

Strategic Infrastructure Corridors in the Northwest Territories

March 2019



Government of
Northwest Territories

Gouvernement des
Territoires du Nord-Ouest

Why Invest in Infrastructure?



- Improve social opportunities
- Reduce cost of living and doing business
- Provide access to mineral and petroleum resources
- Support development of strong northern workforce and business opportunities
- Promote tourism opportunities
- Increase resiliency to impacts of climate change
- Reduce greenhouse gas emissions
- Green the mining sector
- Indigenous economic reconciliation



Strategic Transportation Corridors

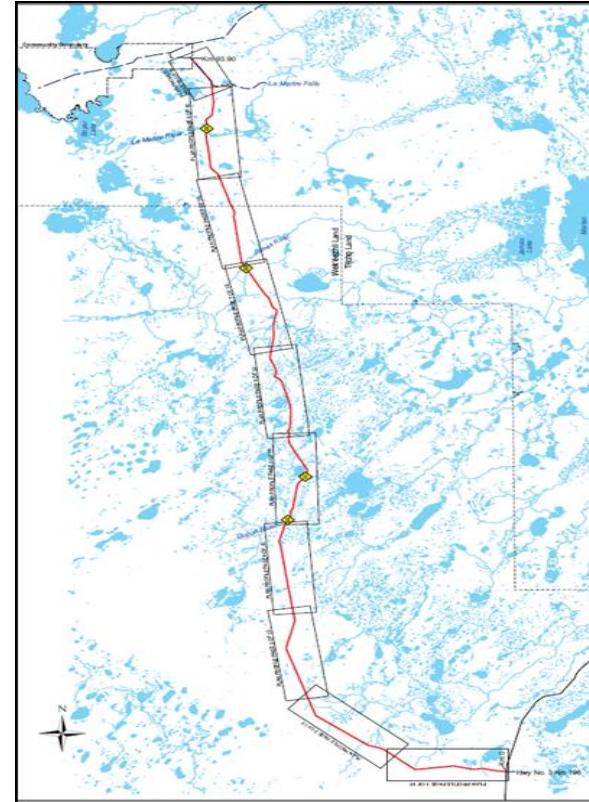


- GNWT is pursuing three strategic transportation corridors
- Priorities identified in GNWT Transportation Strategy and Mandate of 18th Assembly
 - Tłıchǵ All-season Road
 - Mackenzie Valley Highway
 - Slave Geological Province Corridor



Tłıchq All-Season Road

- 97 kilometre highway from south of Behchokò to provide all-weather connection to Whatì
- Worked with Tłıchq Government and Community of Whatì
- Infrastructure Canada to provide 25% of capital costs
- Environmental Assessment complete and permitting applications submitted for approval



Tłjchq All-Season Road

- P3 Project Agreement signed on February 13, 2019 with North Star Infrastructure to design, build, finance, operate and maintain the road
- Tłjchq Investment Corporation is equity partner in North Star Infrastructure to construct and operate road
- Project Agreement specifies Indigenous and northern involvement for training, employment and business opportunities
- Construction start Fall 2019
- Official opening expected in 2022



