

# New NWT Highway Corridors

## PNWER Winter Meeting

Market Access and Arctic Transportation Systems

November 17, 2015

Russell Neudorf, Deputy Minister  
Department of Transportation  
Government of the Northwest Territories

# Presentation Overview

- NWT Transportation System Overview
- NWT Transportation Strategy 2015-2040
- Corridor Status Updates:
  - Tłjchq All-Season Road
  - Slave Geological Province
  - Mackenzie Valley Highway
- Inuvik Tuktoyaktuk Highway



# Current System

- 2,200 km of all-weather road
- 1,425 kilometres of publicly constructed winter road
- 103 bridges, 229 large diameter culverts, and well over 3,000 small culverts
- 27 airports
- 4 ferries

# Transportation Strategy: Connecting Us 2015-2040

## Vision: *Northerners Connected to Opportunities*

- NWT Transportation Strategy updated in 2015
- The Strategy sets a path forward to improve the territory's integrated air, road, rail, and marine system over the next 25 years
- Defines three strategic priorities for action
  1. Strengthening Connections
  2. Capturing Opportunities
  3. Embracing Innovation

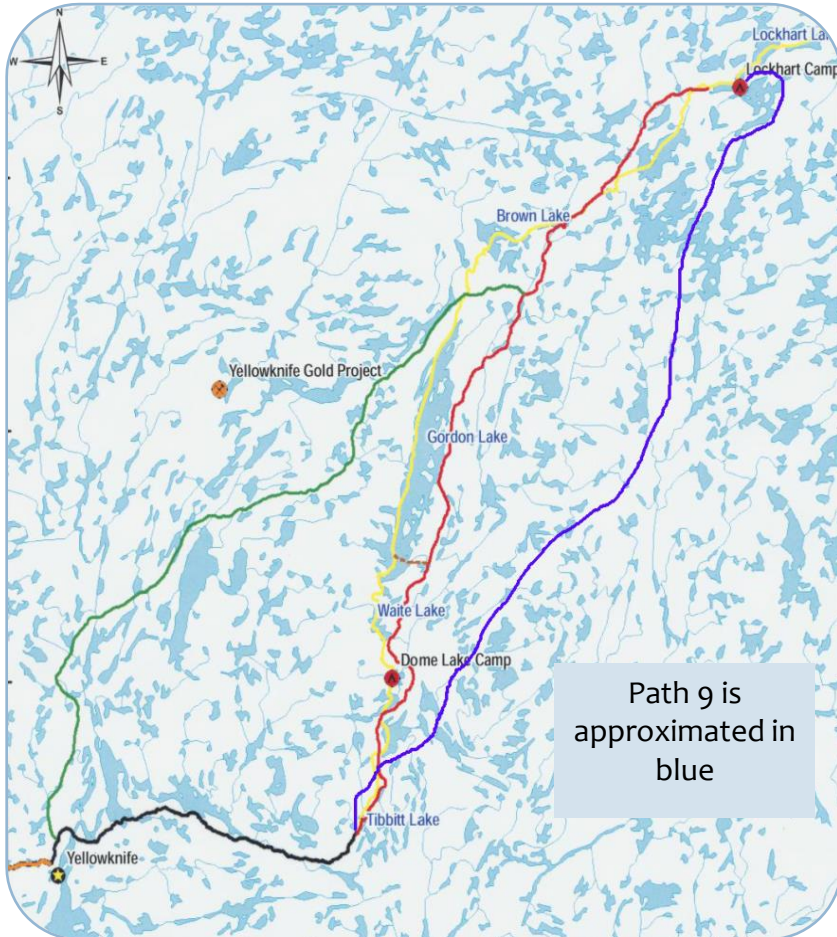




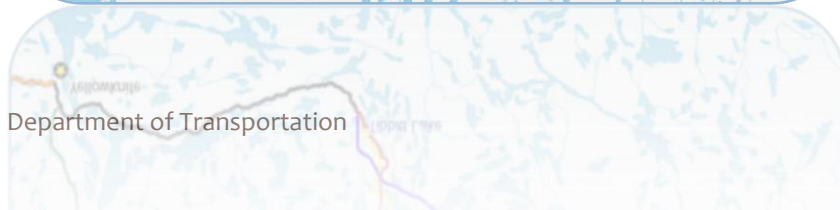
# New Road Corridors

- The Strategy identifies three potential future transportation corridors:
  - Mackenzie Valley Highway
  - Tłı̨chǫ Corridor
  - Slave Geological Province

