



EFFECTIVE ABORIGINAL ENGAGEMENT

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President
Gwich'in Tribal Council
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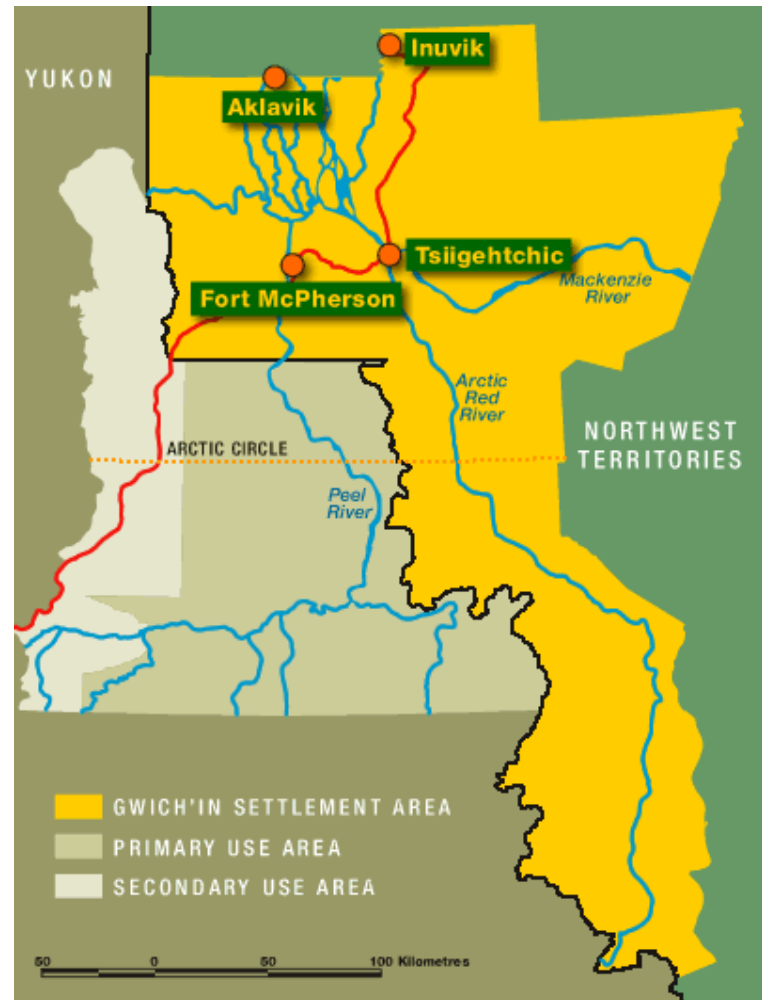
Planning of Mackenzie Valley Highway overview

- Intro. of Gwich'in Tribal Council
- Context for success
- What has been done to create success
- Why is this initiative successful



Gwich'in Tribal Council

- Gwich'in Tribal Council was established as a result of the Comprehensive Land Claim Agreement - April 1992.
- Represents 4 communities and approximately 3500 participants
- GTC Board of Directors are elected - 10 members headed by President
- Priorities: land and environmental issues and responsible development