Mackenzie Valley Highway

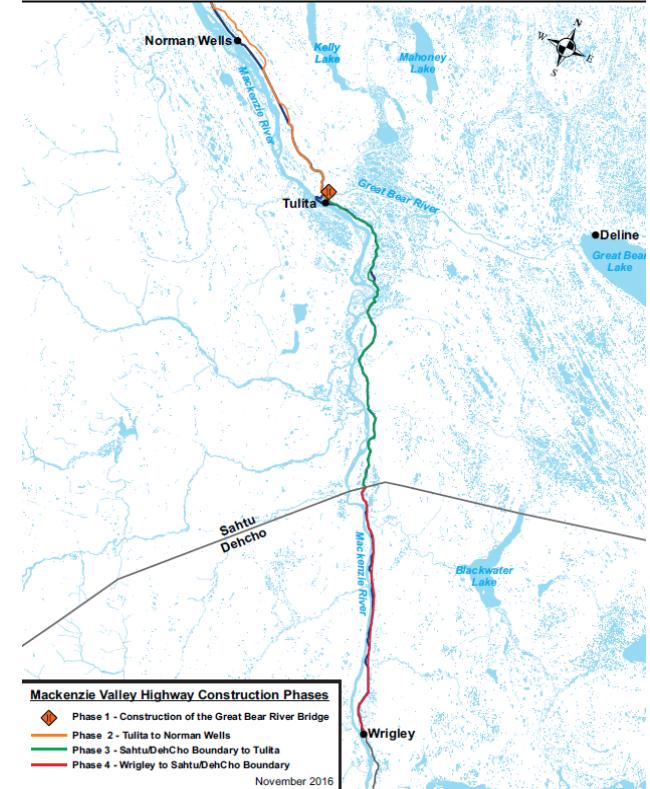
- Inuvik Tuktoyaktuk Highway - opened November 2017
 - 15,000 travellers in first year
 - Increased tourism
 - Permafrost research
- Canyon Creek Access Road - opened November 2018
 - 14 kilometre access road south from Norman Wells along MVH alignment
 - Increased capacity for residents to take advantage of future construction of Mackenzie Valley Highway
- Partnership approach with Indigenous organizations



Mackenzie Valley Highway

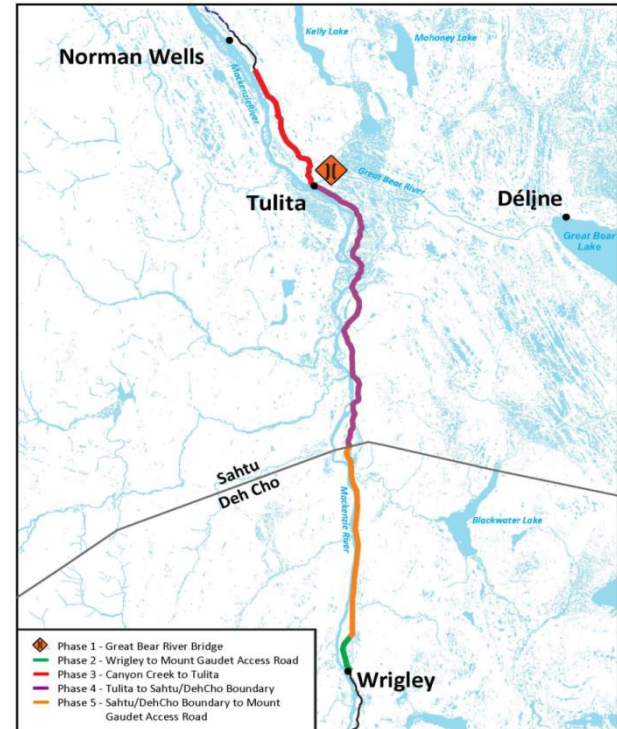
- Current focus on completing remaining 307 km between Wrigley and Norman Wells
- Six project phases identified:
 - 1) Great Bear River Bridge (465 metres)
 - 2) Environmental Assessment and Engineering
 - 3) Wrigley to Mount Gaudet (15 km)
 - 4) Canyon Creek to Tulita (60 km)
 - 5) Tulita to the Sahtu/Dehcho boundary (144 km)
 - 6) Sahtu/Dehcho boundary to Mount Gaudet access road (88 km)

Proposed Mackenzie Valley Highway - Wrigley to Norman Wells



MVH – Currently Funded Projects

- \$140 million announced June 2018
 - Great Bear River Bridge
 - Mount Gaudet Access Road
 - MVH Environmental Assessment and Engineering (Wrigley to Norman Wells)
- Other funded projects
 - Oscar Creek Bridge
 - Hodgson Creek Bridge (to be included in Mount Gaudet Access Road project)
- Opportunities for additional funding for future highway construction being pursued



MVH Environmental Assessment

- Developer's Assessment Report (DAR)
 - MVEIRB released Terms of Reference to complete the DAR in 2015
 - Preliminary target date for completing DAR is late 2021
- Technical studies required to complete the DAR include:
 - Traditional knowledge
 - Socio economic
 - Environmental
 - Archaeological
 - Land use
 - Engineering
- Partnerships with Indigenous organizations and communities to move forward.



