R. Brown:** But Nova Scotia also has in there if you're on a trail or a sporting - do they also have in there new legislation that if you're on a supervised -

**Mr. MacEwen:** The trail, I think that comes under the definition of direct supervision. Must be on a closed course, I believe it's the way it's - I think - something tells me that is the way it is worded. That yes, they have to be on a trail, under supervision. It would be considered under a closed course, so there would be - but then you get into the age limitations as well for the size of the engine.

Most recent statistics in Canada showed that

children younger than 15 years of age account for almost one-quarter of deaths and more than one-third of the injuries as a result of ATV accidents. The Canadian Pediatric Society recommends that children under 16 years of age should not operate an ATV.

We did list some of the advocates for change that we have had contact with: the Medical Society of Prince Edward Island; the Atlantic Network for Injury Prevention; Dr. David Wong, pediatrician; Canadian Pediatric Society; Safe Kids Worldwide; Child Safety Link; and Nova Scotia Safety Council.

Mr. Chairman, that is the end of our presentation. I would certainly take any more questions.

**Chair:** Yes, Mr. Ghiz.

**Leader of the Opposition:** I think this is legislation that should be put through. I have no trouble with it whatsoever. I have consulted across the province and there are going to be some issues in some farming areas where they're going to raise the issue of young people working across the province. I'd like you to address that.

Also, you know, we're seeing already from what I've gathered - and these are approximates - that there's 1,300 registered ATVs but there's approximately 5,000 in use. That shows to me that there's not many people really obeying the laws right now. I remember I was talking to a parent in, I believe, it was perhaps in the Minister of Tourism's riding and they were saying to me: It's going to be our decision anyway. You know, if our child goes out and uses this, well, we're the parents, we're going to make the decision anyway, and there's nobody around to police it anyway.

What mechanisms - because obviously by just looking at the 5,000 in use and only 1,200 registered - are we also proposing to

put in mechanisms to make sure that these new laws are being obeyed?

**Mr. MacEwen:** We have had many discussions. One of the major problems that we're having with the all-terrain vehicles is the operation on the Confederation Trail. We have added patrols on the trail. We have volunteer trail wardens and we've added some, and we have been in consultation with the department to add even more patrols this year coming when the trail opens up for - that they can get on them with all-terrain vehicles.

The problem is it becomes an enforcement issue when you're - for example, if you're going down the trail with an enforcement vehicle and somebody is on there with an ATV and they take off into the woods, I mean, it becomes a chase that you don't want to take part in because you're probably going to put the person's life at risk that's operating the ATV if they're going to try and allude you. It's a major issue, the enforcement of this. We feel though that at Highway Safety we need to set the standard, and hopefully some parents will actually abide by the laws. We also, we're well aware that there's going to be an enforcement problem.

The other side of it is we do have a slight issue, or perhaps a major issue, depending on who you speak to, but some of the sales outlets, it's been tough to enforce the registration of those vehicles because in fact, when we force the registration, they're required to pay the taxes on the vehicle and there are a number of people purchasing them outside the province. Our dealers here in the province are losing out on the sale of the vehicle. They bring them in, they don't register them, so there's really no way of tracking. It becomes an enforcement issue, but that's all part of it. But yes, we have to - the short answer is we have looked at adding enhanced enforcement to try to enforce some of the new laws that will be in place.

**Leader of the Opposition:** So basically, just one more quick followup here. This legislation, which I think most people are in agreement with, it's setting an example of what should happen in Prince Edward Island. Let's use the hon. member here from Borden-Kinkora who owns hundreds of acres of land and has a few kids. If one of them takes out an ATV - and I'm not saying that he'd allow it to happen - with these laws, there's no way that the province or the police are going to be able to catch that kid. Because they're not going to be out patrolling the few hundred acres that the Member from Borden-Kinkora has. So it will be almost like guidelines set for parents, hopefully, to follow. Is that how we're looking at it?

In other provinces, did they find when - because I notice there are some other ones that have come in with a stricter legislation - did they find that - because you gave the accident rates - did they find that the accident rates improved when this legislation came in because the parents took a second look at it and said: Okay, I didn't know that it was that bad, we should really limit our children from using this? Or is it too early to tell that?

**Mr. MacEwen:** It's very early to tell that. I think in Nova Scotia we had a serious situation there last fall with the double fatality accident. I think it caused everybody to take a step back and look at this and I think probably, as sad as that was, it probably helped to educate parents better than anything did.

But yeah, most times when we do - there's a certain group of society out there, no matter what we make for laws, they're not going to abide by them and they're going to continue to do that. But I think by setting the example in New Brunswick, for instance, I believe they've seen the injuries and that go down. In Nova Scotia especially, I think the requirement of the mandatory safety course

is very helpful because then parents have some place to turn to. They just don't have to say no to their son or daughter about getting one of those. They can get them the proper training and hopefully they will learn something from that training. Education, I think, is key in the operation of a vehicle.

**Leader of the Opposition:** Right now, law-wise, I take it you have to wear a helmet and you have to do those things?

**Mr. MacEwen:** That's correct. We have helmet laws that come into play for any motorized vehicle, or bicycles for that matter.

**Chair:** Mr. Dunn.

**Mr. Dunn:** (Indistinct) want to just follow up on the Leader of the Opposition.

I think all vehicles, on the point of purchase, should be automatically registered whether it's in province or out-of-province. Cars can be done the same way. I think four-wheelers or all-terrain vehicles can be done the same thing. So they should be registered at the point of purchase, and when they change hands then they should be re-registered.

A second thing is that we discussed many times opportunities for these people to use these vehicles. These vehicles are not designed for road or not designed for the Confederation Trail. They're all-terrain vehicles. So there needs to be emphasis placed on trying to find spaces for these people to ride these machines.

A third one, I guess, was the helmet issue. I was just coming in through Hunter River and it was raining very hard and there was a guy on a four-wheeler, no helmet on, and it was raining like cats and dogs, and he was standing up in his four-wheeler looking, with a ball cap on, trying to drive through the rain.

The other thing, too, is that I think there should be a definite ban on three-wheelers. There's still a lot of three-wheelers in my area of the province that people still tinker with in the backyard and drive them. There should be an all-out ban on three-wheelers completely. People know where they're at. You can see them in the back fields.

So those are some of the issues I think we have to take to the public, some of the things the public are asking me about. It's all well and good to ban these things, but I think a high priority is trying to find a place for them to go. Because driving on the side of the road - I was out in Miminogash on Monday afternoon and I must have met five of them. They weren't in the ditch. They were on the shoulder or on the road, and most with no helmets on. It is -

**Leader of the Opposition:** Were they going somewhere or they were using that as their terrain?

**Mr. Dunn:** No, that was going from A to B, I guess, I assume. I didn't stop and ask them but I assume that. A lot of them do travel on highways, especially when you get less travelled areas. Like, you don't see them on Highway 2. You never see them on Highway 2, but out in the small communities, in the rural areas, they're everywhere.

**Mr. R. Brown:** The dirt roads, the back roads.

**Mr. Dunn:** The thing is, too, is policing is a major issue. But I know I was in Ontario over the holidays and my son - he's outside Ottawa - and he has a four-wheeler but there's a huge, great big number on the side of it and there's a big trail number on the side of it. Like you can see it from a big distance and helmets are just a given. They all wear helmets. Like, I haven't seen - very few people on four-wheelers wearing helmets on PEI. So I think there's not only a legislative responsibility but there's a big

education responsibility here too. I think that has to be part of the whole program.

**Chair:** Mr. Currie.

**Mr. Currie:** Was there not an attempt made by your department to - on Crown land where there's wood roads and seasonal dirt roads - that upwards of 25 or 30 kilometre routes were trying to be identified that people on ATVs could go there for recreational use under supervision? It took them away from the sides of the roads and on private property and there was a place for them to go to by county. I think there was identified land in Kings County and Queens and in Prince to allow - and keep them off the Rails for Trails because - I thought that exercise was underway.