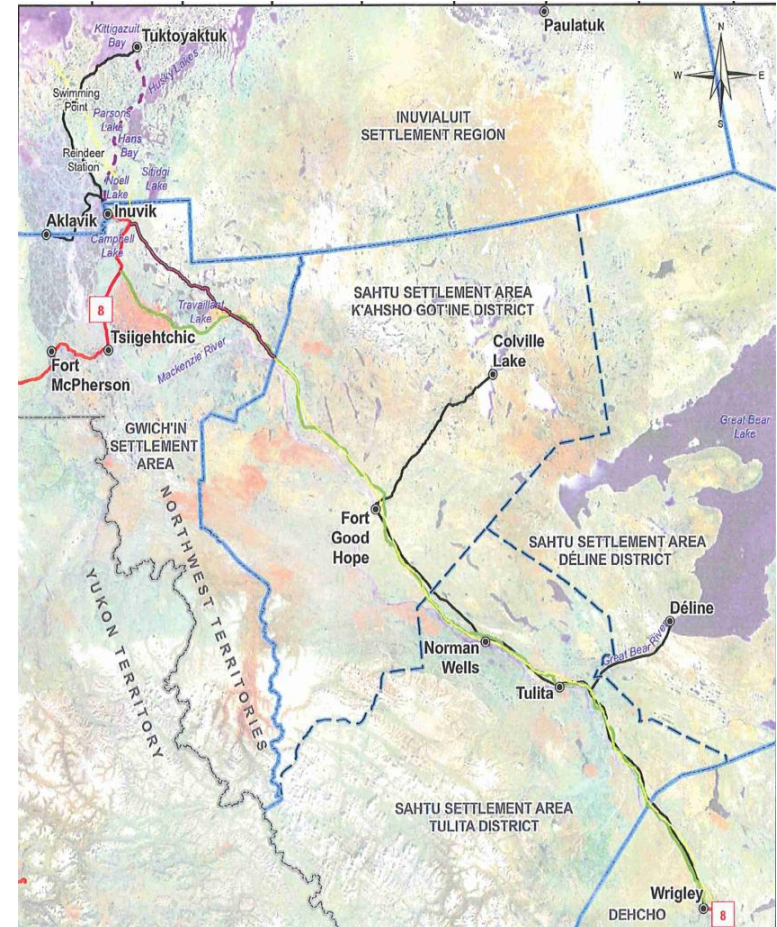
GTC - Business and Development

- Focus on stimulation of local economy and support of the private sector
- GTC created a private aboriginal-owned company whose shareholders include: Flint, Ledcor, Kiewit and North American – MAC
 - Original focus of MAC was pipeline construction
- While we wait for MGP, turned our focus onto pipeline friendly development -- **MVHighway**



Mackenzie Valley Highway

- Complete highway connection to Arctic Ocean
- 940 kms of road
- Prelim cost estimated ~\$1.8 billion
- Road passes thru territory of 5 aboriginal regions
- Two regulatory processes



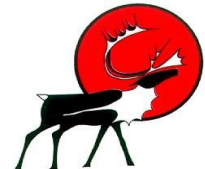
History of MVH Project

- GTC and MAC together lobbied governments to move forward on the MVH
- Two governments together made \$8 million available to prepare a screening report for MVH
- With money in hand, the GNWT then had to decide how to proceed – prepare the screening reports
- How to deal with two regulatory processes?



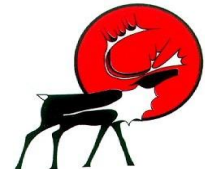
“The Dilemma”

- Governments have a duty to consult
- The highway ROW impacts Aboriginal regions:
 - crosses aboriginal land
 - require granular materials for construction
 - needed to comply with land use plans
- GNWT accountable to produce a screening report to submit to regulators
- How to proceed? Traditional approach design in-house, send out for consultation and revise
- OR?



GNWT Approach

- GNWT opted for a new approach - inclusive of regions
- Contracted each aboriginal government to prepare a screening report for the segment of the road within their settlement area
- GNWT set minimum design criteria and participated in the aboriginal government run process in each region/segment
- Listened to people's concerns, embraced them, and helped incorporate them into final report
- Participation in each region ensures consistency in approach to each report
- GNWT, as project proponent, will combine the 4 reports into one document and submit to regulator – January 2012



Highlights of New Approach

- MOU high level agreement on design criteria, delivery dates and key milestones
- Community to determine whether to support
- Community to determine support for alignment
- Encouraged the community to “tell its story”
- Addressed “local” concerns at the start of the project
- Encouraged local “ownership”
- Allowed us to ensure our rights were protected



GTC Approach



- GTC accepted the challenge to draft a screening report for GSA
- GTC contracted MAC to prepare a report for GTC approval (May 2010)
- With extensive community and membership participation, a report was approved by GTC in June 2011
 - 12 community meetings
 - 3 meetings with GTC Board of Directors
- GTC delivered report to Minister of Transportation in late June 2011
- Our issues identified early and incorporated into prelim. design and alignment
- Balanced responsible development with local long term job creation



Learning from Aboriginal Perspective

- Projects like this can be **done under our control and direction**
- We don't always have to be reacting to a project / proposal made by others
- Require competent partners committed to really working with you - strong relationships with credible shareholders
- Allow for membership participation – 3 rounds of discussion in each of 4 communities
- Early identification of “our” concerns – not reacting to a report written elsewhere
- Ensure GTC priorities included in project design



GNWT Lessons Learned

- **FROM THE OUTSET**, “Ownership” of the project given to aboriginal groups
 - Embraced community “pride of ownership”
- Worked with GTC to finalize a work plan that worked both for GTC and for GNWT
- Capacity of MAC and EBA capable to meet deliverables in accord with approved work plan
- Monitored and participated in “GTC led” community meetings and at GTC Board of Director meetings
- Final screening report will be clearly supported by communities when it is tabled with regulator



What's Next on Project?

- Inuvialuit region, complete reg. review and commence construction winter of 2011-12
 - Federal budget commitment of \$150M for **this segment**
- South of Inuvik, screening report filed with regulator (MVLWB) in early January 2012 - decision by mid 2013 for construction start that winter.
- 2012 how to finance the project
- Objective to have MVH by Dec 31, 2015

