



Tłıchǫ Government

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June 29, 2017

Mark Cliffe-Phillips
Executive Director
Mackenzie Valley Environmental Impact Review Board
200 Scotia Centre
Box 938, 5102-50th Ave

Re: Tłıchǫ Government IR Responses, June 2017

Dear Mr. Cliffe-Phillips,

The Tłıchǫ Government is providing the following responses to the series of Information Requests (IRs) issued by the Review Board and the North Slave Metis Alliance for the Tłıchǫ All Season Road (TASR)¹. These responses are part of an ongoing collaborative process between the Tłıchǫ Government, its communities and agencies, and the Government of the Northwest Territories – Department of Infrastructure (GNWT-DOI).

Responding to these IRs required us to predict a future-scenario with an all-season road connecting to Whatì, similar to our initial IR responses in December 2016 (PR# 96 and 97). Building off of our previous research and analysis, we continue to work closely with a number of Tłıchǫ departments and agencies in order to best understand how the TASR may impact and benefit the residents of Whatì and the Tłıchǫ region. In order to effectively respond, additional focus groups were conducted with the following agencies and personnel in June 2017:

- Community Government of Whatì;
- Community Government of Behchokò;
- Senior Tłıchǫ Government staff; and
- Senior TCSA staff.

The TASR is a community-driven infrastructure project that is necessary to strengthen the safety and resiliency of the community of Whatì. TASR is strongly supported by all levels of government as well as the community's residents, all of whom agree the project is necessary for Whatì to survive and flourish. TASR is thus the community's chosen future project. We feel it is necessary to clarify the nature of this project as it speaks to the level of

¹ IRs retrieved from the Mackenzie Valley Environmental Impact Review Board: Online Registry System, accessed May 29, 2017. Available online at:
http://lwbors.yk.com/LWB_IMS/ReviewComment.aspx?appid=11195



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support, research and social investment that the Tłıchǫ Government and the Community Government of Whatì have put into the review process to date.

The Tłıchǫ Government continues to work closely with the GNWT-DOI and Community Government of Whatì (CGW) throughout the TASR EA review. The parties have been collaborating for over five years on this project, exercising a high degree of diligence and transparency in our research, both before and during the EA.

The Tłıchǫ Government has dutifully responded to all information requests issued by the Review Board and the NSMA. We take these requests seriously and are firmly of the view that there is more than adequate information now on the public record to support a hearing and the Review Board's expedient decision on this project. The Tłıchǫ Government remains committed to ensuring our responses speak effectively to the potential for TASR to benefit and impact Tłıchǫ citizens, culture and way of life.

Sincerely,

Original Signed

Laura Duncan
Tłıchǫ Executive Officer

c.c. Michael Conway, Regional Superintendent, Department of Transportation
Simon Toogood, Mackenzie Valley Environmental Impact Review Board
Zabey Nevitt, Tłıchǫ Government
Ginger Gibson MacDonald, The Firelight Group

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MVEIRB IR Number 9: Equitable Distribution of Employment Benefits for Women

Comment: The Tłıchq Government and Community Government of Whatı have proposed mitigation #4 (mobilization of the Career Development and Economic Development Officers) to prepare the local workforce for project related job opportunities (PR#96 p9). While the exact number and types of jobs required for the construction and operations phases for the project is unknown, many of the positions will revolve around historically male-dominated trades and occupations. Table 1-3 from PR#96 outlines the current labour supply numbers for the anticipated equipment requirements.

Recommendation: What specific strategies does the TG or CGW have in place to ensure active and equitable participation for women in the employment opportunities related to the project?

IR 9 Response:

The Tłıchq Government is committed to ensuring women's equitable participation in, and benefit from, projects that are operating in the traditional territory. To do so, the Tłıchq Government is working on several strategies to ensure that Tłıchq women have the opportunity to grow in both existing economic sectors, and new ones that may arise from the TASR project.

The Tłıchq Government commits to develop employment opportunities for women and youth. This includes employment opportunities that have been historically male-dominated, such as Heavy Equipment Operators (HEOs). The Tłıchq Government is expanding on the types of training currently offered to women, particularly in trades. The priority of planned training initiatives is to employ women in non-traditional trades and support their skill-growth in the local economy, which includes the TASR project.

Last year, four women successfully completed the HEO training that was offered by the Community Government of Whatı (CGW) last year. The CGW plans to continue this training program for women this year as well. Presently, there is one HEO project underway in Whatı and two HEO projects underway in Behchokq.

One notable measure the CGW has undertaken is the promotion of women's safety in employment. The community recently hired 20 women and men for garbage disposal positions. Women's safety in this environment was top of mind for administration, and the CGW ensured there were gender-balanced teams (i.e., two women and two men), women-only teams, and that no women were working alone (i.e., with or without a male team member).

Taking proactive steps to ensure women's safety in the workplace is part of the broader approach that the Tłıchq Government takes to ensure that women feel safe at work, and so that women feel encouraged and empowered to seek employment opportunities in typically male-dominated jobs. Employment interventions such as these have proven to

work successfully in Whatì for employing and maintaining women employees, and this thinking will be applied to future job opportunities with the TASR project.