**Mr. MacEwen:** Thank you for raising that, Mr. Currie, and I was going to respond to you, Mr. Dunn. There has been an exercise underway for the past probably 18 months with Transportation and Public Works in consultation with the - I believe there are three -

**Mr. Currie:** Forestry, I think.

**Mr. MacEwen:** - and Forestry. I think there are three ATV clubs active in the province right now. There's one east, I think one west, and one central. They've had consultations and they are trying to put together a trail system for the ATV users. They came up with a few short trails - short, I mean, 15 to 20 kilometres - and that wasn't acceptable to the users. They wanted something from end to end if they could, and there is ongoing work being done on that. It's -

**Mr. Currie:** I would like to add that there is a large number of the number of vehicles that are on Prince Edward Island that are very responsible and environmentally conscious and want to do the right thing and work with groups and communities and

governments to make this a safe and an enjoyable recreation vehicle. So we shouldn't just paint everybody with the same brush because there is a large group and they want to do things right. They just want to find a place where they can drive in a safe manner and enjoy their vehicles. I think there is a cooperation on behalf of government to find that partnership somewhere on Crown land and wood roads and seasonal roads. I hope there is.

**Mr. MacEwen:** Thank you, Mr. Currie, and I think referring to the Snowmobile Association is a good example of a good working relationship.

In the case of the Confederation Trail, I guess they were the first ones to lease the trail, and if it had have been the other way around, the ATV owners' group maybe had have got that, had the trail, then we'd be looking at it from the other side on the snowmobilers. But it has been a real good relationship. It's fostered safe usage of snowmobiles. There are snowmobile wardens out there on the trail and they lay charges. They're required to be registered with trail permits. I think it has gone a long way towards improving safety of the snowmobile operation. I agree with you, I think the more we do with the ATV owners and the more we try to cater to them and come up with a trail system and work conscientiously with those people, that there's a filter effect. I think it filters down through to everyone who wants to be involved and wants to be involved in the safety of it. I agree with you.

**Mr. Dunn:** Just one other comment, raised by a number of farmers in my area, was that they're being fenced out of the streams now, their cattle, but four-wheelers can go through the streams. That's an issue, an environmental issue, with them is that they have to fence around those other streams but yet four-wheelers can go through streams and that causes an environmental issue too.

So some environmentalists and some farmers are saying there's got to be a balance here on both sides.

**Mr. McCardle:** They can't legally go through the streams.

**Mr. P. Brown:** No, the fact that they're chained out, that's the thing.

**Mr. Dunn:** You can't put a tractor through the stream, right?

**Mr. McCardle:** Correct.

**Mr. Dunn:** Leave it at that.

**Mr. McCardle:** Unless the (Indistinct) is out.

**Chair:** Mr. Currie.

**Mr. Currie:** Just one more question. In regards to enforcement, was there - and I know a lot of it's volunteer with the wardens on the trail - were there ever any charges ever laid?

**Mr. MacEwen:** Yes -

**Mr. Currie:** There was.

**Mr. MacEwen:** - there were. There have been some charges laid for motor vehicles on the trail, successfully convicted in court, yes.

**Mr. Currie:** Thank you.

**Chair:** Mr. Brown

**Mr. R. Brown:** Thank you. Just a couple of comments.

I notice the Nova Scotia legislation too - now I'd be personally recommending to the committee here that we not allow these vehicles on any natural protected areas. Any area on Prince Edward Island that's been

designated as a natural protection area, I'd be probably presenting to the committee that we'd disallow people on that, ATVs and that, because these, after all, are natural protected areas. I think Nova Scotia has that in their legislation. They're not allowed in environmentally sensitive areas.

**Mr. MacEwen:** Probably I could get the answer to your question for you, if you wish.

**Mr. R. Brown:** Yes, I was reading there.

**Mr. MacEwen:** Okay.

**Mr. R. Brown:** Also, I understand that the snowmobilers or the four-wheeler association is giving government a proposal or something on a route across PEI, tip to tip?

**Mr. MacEwen:** That is part of what I was talking about, yes, there's been some ongoing work done on that.

**Mr. R. Brown:** How far away do you think that is?

**Mr. MacEwen:** I really can't answer that question. I can get the answer for you. It comes down to - there were a number of areas identified that would provide a trail system, but then when you try to tie them together it included the use of some of our seasonal roads so that makes it a little more complicated to get - not that it's impossible to do.

**Mr. R. Brown:** Now why didn't we take the 90 cc rule as other jurisdictions are doing, saying: Below 90 cc, you have to be this old and above 90 cc? I know Nova Scotia has backed off on it and went with manufacturer's specifications.

**Mr. MacEwen:** Yes, and I guess my - I was asked that question and my mechanical experience would tell me that it would be tremendously hard to enforce. Because you

could put 90 cc on the side of any engine block and you could bore it out or you could have it running it at 250 cc. That was a small complication that I saw to going in that line of - and you could go and buy, I'm not sure of the brand names, a Honda 100 cc and put a 250 cc engine in it. To be able to distinguish between them for enforcement purposes would make it, to me, very complicated. However, if it's in this committee's prerogative to add that in the recommendation, I mean, certainly -

**Mr. R. Brown:** I think we should look at that and see if there's anything that we can do there, but that's up to the committee.

What is the current trend towards ATVs versus Ski-Doods? Are Ski-Doo sales going down and ATVs going up? And at some point in time, will ATVs pass Ski-Doods?

**Mr. MacEwen:** Very likely, Mr. Brown, very likely that will happen.

One of the major issues apparently, and I'm not an owner of either, is the gas consumption, fuel consumption. They tell me you can leave home with a 600 cc sled on a Saturday afternoon and put \$40 worth of fuel through it in an afternoon, whereas an ATV probably burns approximately a third of that fuel. The other thing is - sorry, just to add. The ATV, some of them, if you get deep snow, they don't function very well in the deep snow, but -

**Mr. R. Brown:** So our legislation and you say these regulations, they weren't tabled in the House. I thought the minister would table them but she wouldn't so I'm glad to see them here, anyway. So basically now, anybody under the age of 14 will not be allowed to drive an ATV, is that correct? I just want to verify that, your proposed regulations.

**Mr. MacEwen:** That's correct.

**Mr. R. Brown:** And between 14 and 16, you can do it with supervision.

**Mr. MacEwen:** If you have the mandatory training course.

**Mr. R. Brown:** With the training course.

**Mr. MacEwen:** Yes.

**Mr. R. Brown:** And Nova Scotia also? Is there - lower than 14, are they allowed on a track or anything like that?

**Mr. Dunn:** A supervised course.

**Mr. R. Brown:** A course.

**Mr. MacEwen:** Yes, in Nova Scotia, they are.

**Mr. R. Brown:** And this will not allow that?

**Mr. MacEwen:** That's correct.

**Mr. R. Brown:** What about, like, the people that own Rainbow Valley which is now across the street or a go-kart place, like out in Bonshaw or Burlington and that? Where will they - like, that's an off-road vehicle and you take your kids out there and they're ten and 12 years old and put them on a go-kart. So that'll not be allowed?

**Mr. MacEwen:** If you go back to the definition: a wheeled or tracked motor vehicle designed for travel primarily on unprepared surfaces. So you're kind of outside the definition so it wouldn't go to a go-kart.

**Mr. R. Brown:** So the go-kart operations would still be allowed?

**Mr. MacEwen:** I would see that as being a prepared surface so your ATV definition wouldn't -

**Mr. R. Brown:** Okay, thank you.

**Mr. MacEwen:** But that's certainly something that needs to be looked at.

**Mr. R. Brown:** Yes, because I don't want to put the regulations through and put these people out of business.

**Chair:** Mr. Ghiz, I think you had your hand up.

**Leader of the Opposition:** It was interesting that you mentioned go-karts. I went go-karting last summer with - I've got a little brother and I took him out. The only thing they had was a height chart and he's eight years old and I wasn't really comfortable with him driving alone in them, so they made it so you could fit two people in the go-kart. But for that height requirement, to me it wasn't acceptable for an eight-year old to be driving it, so that should be something else we can look into.

What about dirt bikes? What are the laws around operating dirt bikes? Are they similar to a car?