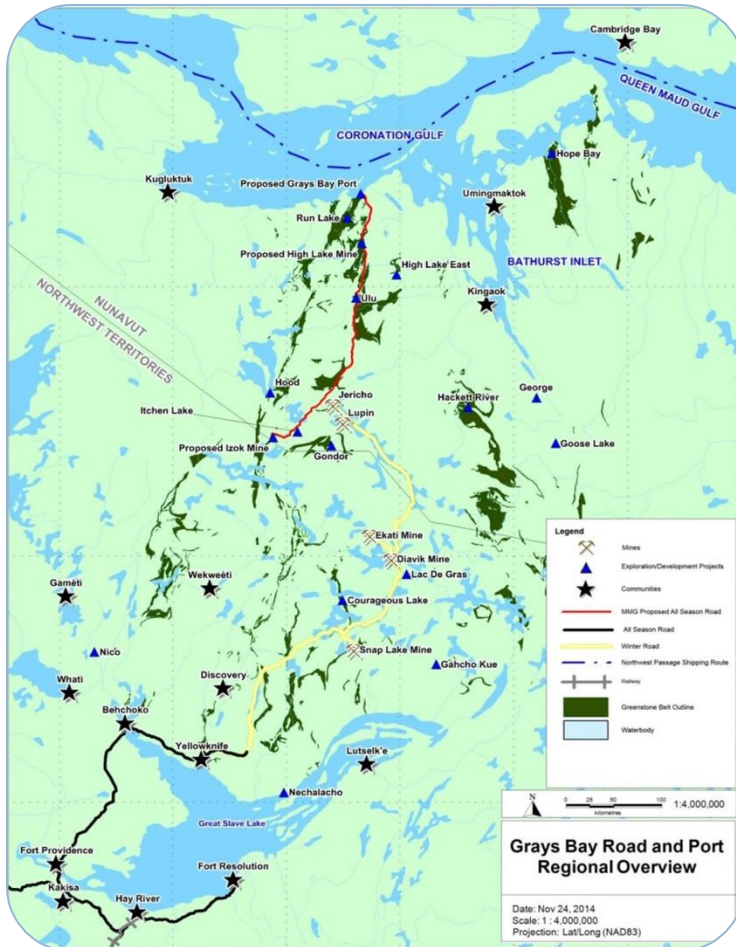
# Slave Geological Province



- Net financial cost to GNWT depends on chosen route
- Cost offset by a proposed toll
  - Joint venture partners likely to be primary users of the road indicate willingness to offset winter road construction costs
- Proposed routes based on mineral potential study
- Ernst-Young expected to finalize P3 Business Case in Fall 2015 with a route and project decision to follow

