



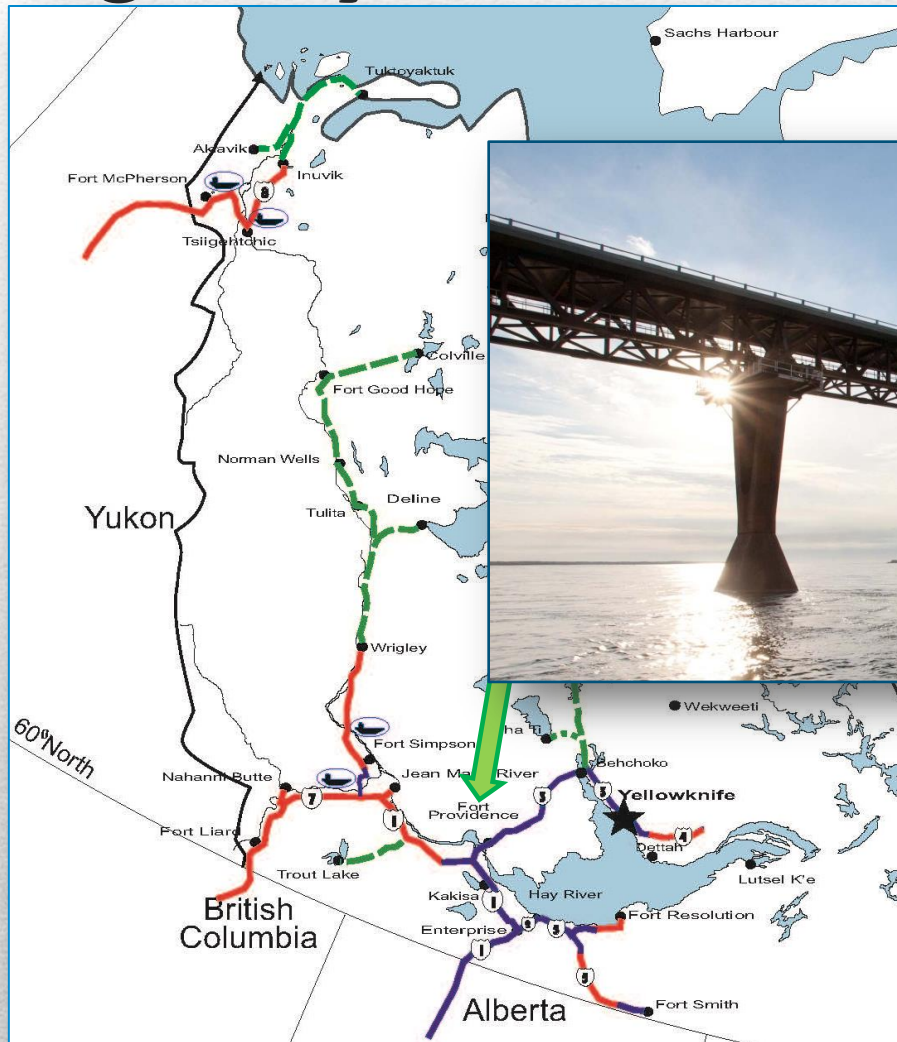
Northern Transportation Conference 2013

Developing a Northern Transportation Strategy
October 29 & 30

Northwest Territories



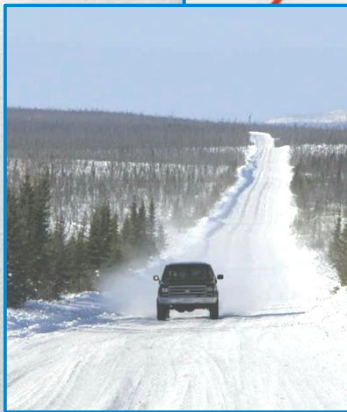
Highways



- The Deh Cho Bridge spans the Mackenzie River at Fort Providence

Winter Roads

- 1450 kilometres of public winter road constructed every season



- Most of the resource and development rich areas are accessible only by air or winter roads