**Mr. MacEwen:** Similar to ATVs. A dirt bike would be considered an ATV under this definition.

**Leader of the Opposition:** Okay, so the two-wheeler dirt bike -

**Mr. MacEwen:** The thing with the dirt bikes is we're seeing a decline in the registration of dirt bikes, and now we're having people, where they purchased them as a dirt bike - and a lot of the manufacturers have available on-road adaptation kits that you can change the exhaust and the tires to operate on the road and a lot of them are going in that direction.

**Leader of the Opposition:** Okay. So dirt bikes will fall under this legislation?

**Mr. MacEwen:** Dirt bikes will fall under this legislation.

**Leader of the Opposition:** Okay.

**Chair:** Mr. Dunn.

**Mr. Dunn:** Just come back to Mr. Brown's comment. We have a dirt bike course up west now, a motor cross, which is a specified course.

**Mr. R. Brown:** (Indistinct).

**Mr. Dunn:** They have different age rates for different age groups and different cc sizes after that. How -

**Leader of the Opposition:** I found when some of them were racing there and they are pretty young.

**Mr. Dunn:** They have different age classes and different terrain.

**Leader of the Opposition:** But that would be a prepared -

**Mr. Dunn:** A specific site, a specific course.

**Mr. MacEwen:** Yes.

**Leader of the Opposition:** It would be a prepared terrain, so would it be still considered all-terrain then? It'd almost be like the go-karts, it's a specific track.

**Mr. Dunn:** Oh no, oh no, this is up and down and -

**Leader of the Opposition:** Yeah, but it's specific, it's a prepared course.

**Mr. P. Brown:** Prepared, but it would be as rough as possible.

**Mr. R. Brown:** So is that still be allowed to go?

**Mr. MacEwen:** That wouldn't be, to me, the dirt bike would fall under - even though it is an unprepared surface, I would consider a dirt track to be an unprepared surface, according to the definition.

**Mr. Dunn:** So it would all come under this section.

**Mr. MacEwen:** So you would be under the age limit.

**Mr. Dunn:** A prepared surface would be a go-kart, your paved -

**Leader of the Opposition:** That's something to look at.

**Mr. Dunn:** The other thing, too, is that once the act is opened up, like we're talking about section 12 and section 8 of that, where do mandatory helmets come in under this?

**Mr. MacEwen:** That would be under a separate act.

**Mr. Dunn:** It's under a separate act altogether.

**Mr. MacEwen:** There's a *Bike Helmet Act*.

**Mr. Dunn:** Okay.

**Mr. P. Brown:** That *Bike Helmet Act* is for -

**An Hon. Member:** Bikes.

**Mr. P. Brown:** - bicycles, mandatory helmets.

**Mr. Dunn:** Yeah, we brought that in.

**Mr. P. Brown:** But the regulation to drive with protective headgear on a motorcycle is within the regulations.

**Mr. MacEwen:** Yes, it's within, I think, probably under the *Highway Traffic Act*. I don't believe it's found under the

*Off-Highway Vehicle Act*. I would have to check that. The *Highway Traffic Act*.

**Mr. Dunn:** But is it inclusive?

**Mr. MacEwen:** There would be a requirement to wear a helmet.

**Mr. Dunn:** So it should be referred from one act to the other, then?

**Mr. McCardle:** Or put in this act as well, the two acts.

**Mr. Dunn:** You could do it either way, I guess.

**Leader of the Opposition:** I believe I'll make a recommendation. Like, the Transportation and Public Works runs those commercials where you could say: Remember to wear your helmet when you're out, it's the law.

**Mr. Dunn:** But it should be legislated somewhere, either referred to the *Motorcycle Act* or in this act itself.

**Mr. P. Brown:** But I mean, when you venture down this road, especially with these off - the *Highway Vehicle Act* is quite easy because we talked about public highway. You get into this whole area of people operating vehicles on their own private land, as pointed out. It does become a very hard area to enforce. I mean, if you push this thing far enough, you could say a 12-year old is not allowed to use a tractor lawnmower because it's a motorized vehicle, or certainly you can't use it without a helmet on. How far do you go? There has to be parental responsibility and operator responsibility. The state can't assume to be the protector of everything.

**Chair:** Okay, Mr. MacEwen.

**Mr. MacEwen:** Yes, just to go back to the helmet, it's a requirement under the

off-highway vehicle regulations. I'm sorry, I didn't mean to mislead you on that.

**Mr. Dunn:** But what's the regulations, what's the number?

**Mr. MacEwen:** It's Section 6 of the *Off-Highway Vehicle Act* Regulations.

**Chair:** Mr. McCardle.

**An Hon. Member:** (Indistinct).

**Mr. P. Brown:** The next prime minister. You didn't think that?

**Mr. McCardle:** Will Maritime Electric allow them to use their hydro corridor?

**Mr. MacEwen:** I'm not sure if that has been looked into.

**Mr. McCardle:** Well Maritime Electric have a corridor from Middleton right through to North River.

**Mr. Currie:** They have an easement.

**Mr. McCardle:** Will it allow the people to go under the power lines with their machines?

**Mr. Currie:** Maritime Electric has that right.

**Mr. McCardle:** Will they allow that?

**Mr. Currie:** I don't know. They'll allow farmers to cross but you have to get written permission. I know I had one in my area that had to go to Maritime Electric to get across an easement.

**Mr. MacEwen:** Okay.

**Mr. Currie:** They're responsible for it.

**Mr. MacEwen:** I can see that falling back to a club-oriented situation because of the

liability issues. Like, you would have to belong to a club and then they'd license the club to operate on that piece of property.

**Mr. McCardle:** I can't imagine how you'd get a tip-to-tip road on PEI with so many private landowners. I can't imagine where you'd ever -

**Mr. MacEwen:** Well, that's certainly a stumbling block.

**Mr. McCardle:** You've got hundreds and hundreds of people.

**Mr. MacEwen:** Yes.

**Chair:** I didn't want to cut Mr. Brown off, sorry. Okay.

**Mr. P. Brown:** I mean I just wanted that point to be made because you do get into a lot of complexities. On Mr. Brown talking about the 90 ccs in Nova Scotia, these small, not just ATVs, but these small little motorcycles, mini-cycles, they're very popular. I know a dealer who sold many of them. They're all chopped up.

**Mr. McCardle:** They're little tiny things.

**Mr. P. Brown:** Yeah, they're little tiny things with the same kind of an engine as you have with a power saw. You kind of wonder where do you start and stop. Obviously these are motorized. What about those small ATVs that have batteries on them?

**Mr. MacEwen:** Just to clarify, the ATVs, the cycle that you're referring to, Mr. Brown, is probably the pocket rocket. Is that the one that you're -

**Mr. P. Brown:** Yeah.

**Mr. MacEwen:** Okay. Most of those ATVs that are sold at Canadian Tire would not fall under the province to register because we

will only register vehicles that meet the *Canada Motor Vehicle Safety Act*. Those vehicles are not built to a standard. That's another major stumbling block. If you look closely at the ones that are on sale - I shouldn't speak about them all and stereotype them - but most of the ones I've seen at Canadian Tire, if you look for a decal on them or it's built to a Canadian standard, it doesn't have that decal on it.

If you go to Kawasaki or a Honda and look at a 450, it will have a 17-character VIN number and it will have a CSA or a CMVSS decal on it, that it's built to a Canadian standard. Then we know that there's no issue with those. They have the proper braking capacity and the proper steering components to go out there and function. The ones that are not built to this standard, it would be like me putting together a car tonight home in the garage. Build it from tubular steel and taking it out on the road. Hasn't been crash tested, hasn't been brake tested. Do you follow where I'm going?

**Mr. P. Brown:** Yes.

**Mr. MacEwen:** So those vehicles don't meet the CMVSS standard, and under our regulations they're required to meet that before we would register them.

**Mr. R. Brown:** How do they get sold?

**Mr. MacEwen:** Because we have not got the laws in place to cover them.

**Mr. R. Brown:** I bet if you asked 90% of the parents they'd think that's CSA approved.

**Mr. MacEwen:** That's correct, they do. That was the point I made with the story about the mother going to buy that vehicle. The other thing is, you can look at - they sell tint for the glass, and that's illegal to use that on your side windows. They sell exhaust systems that are not legal for highway use. It

becomes a very grey area for enforcement.