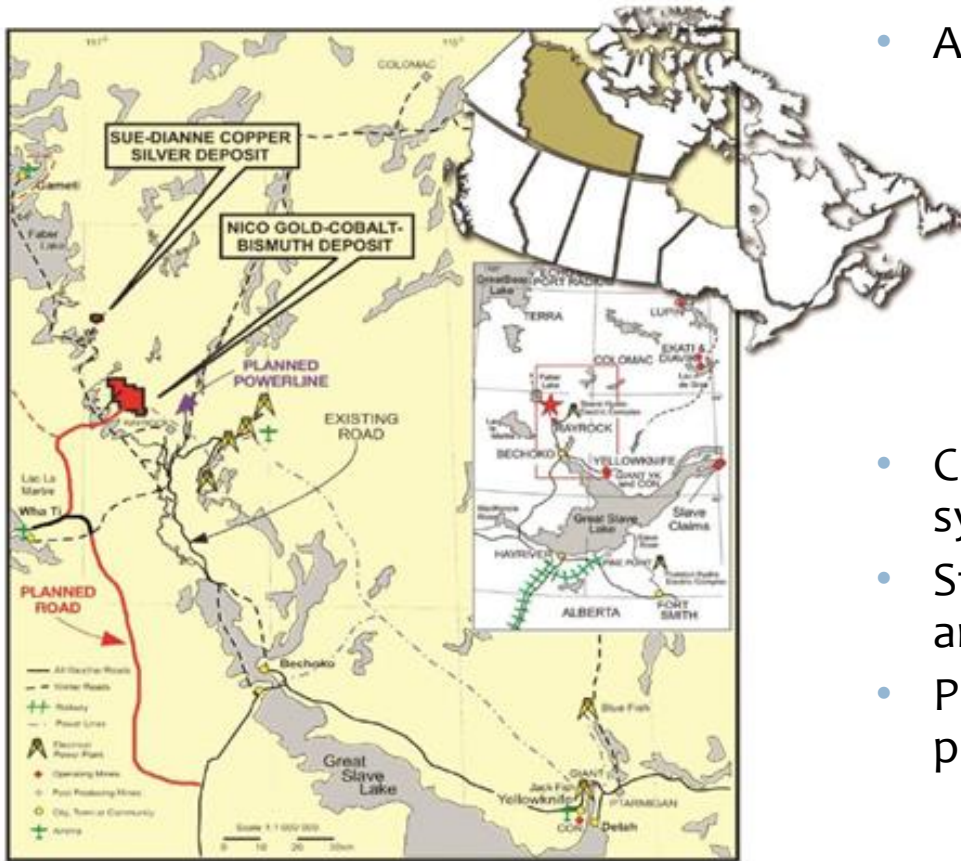


# Slave Geological Province



- Long-term vision includes an all-weather road in the NWT connecting to an all-weather road in western Nunavut, linking to a deep water Arctic port
  - Government of Nunavut recently submitted a funding proposal to Canada for road from Grays Bay to NWT border
- GNWT will consider next steps as part of the transition plan for the new government
- Improve access and open new mineral developments in SGP and reduce operating costs for existing diamond mines

# Tłıchq All-Season Road



- All-season road from Highway 3 to Whatı
  - GNWT and Tłıchq government developing a PDR
  - Tłıchq government gathering socio-economic and traditional knowledge
  - Environmental baseline and engineering aspects - GNWT
  - Tłıchq government has given project full support
- Connect Whatı to the public highway system
- Stabilizes winter road access to Gamètı and Wekweètı
- Potential economic benefits from proposed NICO Project
  - Independent economic evaluation of project has been completed
  - GNWT working group assessed economic potential of mine



