New NWT Highway Corridors

PNWER Winter Meeting
Market Access and Arctic Transportation Systems
November 17, 2015

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Presentation Overview

• NWT Transportation System Overview
• NWT Transportation Strategy 2015-2040
• Corridor Status Updates:
  • Tłįchǫ 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
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
The Strategy identifies three potential future transportation corridors:

- Mackenzie Valley Highway
- Tłįchǫ Corridor
- 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
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
Tłı̨chǫ All-Season Road

- All-season road from Highway 3 to Whatì
  - GNWT and Tłı̨chǫ government developing a PDR
  - Tłı̨chǫ government gathering socio-economic and traditional knowledge
  - Environmental baseline and engineering aspects - GNWT
  - Tłı̨chǫ government has given project full support
- Connect Whatì to the public highway system
- Stabilizes winter road access to Gamètì and Wekweètì
- Potential economic benefits from proposed NICO Project
  - Independent economic evaluation of project has been completed
  - GNWT working group assessed economic potential of mine
- 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
- 18th Legislative Assembly to determine next steps as part of the transition to the next Government of the NWT
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.
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 m³ 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
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 18th Legislative Assembly
Questions?