**Chair:** Mr. Ghiz.

**Leader of the Opposition:** I just want to go back and follow up on the Minister of Tourism. Let's use, for example, someone who's probably got a large lawn, most likely the minister of development and there's a fourteen -

**Mr. R. Brown:** No, he doesn't (Indistinct) me and Ronnie went out to check his place out.

**Leader of the Opposition:** And you have a lawn tractor to cut the lawn, and you've got a 14-year old son or daughter and you send them out to cut the lawn. Is it legal for them to cut the lawn?

**Mr. MacEwen:** To me, Mr. Ghiz, that would fall under implement of husbandry.

**Leader of the Opposition:** Okay.

**Mr. MacEwen:** Which is not - the ATV laws do not cover implements of husbandry.

**Leader of the Opposition:** Can you explain implements of husbandry?

**Mr. MacEwen:** Anything to do with grass cutting or hay cutting or farm tractor or miniature lawn tractor or whatever would, to me, would fall under an implement of husbandry.

**Leader of the Opposition:** Okay, so that would be fine.

**Mr. MacEwen:** I think that you would be allowed. I can't see it - I think they could operate -

**Leader of the Opposition:** If not, I'm just wondering, we could put in an exemption: you know, lawn tractors or something like that.

**Mr. MacEwen:** Exactly, yes.

**Leader of the Opposition:** But they don't go very fast, those lawn tractors anyway.

**Mr. R. Brown:** I don't know. Tim Taylor gets them going pretty quick.

**Leader of the Opposition:** Just let us know. If it does fall under that, no problem.

**Mr. MacEwen:** That's a good point.

**Leader of the Opposition:** But if it doesn't, that would be something where we could recommend putting an exemption in.

**Chair:** Any other further - yes, Mr. Brown.

**Mr. R. Brown:** Thank you, Mr. Chairman.

One other thing. These off-highway vehicles, you know, on age 17 and 14 to 16, will they have to be insured like a car? Like, do you need insurance for them?

**Mr. MacEwen:** A lot of provinces have mandatory insurance upon registration. We haven't.

**Mr. R. Brown:** What's the department's recommendation in that area? Because if I own one and I have somebody on the back -

**Mr. P. Brown:** You bounce them off.

**Mr. R. Brown:** - and I bounce them off. That's a good point, yeah.

**Mr. MacEwen:** Yes, our recommendation would certainly be a liability insurance.

**Mr. R. Brown:** So you recommend that this committee also include that?

**Mr. MacEwen:** If we go to a trail system that we hopefully will be able to put together over the next few months, then yes, there would be, as part of that, insurance would be

a must to function on a trail.

**Mr. R. Brown:** Thank you, Mr. Chairman.

**Chair:** Mr. MacEwen, Doug, a question. On the issue of registration - because we have few registrations relative to the number of vehicles on the road - have we explored a reciprocal arrangement with any of the other Maritime provinces in terms of when the vehicle is purchased by a resident of the Island in another jurisdiction that we have some form of communications which would assist us knowing that that vehicle has been purchased?

**Mr. MacEwen:** Not through our department, Mr. Chairman, but I'm sure that it would be a venture that would happen through the taxation department.

**Chair:** So it may exist?

**Mr. MacEwen:** What's that?

**Chair:** It may exist but not necessarily through your department.

**Mr. MacEwen:** It doesn't exist through Transportation and Public Works. It may exist through the taxation department. I'm not aware of it, but it may.

**Chair:** Okay. Is there then an exchange of information with respect to your department and taxation on this issue?

**Mr. MacEwen:** Only on the vehicles that are brought to us to be registered in the Province of Prince Edward Island. That's the only interaction we would have on that vehicle. This was a complaint that was brought to me by one of our motorcycle dealers - well, two or three of them actually. They put a big sale on in New Brunswick and somebody goes over there, purchases a vehicle, and the province loses out on its sales tax. They come in here and they never bother to register it so - and run it up and

down the road.

**Mr. R. Brown:** Obviously, they're breaking two laws. They're breaking the sales tax law, too.

**Mr. MacEwen:** That's correct.

**Mr. R. Brown:** When you bring something in, you're supposed to declare it. All these are all doing that. (Indistinct).

**Chair:** Okay. Mr. Currie.

**Mr. Currie:** Doug, on the proposed changes to the regulations you're indicating that no person shall knowingly let a child operate a vehicle. And if he does, what is the punishment?

**Mr. MacEwen:** What would the repercussions be? Then that would be left up to the committee to come up with a - well you'd have to look at a penalty section for the regulations.

**Mr. Currie:** I hope you're not going to suggest weekends or something.

**Mr. MacEwen:** What's that?

**Mr. Currie:** Can't get enough of them in there on the weekends. So you don't have the punishment to fit the crime?

**Mr. MacEwen:** We don't have the punishment right now to fit the crime, no.

**Leader of the Opposition:** What do the other provinces (Indistinct)?

**Mr. MacEwen:** We would have to do some research into that as to what the fines are.

**Leader of the Opposition:** Most likely it's a fine, the first offence would be \$1000 or something like that.

**Mr. MacEwen:** That's correct. When the

committee makes their recommendation, if they decide to make recommendations towards this, then we would look at putting together a penalty section.

**Leader of the Opposition:** Can you get back to us and tell us what they are in the other provinces?

**Mr. MacEwen:** Certainly.

**Mr. Dunn:** Just a point on that, Mr. Chair, too.

If we're going to the public, I think those issues should be part of the draft proposal going out to the public with, as far as the insurance, helmets, consequences, all those issues. So our draft proposal should include those rather than trying to reinvent the wheel every time we have a discussion.

**Mr. R. Brown:** Yes, because I'd like to hear - you're right - from the different associations for the insurance issue and the helmet, yeah.

**Mr. Dunn:** So I think we should put it out there. Not necessarily saying it was mandatory but insurance is an issue. Registration is an issue. Mandatory training is an issue.

**Leader of the Opposition:** There are 3,800 that aren't registered.

**Mr. Dunn:** I know, that's it.

**Chair:** Mr. Brown.

**Mr. R. Brown:** One other question. One quick one.

**Chair:** Richard.

**Mr. R. Brown:** And it's good we're having these changes. Yes, Richard, Richard Brown.

**Chair:** Yes, I was just going to clarify the Brown.

**Mr. R. Brown:** I want you to say Richard Brown when you're (Indistinct).

**Mr. P. Brown:** Oh, definitely.

**An Hon. Member:** Hopefully, you're (Indistinct).

**Mr. Dunn:** A lot of similarities.

**Mr. R. Brown:** What about the registration? What would be the purpose of the registration? It's a leading question.

**Mr. MacEwen:** Thank you for the warning.

The purpose of the registration is simply to - they do get a plate when they register their vehicle, and it is a way for us to enforce the laws and also to collect the taxes on the vehicle when it's sold. Having said that, when the vehicle is purchased at a dealership in the province, they do transfer. That's a requirement on the dealership's part to transfer the registration to and the proper taxes are paid. It's a one-time registration.

**Mr. R. Brown:** Okay.

**Mr. MacEwen:** It's not every year. It's only - you're supposed to transfer if you buy the vehicle privately.

**Mr. R. Brown:** Okay, but you said a Ski-Doo is registered every year.

**Mr. MacEwen:** That's right, a snowmobile, and that was part of the agreement with the Snowmobile Association with the trail system and everything. They're valid every year until November 30<sup>th</sup> and then they renew their registration for the following year.

**Mr. R. Brown:** And then they get the permit for the trail.

**Mr. MacEwen:** The trail. That's a whole separate piece.

**Mr. P. Brown:** It is the registered (Indistinct) It's one and the same thing. Are registration and the trail permit separate?

**Mr. MacEwen:** Two separate entities, yes. A \$25 registration per year for the snowmobile.

**Mr. P. Brown:** But they go together when you purchase them.

**Mr. MacEwen:** No, you would register the vehicle at Access PEI. You would buy the trail permit from the Snowmobile Association.