- Private resupply roads in the Slave and Mackenzie Corridors



Airports

- Norman Wells and Inuvik are regional hubs



- Maintain, operate, rehabilitate, and upgrade 27 airports



- Yellowknife serves as the gateway hub to the south



Rail

- 130 Km of railway between Hay River and Alberta owned by CN
- Line serves major shippers in the agriculture and forest products industry in Alberta
- Carries fuel and other bulk commodities to the railhead at Hay River for trans-shipment by barge or truck to NWT communities and mine sites



Marine



Challenges



- Large landmass & small dispersed population

- Under-developed highway system



Challenges

- High construction costs



- Climate change

- Permafrost

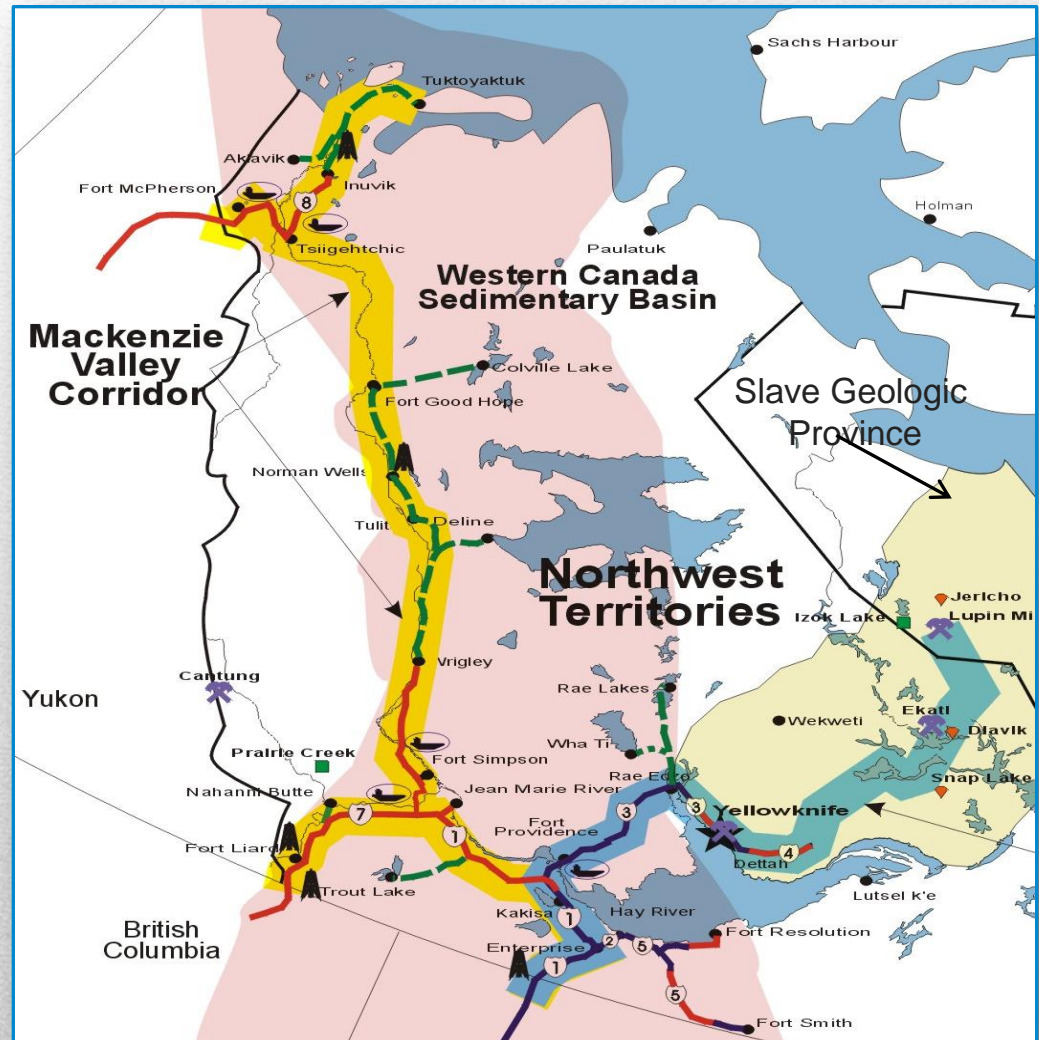




- The Northwest Territories Lands and Resources Devolution Agreement was signed on June 25, 2013
- Responsibility for public land, water, and resource management in the Northwest Territories will transfer from the federal department of Aboriginal Affairs and Northern Development Canada (AANDC) to the GNWT on April 1, 2014

Unlocking Vast Resource Reserves

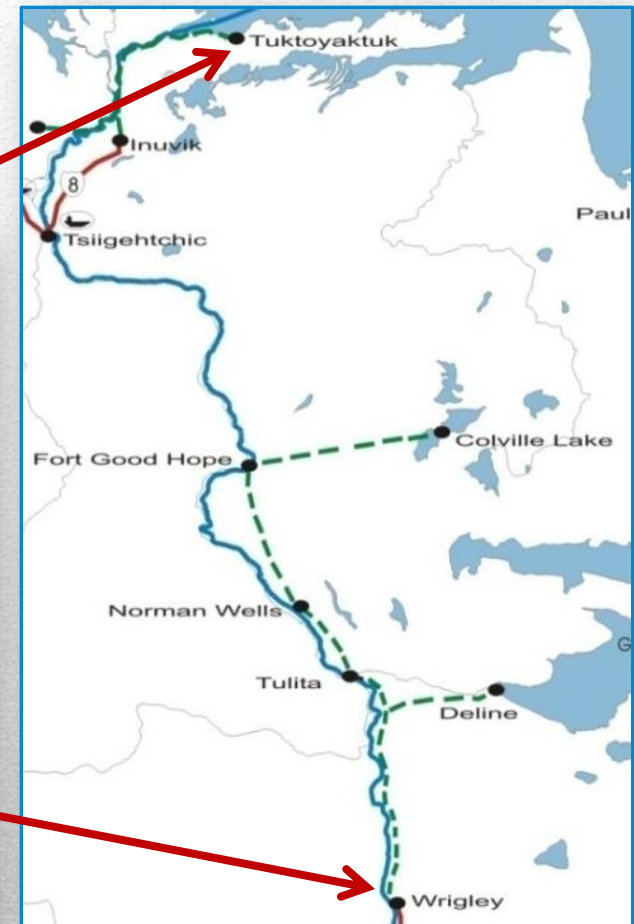
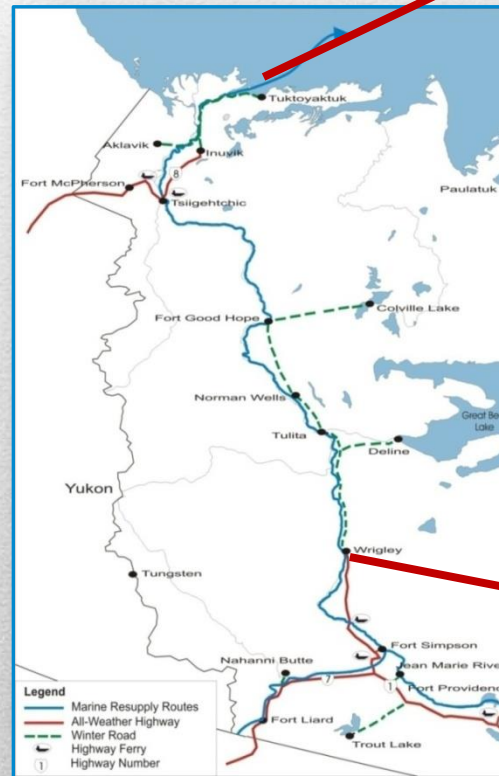
- Mackenzie Valley
- Slave Geologic Province
 - ✓ Gold
 - ✓ Diamonds
 - ✓ Metals
 - ✓ Oil
 - ✓ Gas
 - ✓ Base Minerals