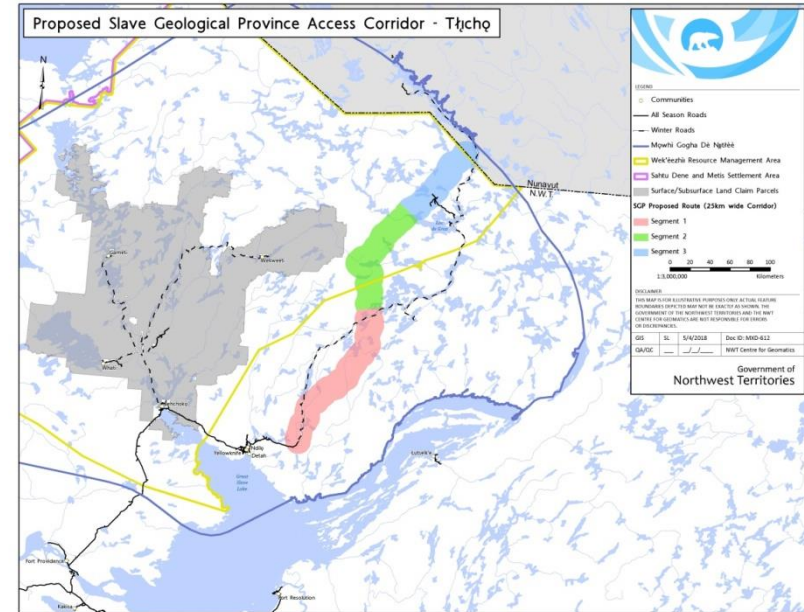
MVH - Community Road Extension Projects

- Short road extensions from communities along MVH alignment
- Capacity building projects to ensure residents can take full advantage of future construction of the MVH
- Potential to advance separately from the MVH EA
- Would require community support and approval of regulatory boards
- Projects could advance quicker and ahead of the EA
- Permitting processes and funding availability for these projects will determine potential start dates for construction



Slave Geological Province Corridor

- New 413 km access corridor into Slave Geological Province north from Yellowknife
- Corridor would include road, energy and communications
- Linkages to Grays Bay Road and Port project being pursued by Kitikmeot Inuit Association
- Five project phases identified:
 1. Frank Channel Bridge Replacement
 2. Environmental Assessment and Engineering
 2. Tibbitt Lake to Lockhart Lake (179 km)
 4. Lockhart to Lac de Gras (152 km)
 5. Lac de Gras to NWT/Nunavut border (82 km)



Slave Geological Province Corridor – need pic

- Mineral development is a significant contributor to the NWT economy (approximately one-third of the NWT economy)
- Existing mines are maturing and need to be replaced just to maintain our economy
- The lack of infrastructure is consistently rated a high challenge by the exploration and mining industry
- Improved access into the Slave Geological Province would facilitate both mineral exploration and development activities
- Important for the future of the NWT



SGP Corridor - Taltson Expansion Project



Taltson identified as priority project in GNWT *Energy Strategy*

1. Transmission link between 60 MW expansion of Taltson Hydro and North Slave grid
2. Provide clean energy access to resource economy in the Slave Geological Province and 70% of NWT residents
3. Ultimately expand Taltson to 200 MW and connect to the North American Grid



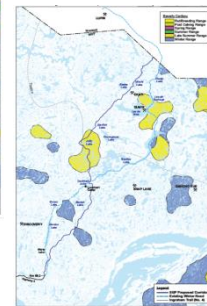
Slave Geological Province Corridor

- Application to be submitted to Transport Canada under National Trade Corridor Fund in March 2019
- Future funding opportunities with Canada Infrastructure Bank
- Consultation and engagement, engineering and environmental studies required to assist in final route alignment
- Balance maximizing access to mineral potential with minimizing impact on environment/wildlife/traditional use areas

Bathurst Caribou



Beverly Caribou



Bluenose East and
Ahiak Caribou



Thank you.

www.inf.gov.nt.ca/projects