**Mr. R. Brown:** You don't sell them at Access PEI?

**Ms. Perry:** Not anymore, they discontinued it.

**Mr. R. Brown:** Why is that?

**Ms. Perry:** They decided they didn't want to continue to collect taxes for other departments and be responsible for dispersing it. It happened, I think, a year ago.

**Mr. R. Brown:** We do for waste watch.

**Ms. Perry:** Yes.

**Chair:** Mr. Currie.

**Mr. Currie:** I was just wondering if there are agreements between provinces over the collection of sales tax. I thought at the start of your comments you mentioned that some companies here that sell them say that they lose out because machines are bought in other provinces because they don't pay the sales tax, but there are audits, I believe. Could they collect? Or there should be.

**Mr. MacEwen:** Could very well be, and I'm

not aware of that. That's outside of my area. Part of my previous job entailed going around to the motor vehicle inspection stations. A lot of them are dealers, and that was a complaint that the people that were selling all-terrain vehicles had on numerous occasions.

**Mr. P. Brown:** In the area that my colleague Mr. Brown raised the issue about the protection area. I know in my district a lot of these machines are used in the shellfishery, and so there is a legitimate use for them on the beaches. Whether it be for bar clamming or Irish moss or the different things. They're utilized in that. So we'd have to be careful when we talk about restricting their use in certain applications that we're sensitive to the needs of them. I mean, the thing is with the ATVs, they're not strictly a recreational vehicle in the pure sense of the word, like a dirt bike. Farmers and fishermen use them, and people in forestry use them.

**Mr. McCardle:** Trappers.

**Mr. P. Brown:** A lot of trappers, yeah, they're a utility vehicle and they have a legitimate use.

**Chair:** Okay, any further questions for Mr. MacEwen?

If not, we'll thank him for his presentation. I'm sure we'll -

**Leader of the Opposition:** We'll invite him back again in a couple of weeks or -

**Chair:** Oh yes, I think we'll be seeing one another.

**Mr. MacEwen:** Sure.

**Mr. Dunn:** Are we expecting a revised draft after this discussion with those items that we raised?

**Chair:** Well, I think that that -

**Leader of the Opposition:** Maybe in a couple of weeks, because we're going to get other input from these other people testifying which will lead us to more questions, so if we could perhaps ask them to come back. We'll let you take care of that, Chair. Because we'll probably have some more followup questions even after we hear from the presenters.

**Mr. Dunn:** I'm just concerned about the draft we're going out with. Now it could be more inclusive, some of the topics we discussed today. That's my concern.

**Chair:** I think the draft we're going out with is to stimulate discussion.

**Mr. Currie:** And it should be stamped as draft.

**Chair:** And is not necessarily the direction we want to take.

**Mr. Dunn:** I guess I'd like to see the insurance thing, the registration thing, those things.

**Chair:** I think that could be a part of the discussion.

**Mr. Dunn:** Three or four things like this is - these are the very narrow focus.

**Chair:** Sure.

**Mr. R. Brown:** These are the proposed amendments, which is good. People can read them and come to the committee and discuss the amendments. But as Cletus said, there's restriction on properties, the insurance requirements -

**Mr. Dunn:** Registration.

**Mr. R. Brown:** - registration requirements. So when a group comes in, they can say: Okay, you guys are considering registration, we don't think we should have to register

and we don't have to do this. Insurance, we don't want to do insurance.

**Chair** Or a group may have an entirely different perspective that we haven't discussed so we're going to be adding to the comments and observations here.

Doug.

**Mr. MacEwen:** Just one comment. With regards to the insurance, it's not part of our recommendation in here. I just want to be quite clear on that. But with regards to if we're going to try and build a trail system for ATVs, then to me it would be a natural requirement that if they're operating out there they would very likely have to have it.

The other thing is there are so many of those ATVs operating on private property, we'd have to distinguish between - because if Mr. Brown has one, he operates it solely on his property, does he need insurance on it or whatever? I mean, that's just for your -

**Mr. P. Brown:** I mean, that is the question.

**Mr. MacEwen:** - just for your perusal.

**Mr. P. Brown:** If I was a farmer and I used it and I never leave my own property -

**Mr. MacEwen:** That's correct. Do you need insurance on it?

**Mr. P. Brown:** Yeah.

**Mr. MacEwen:** Probably not.

**Mr. Dunn:** No.

**Mr. P. Brown:** Well, that's the question.

**Mr. Currie:** That's where the responsibility lies.

**Mr. P. Brown:** Yeah. So is my 13-year old son allowed to go and bring in the cattle?

**Mr. Currie:** But is it not a responsible parent to take him and train him before he allows him to -

**Mr. P. Brown:** I should take him and train him, but the fact is, I mean, he goes out of my sight when he goes back to the back field and he brings in the cattle.

**Leader of the Opposition:** I still think that would be legal, but are you going to choose to break the law?

**Mr. P. Brown:** What's that?

**Leader of the Opposition:** Are you going to choose to obey or disobey the law?

**Mr. P. Brown:** Well, the question is - yeah. But I mean the law right now, is he breaking the law right now?

**Mr. R. Brown:** No.

**Mr. P. Brown:** So are we going to create a law that he continues on practising what he's been doing and now he's breaking it? So I mean, that's what we, as legislators, have to be responsible for. Do we make people lawbreakers because of impositions we put on them? Because as I contend, there's a fairly legitimate use for these vehicles. So is that what you meant?

**Leader of the Opposition:** So you might propose - this is just for us, though - you might propose at some point, then, exemptions for certain categories.

**Mr. McCardle:** But (d), if you're on your own property.

**Mr. P. Brown:** Yes. I knew when I was - on the apple farm we have a Gator -

**Mr. R. Brown:** Oh, Johnny Appleseed.

**Mr. P. Brown:** - the John Deere Gator. I mean, it's just an ATV with a little dump

body on it.

**Mr. R. Brown:** Yes.

**Mr. P. Brown:** It's not?

**Mr. MacEwen:** I would have to disagree. To me, with the dump box and everything on it, it would be considered an implement of husbandry.

**Mr. P. Brown:** Okay.

**Mr. Dunn:** Same as a lawnmower.

**Mr. P. Brown:** That's good to know because it does all the same things.

**Mr. MacEwen:** But regardless of my opinion or your opinion, when we make the laws it becomes the court's interpretation when we get there.

**Mr. R. Brown:** We're not going to vote no notwithstanding clause.

**Mr. P. Brown:** I didn't even know we still had that clause. I thought the prime minister threw it out the other day.

**Leader of the Opposition:** No, caucuses still have it. The federal government wouldn't have it.

**Chair:** Do we have any further questions for - no, members done. Thank you. We'll be in touch with you. I'm sure that we'll be in communication.

**Mr. MacEwen:** Sure. Okay.

**Chair:** For further input.

**Mr. MacEwen:** Thank you all.

**Mr. P. Brown:** Thank you.

**Leader of the Opposition:** So, Chairman, you'll get in touch to bring him back.

**Chair:** We'll have to decide on a couple of issues here when we talk about how we're going to handle this from here on in.

Okay, I'm going to ask the Clerk of Committees to outline what we think is a proposed approach to involving the public - I think we're probably going to have some input from the members here - and some of the challenges that we have in terms of timing because we -

**Leader of the Opposition:** I'm sure the Clerk of Committees has a proposal all ready.

**Chair:** Yes, we do.

**Leader of the Opposition:** Why don't we listen to what the Clerk has to say and see whether or not we agree?

**Chair:** Well, that's what I'm asking you to do.

**Mr. R. Brown:** (Indistinct) the Clerk. She's well prepared.

**Clerk of Committees:** Thank you. Thank you, Mr. Brown.

**Chair:** We think she is too.

**Clerk of Committees:** Thank you, Mr. Chairman.

What I have and what I'll distribute now is a draft ad to go out to the public. The public are already pretty much - they're aware of this issue. I've been getting phone calls and there have been letters coming in to the Clerk's office already, and I'll continue to receive those.