Mackenzie Valley Corridor

Proposed 920 km all-weather highway has been a long-term Canadian priority

- Cornerstone of the GNWT's plan for present and future economic development
- Since 2000, \$120 million invested in capital incremental improvements on the all-weather alignment
- The environment assessment is in its initial stages



MVH – Inuvik Tuktoyaktuk Highway

- Northern-most section of the Mackenzie Valley Highway
- First all-weather highway access to the Arctic coast
- Estimated to cost \$299 M
- Strong desire by Canada and Beaufort Delta residents for construction to begin as soon as possible



Corridors for Canada III

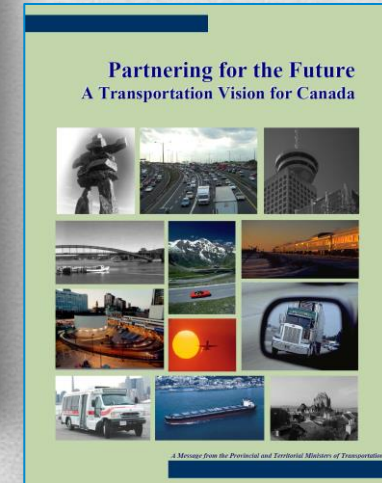
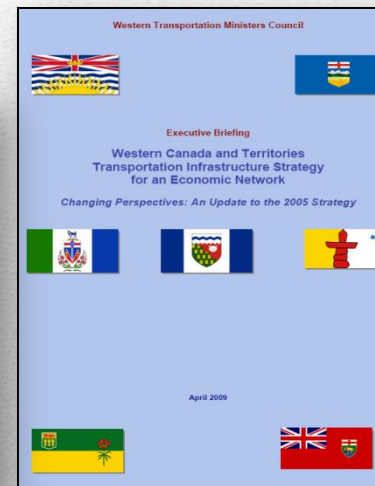
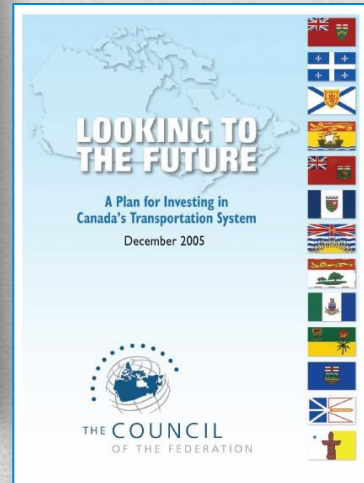
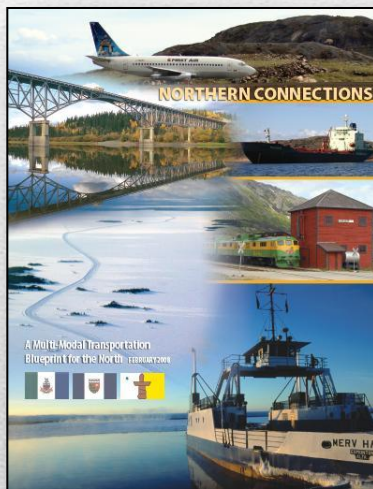
- Proposes to invest \$600 million over 10 years in transportation infrastructure



Developing an NWT Transportation Strategy

- Improve the existing transportation system
- Build new transportation corridors for economic development and community connectivity
- Enhance safety
- Respect the environment – climate change
- Look for new sources of financing by promoting partnerships with stakeholders (oil and gas, mining) and the federal government to implement strategy

National and Northern Transportation Strategies



National Transportation Policy

- Early and substantive engagement with the territorial governments needed
- Recognition that one size does not fit all – north is unique
- Recognize federal role in ‘Nation Building” projects
- Move beyond just economic and trade criteria
- Consider social benefits, sovereignty, accessibility, mobility in decisions

Thank you