# Tłıchq All-Season Road

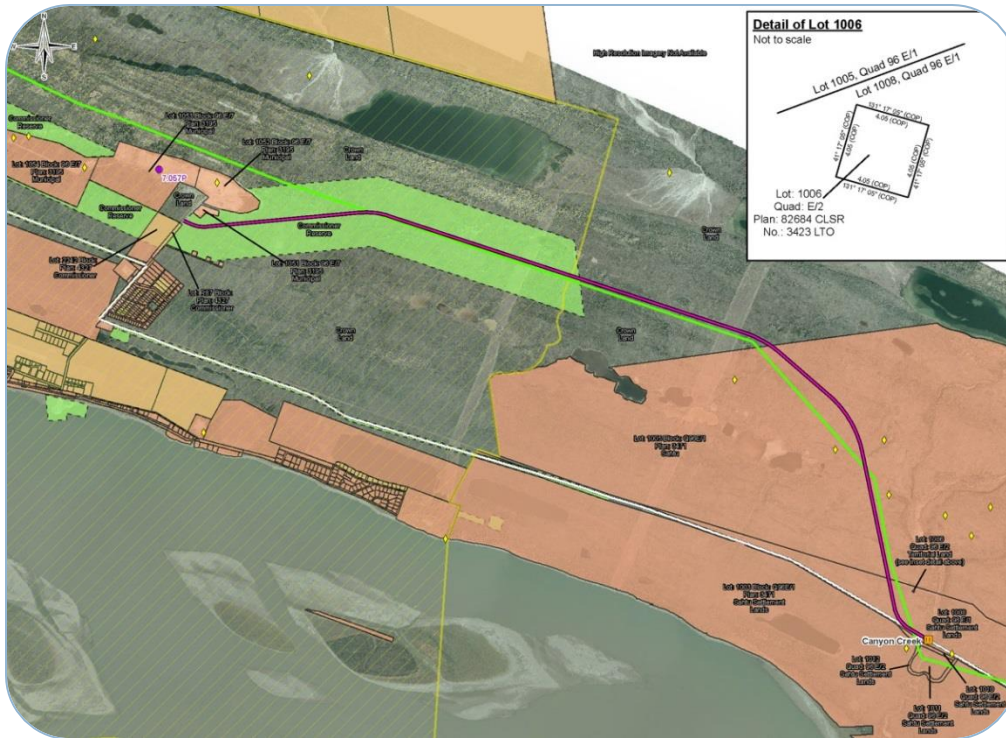
- Estimated Project Cost: Between \$130 and \$150 million
- P3 Canada Fund Application submitted for consideration in June 2015 – would provide 25% federal funding
- Topographic survey work and other baseline collection and design work almost complete
- 18<sup>th</sup> Legislative Assembly to determine next steps as part of the transition to the next Government of the NWT

# Mackenzie Valley Highway



- \* The envisioned Mackenzie Valley Highway extends from Wrigley to the Arctic coast
- \* Wrigley to Norman Wells section in planning stages with other sections to follow
- A detailed business case has been submitted under the National Infrastructure Fund of the New BCP for the estimated \$700 million project proposing 75/25 cost share with Canada
- P3 study underway

# Canyon Creek Access Road



- \* GNWT received a proposal from TDIC/ HRN joint venture to construct 14 km access road from Norman Wells to Canyon Creek
- \* Work is underway on project permitting and land access
- \* A 'readiness' project – training and experience to benefit residents during the eventual construction of the MVH
- \* Project could begin this winter and continue for 2 years subject to securing funding under the New Building Canada Plan

# Inuvik Tuktoyaktuk Highway

Completion of the project in the fall of 2017 will establish an all-weather connection to the public highway system for the coastal community of Tuktoyaktuk



- \* 3.09 million m<sup>3</sup> of material has been moved to construct 65.1 km of highway to or near full design grade
- \* EGT Northwind, an Inuvialuit joint venture is maximizing the involvement of northern and local subcontractors, a condition of the negotiated contract
- \* 604 individuals were employed on the project at the peak of the construction season in 2014/15
  - \* 443 individuals, or 73%, were from the Inuvik region and other NWT communities
  - \* 85,753 total person/days of employment were earned in April 2015
- \* Approximately 120 people have received training opportunities
- \* More than 70 individuals have received simulator training to operate different types of rock trucks and excavator equipment
- \* More than 50 people have been trained as Class 1 and 3 drivers and heavy equipment operators
- \* The third winter of construction will begin in November 2015, pending weather conditions

# Capturing Opportunities

- \* The three road corridor proposals are all high priority projects
- \* The GNWT continues to promote all three projects to Canada and stakeholders
- \* Demonstrates the NWT preparedness to:
  - \* Seize opportunities to develop a sustainable economy;
  - \* Improve community access; and
  - \* Reduce the cost of living to our residents
- \* Each project proposal will proceed on its own merits
- \* Success will require strong Aboriginal partnerships
- \* Key transition issues for the 18<sup>th</sup> Legislative Assembly

Questions?