What I've done in this ad is I've picked some dates for public meetings. This is a draft, and what I want you to do is decide whether this is when you want to meet and this is where you want to meet.

**Chair:** Okay, listen up guys, because I want to make sure that you are in support for these dates.

**Clerk of Committees:** There is some time constraint as the Chairman is going to be travelling a little bit later this spring and we'd like to get through this. We have to report this spring. So I'll pass these out now.

**Leader of the Opposition:** It'll be up to the committee. If the Chairman's not here I'm sure the hon. Member from Souris-Elmira would be a great vice-chair and if the Member from Borden-Kinkora takes time off from giving out appointments.

**Some Hon. Members:** (Indistinct).

**Mr. Currie:** He ordered in a box of pens. He's going to put (Indistinct).

**Chair:** Okay, here's an ad that we want to put in the papers, circulated, and it has just a brief outline of the amendment and doesn't cover all the issues. But it has public hearings in Charlottetown on February 8<sup>th</sup> and in Summerside February 9<sup>th</sup>.

Now I know from discussing this with some other members of the Committee that there was a desire - because it's a rural issue - that we expand the number of meetings so I'm quite prepared to take whatever suggestions you want to make. But anyway what -

**Leader of the Opposition:** I think we better wait to see how many people call back in. If they want to testify, well then, we accommodate the people who want to testify.

**Chair:** It's just that if we want to get the message out there I suggest that we do it initially, because it gets very confusing for people who don't understand whether or not we're meeting or not.

**Mr. Currie:** Mr. Chairman, I would highly

recommend that we go to some parts of rural Prince Edward Island and whether or not - I understand Robert's comments - but we also have to do a job here of educating people of what we're trying to do. Some of them are not aware of it or just because they haven't heard of it, but I think the more that it's advertised the more they will become informed.

**Chair:** Do you want to meet in two more locations, then?

**Mr. Dunn:** I would suggest we meet two in West Prince, two in central and two in Kings county, and then for the Medical Society we just do it here. I would suggest Tyne Valley and Alberton up west, Kensington and Crapaud in central, Souris and Montague in eastern. That's where the issue is. The issue's in rural areas.

**Leader of the Opposition:** I have no problem with that whatsoever.

**Mr. Dunn:** Then do the committee -

**Leader of the Opposition:** The only thing I'm concerned about is we show up and then nobody shows up.

**Mr. Dunn:** That gives them the opportunity, then.

**Chair:** That's legitimate.

**Leader of the Opposition:** Yes. You give them the opportunity. Now, I do it all the time. I say I'm having office hours in Alberton. If nobody books, well, I cancel it. So we can say that we're going to do it and then if nobody wants to meet with us, then -

**Chair:** Can we compromise on this and then have a meeting in the west and one in the east?

**Mr. P. Brown:** Besides Summerside and Charlottetown.

**Chair:** Yeah, and that would allow us to determine -

**Mr. R. Brown:** Montague.

**Mr. P. Brown:** But if we did have a flood of -

**Mr. R. Brown:** Souris, in the clinic.

**Mr. Currie:** I live in Cardigan, thank you. Nobody here from Montague.

**Chair:** Okay.

**Mr. R. Brown:** What?

**Mr. Currie:** There's nobody here from Montague today.

**Mr. R. Brown:** Okay, have it in Cardigan.

**Mr. Currie:** Cardigan.

**Mr. P. Brown:** Yes, Cardigan.

**Chair:** Where do you want to meet down east?

**Leader of the Opposition:** Brudenell.

**Mr. Mooney:** Even if it's Pooles Corner. It's central for everything.

**Mr. Dunn:** I can't see why - it's such a major issue out there and it's such a rural issue I can't see why you don't have two in each county. Kensington and Montague. Kensington and Crapaud. That's where the issue's at.

**Leader of the Opposition:** Okay. Put it out there. If people want to show up to those meetings, yes. If not, we retreat back to one, so be reasonable.

**Mr. P. Brown:** If we advertised them and we can't do it in one night - like, if we get 15 people want to appear before a committee

in western PEI -

**Leader of the Opposition:** Well, Gary Mullen's going to take an hour.

**Mr. P. Brown:** Well, we've all dealt with on committees that we don't allow somebody to take an hour.

**Mr. Currie:** No. Allow them a half an hour or 20 minutes to make their presentation.

**Mr. P. Brown:** Yeah. I mean, we expect a session to take about two hours if we're hearing from witnesses, right?

**Clerk of Committees:** I'm sorry?

**Mr. P. Brown:** We expect a session to take about two hours if we're hearing from witnesses unless - like, you book them.

**Clerk of Committees:** I think this is going to be a very intense issue and I expect our meetings will be about two to three hours long.

**Mr. P. Brown:** Okay. But if we need more than the proposed we'll certainly have to add them.

**Clerk of Committees:** Why don't we put them in the ad now, and it certainly shows good faith on the part of the committee too?

**Mr. Dunn:** Do we all have to go to all Committee meetings?

**Chair:** No, we don't.

**Clerk of Committees:** We need a quorum.

**Chair:** But I'd like as many as possible to show up. That's why I'm saying, can we agree on a set of meetings?

**Some Hon. Members:** (Indistinct).

**Chair:** Okay, we'll do two in the east and

two in the west. Where do you want to do two in the east?

**Mr. R. Brown:** Cardigan.

**Mr. Currie:** Cardigan.

**Leader of the Opposition:** No, you guys said Fortune and Montague.

**Mr. Currie:** I thought you said one for the east.

**Mr. Mooney:** You know what? I think if we did one in Fortune or Poole's Corner or somewhere in the east, I really think anyone that's interested is going to show up.

**Mr. Currie:** Fortune and Murray River.

**Leader of the Opposition:** I was about to say -

**Mr. Currie:** There's a big group of them down in Murray River.

**Chair:** That sounds fine.

**Mr. P. Brown:** Yes, Mill River or Bloomfield.

**Chair:** Is there a place to meet in Fortune?

**Mr. Currie:** Yes.

**Chair:** Fortune and Murray River. Do you agree on that? What about in the west? Where do you want to meet in the west?

**Leader of the Opposition:** Tyne Valley, Alberton. Tyne Valley -

**Mr. Dunn:** That's two places.

**Mr. P. Brown:** Okay. We do one at the Ellerslie Legion and one at -

**Mr. Dunn:** Elmsdale School.

**Mr. P. Brown:** Elmsdale School or Westisle School.

**Clerk of Committees:** Elmsdale?

**Mr. Dunn:** There's an Elmsdale School. I'm not sure.

**Leader of the Opposition:** Tignish Legion.

**Mr. P. Brown:** Elmsdale Community Centre.

**Mr. Dunn:** (Indistinct) upstairs.

**Mr. R. Brown:** The one in Charlottetown is at the Pensioners Club.

**Chair:** Okay, what did we agree on here? Ellerslie -

**Mr. P. Brown:** Ellerslie Legion.

**Chair:** And Westisle.

**Mr. Dunn:** No. Not Westisle.

**Mr. P. Brown:** Okay.

**Mr. Dunn:** Elmsdale Community Centre.

**Mr. P. Brown:** Fair enough.

**Chair:** The Elmsdale Community Centre.

**Clerk of Committees:** Fortune, Murray River, Ellerslie Legion, Elmsdale Community Centre, Charlottetown and Summerside?

**Mr. Dunn:** No, I wouldn't have Summerside. We have Kensington and Crapaud.

**Clerk of Committees:** No Summerside?

**Mr. R. Brown:** Ooh, wait til Basil hears that.

**Mr. Dunn:** What I'm saying is that the only reason why we go to Charlottetown is to hear from the Medical Society and all those organizations. This is not a public meeting.

**Leader of the Opposition:** And whoever we get responses from, where they want to meet is where we'll go.

**Mr. Dunn:** But you're not going to get responses in the rural area.

**Mr. Currie:** No.

**Mr. Dunn:** They'll go right in.

**Mr. Currie:** They'll just show up.

**Mr. R. Brown:** You'd get 200 people.

**Mr. P. Brown:** That's what I think. That's why I don't want us to cancel. We say we're going to the Ellerslie Legion -

**Mr. Currie:** You'd better go.

**Mr. P. Brown:** We'd better go, because it doesn't matter. If nobody says they're coming to present -

**Leader of the Opposition:** You're right. I'll agree with that.

**Mr. P. Brown:** - they'll show up and then they'll say: I saw this in the paper, what's going on?

**Chair:** Okay.

**Clerk of Committees:** Is Summerside in or out?

**Mr. Dunn:** Out.

**Clerk of Committees:** Out. Charlottetown, we need one in Charlottetown.

**Mr. Dunn:** Charlottetown is for hearings.

**Clerk of Committees:** Yes. And so are the others.

**Mr. Dunn:** No, the others are public meetings.

**Mr. P. Brown:** No, no. But if the med society decides to go to the one in Fortune, we have to hear from them.

**Chair:** We've got people here who have written in who will come in.

**Mr. Currie:** Yes, but they can't go to five places and make the same presentation.

**Leader of the Opposition:** So are you saying that this is - are we holding hearings or are we holding public meetings? There's a difference here.

**Mr. Dunn:** I'm saying we should hold six public meetings and one hearing. The hearing be held here. If anyone wants to put on a formal presentation they can -

**Mr. P. Brown:** We don't hear. The Committee doesn't hear.

**Chair:** We are simply making recommendations.

**Mr. P. Brown:** That's not our job.

**Chair:** We hear people's input. We make suggestions. We ask questions.

**Mr. P. Brown:** That's right.

**Mr. Mooney:** If we go with public meetings, then you have the whole works of them, and you get very little out of it. If you go and have hearings and gauge how many people want to come, and if there's no one from the east -

**Mr. P. Brown:** This is the legislative committee that is mandated.

**Leader of the Opposition:** If you want to do public hearings, Cletus, hold one in your riding.

**Mr. Dunn:** I will. A town hall one.

**Mr. R. Brown:** But you have a town hall meeting every day, actually.

**Mr. Dunn:** No, no, no.

**Mr. P. Brown:** He has town hall meetings, we know that.

**Mr. Dunn:** Every three months. Every three months.

**Mr. R. Brown:** No, but you're working at it.

**Mr. Dunn:** Oh, yes. My wife has a town hall meeting.

**Chair:** Okay, let's have the Clerk of Committees read out the places we're going to meet.

**Clerk of Committees:** Charlottetown, Fortune, Murray River, Ellerslie Legion, Elmsdale Community Centre.

**Mr. P. Brown:** Sounds good.

**Clerk of Committees:** Are these evening meetings, Committee?

**Leader of the Opposition:** I think we got to say Summerside.

**Clerk of Committees:** Summerside.

**Leader of the Opposition:** I think you do.

**Mr. P. Brown:** No, Potato Services in Kensington. That'll cover all the north shore there. The mussel fishermen, they use these things all the time out on the ice, down through Borden.

**Leader of the Opposition:** Fine. Put

Kensington down.

**Mr. P. Brown:** Brookvale.

**Chair:** Okay.

**Clerk of Committees:** Kensington. Are these evening meetings or afternoon meetings or morning meetings?

**Mr. R. Brown:** Evening.

**Clerk of Committees:** Evening.

**Mr. R. Brown:** You could make them afternoon.

**Mr. P. Brown:** They could be afternoons.

**Mr. Currie:** Afternoons.

**Mr. Dunn:** Your clientele is fishermen and farmers. Those are the ones that are going to talk to us.

**Mr. R. Brown:** When do you think? Any idea?

**Mr. Dunn:** The guys at (Indistinct).

**Mr. P. Brown:** For the sake of - this is a legislative committee. We have to move people around. We have to have transcripts, right? Like, I mean it's not - so I mean, why wouldn't you do the one in Elmsdale and Ellerslie the same day?

**Clerk of Committees:** Afternoon and evening?

**Mr. P. Brown:** Yes, and the same in the east. We might as well -

**Clerk of Committees:** Fortune and Murray River?

**Mr. Dunn:** Same day.

**Leader of the Opposition:** Fortune and

Murray River is quite a distance apart.

**Clerk of Committees:** Fine.

**Mr. R. Brown:** Ask somebody that needs an ambulance.

**Mr. P. Brown:** Now you cover the Island like the dew. You know it's only less than an hour's drive.

**Leader of the Opposition:** Well, it's an hour's drive.

**Mr. P. Brown:** Yes, but I mean, there's supertime.

**Chair:** We'll do afternoon in Fortune and evening in Murray River.

**Clerk of Committees:** And the others, Kensington by itself and Charlottetown by itself.

**Mr. R. Brown:** He might want to stop for a haircut.

**Leader of the Opposition:** I've got one other question. If there is no interest in, say, anybody, no one wants to show up in Kensington, are we still going to go and sit there?

**Mr. Dunn:** How are we going to ascertain that?

**Leader of the Opposition:** Because the Clerk of Committees puts an ad in the paper.

**Mr. Dunn:** People aren't going to respond to the ad in the paper.

**Leader of the Opposition:** That's the difference here, Cletus. This is a legislative committee, it's not a public meeting.

**Mr. P. Brown:** Yeah, I know, I know what you're saying.

**Leader of the Opposition:** Cletus, you're losing your focus on it here.

**Mr. P. Brown:** Because your ad is going to say you must submit by -

**Mr. Dunn:** They're going to show up at the meeting. They won't book.

**Clerk of Committees:** It's registered with the Clerk.

**Mr. Mooney:** It's presentations.

**Leader of the Opposition:** Yes, it's a presentation.

**Mr. Mooney:** If they don't want to book, they won't be in it.

**Mr. Dunn:** It says here: To consult interested Islanders and gauge public opinion.

**Mr. P. Brown:** And that's how legislative committees do it.

**Mr. Currie:** By making presentations.

**Leader of the Opposition:** Yeah.

**An Hon. Member:** Does that say that to you?

**Mr. Currie:** Add that to it.

**Mr. Dunn:** I don't see that here.

**Mr. P. Brown:** No, no. But Cletus, in order to appear before a committee, you have to consult with the Clerk.

**Clerk of Committees:** The ad's right in front of you there.

**Mr. P. Brown:** The ad's right in front of you.

**Chair:** We have to know ahead of time.

**Mr. Dunn:** Is this gospel?

**Mr. R. Brown:** No.

**Mr. Dunn:** We're instructed by the Legislature -

**Mr. P. Brown:** This is the gospel according to Marian. I see it right on here.

**Mr. Dunn:** - to gauge public opinion.

**Mr. R. Brown:** Versus reading the resolution.

**Leader of the Opposition:** If you want to make a motion to hold public meetings and not hold these committees, go ahead and do that. But there's a difference.

**Mr. Dunn:** Like I was saying, the rural area is public meetings, and if anybody wants to come to an appointment, we'll have them in Charlottetown. We'll have all these hearings you want. If there's 25 people want to do it, have input into it and have a hearing.

**Mr. Mooney:** These public meetings, I'll tell you, just are not the answer to get information. If you want people to come in and put down concrete reasons why you should do this or do that, presentations -

**Mr. Dunn:** You aren't going to gauge much input from Islanders.

**Mr. Mooney:** On the smoking and everything else we did. We had the place packed every time we went. You know what I mean?

**Mr. Dunn:** Not from Joe Q public. You had all the organizations. There's not too many organizations out there for ATVs. There are three small clubs, probably one in your area, it's probably the most organized of them all.

**Mr. P. Brown:** By sitting in on the most (Indistinct). Right?

**Chair:** We're going to give the public an opportunity to meet us in six locations. If they demonstrate an interest, then we'll go and meet. If not, we won't be.

**Mr. Mooney:** The amount of young kids that are driving these ATVs up in our neck of the woods up there, I guarantee you there'll be some presentations coming. Because, you know, I just think there will be.

**Chair:** And all they have to do is indicate that they're interested in coming. They don't have to make a big formal presentation.

**Mr. P. Brown:** No, you're right. They don't have to have a formal presentation.

**Chair:** They don't have to write a big, long dissertation.

**Clerk of Committees:** No, no.

**Chair:** They just have to let us know that they're interested in coming.

**Mr. P. Brown:** And if people show up and they say: We want to say something, as a committee we can say: Go ahead.

**Leader of the Opposition:** Only Public Accounts rejects that. So I'm sure this Committee won't.

**Chair:** So are you happy with the locations?

**Mr. P. Brown:** People to show up.

**Mr. R. Brown:** Remember the fishermen wanted to testify and you wouldn't let them do that.

**Chair:** Now the ads have to go in the paper, what?

**Clerk of Committees:** Tomorrow by noon they have to be drafted.

**Chair:** Tomorrow by noon.

**Mr. Dunn:** What's our dates? Are we stuck with them?

**Clerk of Committees:** No, you're not stuck with anything, Mr. Dunn. Just pick out the dates that you would like.

**Mr. Dunn:** But the positions may not be available. There's drinking goes on in the Ellerslie Legion.

**Clerk of Committees:** Exactly right. If you'd let me know what you would like.

**Mr. Dunn:** There's (Indistinct) meets in the afternoon and the (Indistinct) at night.

**Chair:** Is there a time frame?

**Mr. R. Brown:** We have to have them before the sitting of the House.

**Mr. P. Brown:** No, upstairs at the Legion's no problem.

**Chair:** We can start with Charlottetown on February 8<sup>th</sup>. We're going to Kensington on February 9<sup>th</sup>. Then you're into an afternoon-evening commitment.

**Mr. Currie:** What days are they on?

**Clerk of Committees:** Wednesday, Thursday.

**Mr. R. Brown:** Oh, don't worry. You'll get your dinner at Cabinet meeting.

**Mr. Currie:** I was thinking (Indistinct).

**Clerk of Committees:** Is Charlottetown a day or night?

**Chair:** I mean, if you can't show up, you can't show up at a meeting. Do the best you can. For down east, we expect the people from down east. Now, the only other issue,

do we want Doug and Mary to make their presentation at each of the meetings?

**Mr. R. Brown:** No.

**Mr. Currie:** You could take it to pass out.

**Chair:** Do you want them to come in with their projector?

**Mr. R. Brown:** No.

**Mr. Dunn:** They're supposed to react to a draft proposal.

**Mr. R. Brown:** And this is it.

**Mr. Dunn:** We should have something in a draft proposal.

**Mr. Currie:** We should have it in a little better -

**Leader of the Opposition:** It is.

**Mr. Dunn:** Not in this here format, though, not in this here format.

**Mr. Currie:** No, that was passed out. They passed out the thing. Just pass that out.

**Mr. McCardle:** In the ad, the ad is -

**Leader of the Opposition:** The draft.

**Mr. Dunn:** Oh, the ad.

**Leader of the Opposition:** Yes, that's the ad.

**Mr. P. Brown:** Committee will hold public hearings. And then it says: In summary, this proposed amendment -

**Leader of the Opposition:** This amendment requires the owner or operator -

**Chair:** So you think a paper handout is sufficient?

**Mr. McCardle:** This has everything that they need to know.

**Chair:** Yes, it is.

**Mr. P. Brown:** This is what the meetings are about.

**Chair:** But it's a little colour on the screen. Whatever you want.

**Leader of the Opposition:** No. No.

**Chair:** Okay. No? All right. So we'll just go with humble us and all our electronic equipment. Is there anything else?

**Clerk of Committees:** The other dates for the other meetings. Just to recap: February 8<sup>th</sup> in Charlottetown. Is that going to be a day meeting or an evening meeting?

**An Hon. Member:** Evening.

**Clerk of Committees:** Evening.

**Leader of the Opposition:** Why don't we do the day? If it's in Charlottetown, it's only the Medical Society and those groups.

**Chair:** It's up to you.

**Clerk of Committees:** It will be organizations.

**Leader of the Opposition:** It will be the organizations. That's a good time to do a day meeting.

**Chair:** So we'll do it in the afternoon?

**Mr. P. Brown:** Wednesday afternoon, 2:00 to 4:00, 7:00 to 9:00.

**Clerk of Committees:** Kensington, February 9<sup>th</sup>, day or evening?

**Mr. R. Brown:** Day.

**Clerk of Committees:** Day. We haven't set dates for Fortune and Murray River. They're going to be done in the same day. When would you like to do those?

**Leader of the Opposition:** That will be up to you.

**Mr. P. Brown:** The next Wednesday.

**Leader of the Opposition:** And we can all go to Doc Johnston's for dinner.

**Mr. Currie:** There you go. Thanks for the offer to pay.

**Clerk of Committees:** February 15<sup>th</sup>, afternoon and evening then, in Fortune and Murray River.

**Mr. P. Brown:** That's the following week. Okay, could we do the 15<sup>th</sup> and 16<sup>th</sup>? No, I can't do the 16<sup>th</sup>, that's my wife's birthday. I won't be available. That will cost me a lot of brownie points but it won't allow me to miss her birthday.

**Clerk of Committees:** Then we're up west. February 16<sup>th</sup>, afternoon and evening, Ellerslie Legion and (Indistinct).

**Some Hon. Members:** (Indistinct).

**Mr. P. Brown:** The 15<sup>th</sup> up west.

**Clerk of Committees:** The 15<sup>th</sup> up west. The 16<sup>th</sup>, Fortune and Murray River?

Thank you, Committee.

**Mr. P. Brown:** Okay, I'll let the Premier take my place.

**Chair:** Okay, do you want to just read those out?

**Mr. P. Brown:** Everybody pay attention for one second.

**Chair:** Can you pay attention and mark this in your calendar?

**Leader of the Opposition:** I have a schedule.

**Chair:** I know you do.

**Leader of the Opposition:** I don't pay attention to it now. Pull the schedule off the top of their heads.

**Clerk of Committees:** Okay, Wednesday, February 8<sup>th</sup>, will be in Charlottetown in the afternoon in this room. Thursday, February 9<sup>th</sup>, will be in the afternoon in Kensington. What is the location in Kensington?

**Mr. P. Brown:** Potato Services.

**Clerk of Committees:** Potato Services. Wednesday, February 15<sup>th</sup>, in the afternoon, we'll be at the Ellerslie Legion, and in the evening we'll be at the Elmsdale Community Centre. Thursday, February 16<sup>th</sup>, we'll be at Fortune. Is there a location there for me?

**Mr. Currie:** Fortune Hall.

**Clerk of Committees:** Hall in the -

**Mr. Currie:** Community Centre.

**Clerk of Committees:** - afternoon. And in Murray River?

**Mr. Currie:** Don't know where.

**Leader of the Opposition:** I'd use that - oh, no, go right down to Wood Island, you could down there.

**Mr. Currie:** No, the library in Murray River.

**Clerk of Committees:** The library.

**Mr. Currie:** I think. You'd have to check

with somebody down there.

**Clerk of Committees:** All right.

**Leader of the Opposition:** No, no. In Murray River you go down and right after the Esso there you hang a right and there's the -

**Mr. Currie:** The library.

**Leader of the Opposition:** The community hall down there.

**Mr. Currie:** Oh, yeah, just before the library. Yeah, you're right.

**Clerk of Committees:** There's a hall?

**Leader of the Opposition:** Yes, there is a hall there. St. Mary's Hall or - no, that's -

**Mr. R. Brown:** That's Andy's.

**Mr. P. Brown:** Are you talking Murray River or Murray Harbour?

**Leader of the Opposition:** I'm talking the -

**Mr. Currie:** Murray River.

**Leader of the Opposition:** River. It's right past the Esso, hang a right, and you go down a little bit, and it's almost like a little church.

**Mr. Currie:** Two or 300 feet on the left.

**Leader of the Opposition:** Yes.

**Chair:** Do you have any other, Marian?

**Clerk of Committees:** No, that should - actually I think, we will be able to wrap it up with those meetings.

**Chair:** Okay.

Is there any other business or concern?

**Mr. P. Brown:** I move adjournment.

**Mr. Mooney:** I will second that.

The meeting adjourned.