In June 2017, the Chiefs Executive Council of the Tłıchǫ Government approved the Tłıchǫ Regional Economic Development Economic Development Strategy, which includes future opportunities for employment and training. Part of this strategy involves each of the four Tłıchǫ communities developing its own Five-year Action Plan to reflect community priorities for economic development. A core part of these action plans will be employment and training for Tłıchǫ women, which take into consideration some of the common barriers faced by women accessing employment (i.e., safety and childcare).

Economic growth in the Tłıchǫ region must be supported by training and capacity building for Tłıchǫ citizens. Opportunities that the Tłıchǫ Government recognizes for future economic development are listed in Table 9-1 below.

Table 9-1: Economic development opportunities²

Opportunities	Definition
Trades	Includes the manual work by qualified skilled workers in areas, including, but not limited to: <ul style="list-style-type: none"> • Carpentry • Electrical • Plumbing • Heavy equipment operator • Auto mechanics • Home painting • Welding • Furnace and woodstove installation
Natural Resources and renewable energy	Includes the harvesting and/or processing of natural products and renewable energies, including, but not limited to: <ul style="list-style-type: none"> • Timber • Plants • Animals • Mushrooms • Fish • Biomass • Solar • Hydro-electricity • Environmental monitoring and on-the-land programs

² Source: Tłıchǫ Government. 2017. Tłıchǫ Final Draft Training and Economic Development Strategy. Opportunities for economic development. February, 2017.

Opportunities	Definition
Traditional Economy	<p>Includes the harvesting of traditional foods and products that could be sold for profit or shares in the community to off-set the cost of living. This includes, but is not limited to:</p> <ul style="list-style-type: none"> • Animal hides • Fur • Plants and berries
Arts and Crafts	<p>Includes arts and crafts items that can be sold for profit supplied to community members to off-set the cost of store-bought items. This includes, but is not limited to:</p> <ul style="list-style-type: none"> • Slippers • Gloves • Vests • Hats • Traditional drums • Painting • Carvings • Other items of clothing
Tourism	<p>Includes local destination attractions and activities, and the support services for tourists coming to visit the community. This could include, but is not limited to:</p> <ul style="list-style-type: none"> • Fishing trips • Cultural tours • Wilderness excursions • Canoe trips
Services	<p>Includes opportunities that would service the current residents. This could include:</p> <ul style="list-style-type: none"> • Home daycare services • Motor vehicle office • Small support businesses (e-services, accounting, hairdressing) • Business licence process • Catering and restaurant services • Teachers • Social workers • Nurses • Bylaw officers
Business	<p>Includes local for-profit business opportunities at a community level that could provide retail and service options for residents:</p> <ul style="list-style-type: none"> • Restaurant • Hardware store • Bulk staging areas • Social establishments

Opportunities	Definition
	<ul style="list-style-type: none"> • Highway gas station and rest stops • Retail stores • Automotive partnerships with dealers in Yellowknife
Infrastructure Proposed and/or Realized	Includes, but is not limited to: <ul style="list-style-type: none"> • Tłıchǵ all-season road • Housing • Hotels and cafes • Behchokǵ Sportsplex

The Tłıchǵ Government has very high female Indigenous participation in its staff. The Tłıchǵ Government’s data from 2016 shows that Tłıchǵ women comprise 86% of the workforce (see Table 9-2; Presentation made to City Hall, 2016). The Tłıchǵ Government has many proactive policies and approaches that ensure women and men are promoted and prepared for employment. For example, many of the challenges typically associated with accessing training and education for women are distance to education facilities, online education challenges, and family obligations. These have been addressed by proactive policies that ensure employees can access continuing education, take education leave, find financial support (through the One Student Program), and access affordable childcare in each community.

Table 9-2: Tłıchǵ Government staff by gender (2016)

Position	Tłıchǵ	Non-Tłıchǵ	Women	Men	Vacancies
Senior Management	60%	40%	60%	40%	0
Management	81%	18%	81%	18%	0
Employee / Staff	80%	9%	86%	13%	10%

There is strong connectivity between the Tłıchǵ Government and the proponents of the TASR. The Tłıchǵ Government’s lessons learned and understanding of what promotes male and female recruitment and retention strategies will be shared through the partnership of the Tłıchǵ Government, the GNWT and road constructor. The high level of female employment and participation in planning activities ensures that the gender perspective is understood and applied in every aspect of planning.

References:

Tłıchǫ Government. 2016. Gender and Public Sector Leadership in the Northwest Territories. Presentation to City Hall on January 21, 2016 in Yellowknife, NT.

Tłıchǫ Government. 2017. Tłıchǫ Final Draft Training and Economic Development Strategy. Opportunities for economic development. February, 2017. Available online at www.Tłıchǫ.ca

MVEIRB IR Number 13: Substance Abuse

Comment: In response to a Review Board information request, the Tłıchǵ Government provided evidence that substance abuse issues are currently at a level that is causing significant concerns in Whatì and Behchokò` (PR#96 p7, 17, 37). The Tłıchǵ Government anticipates the all-season road will increase adverse effects such as crime and other social issues for a short period of time (the “spike”) during the first year of operations (PR#96 p7). The Tłıchǵ Government stated that mitigations are required for this spike in effects and provided a suite of mitigations that, if implemented, would reduce the negative effects associated with substance abuse. In response to an October 28, 2016 Review Board IR the Tłıchǵ Government identified that it is confident in the existing data collection systems for monitoring change in socio-economic indicators as a result of the project (PR#96 p54). However, it also stated that “there could be better coordination, sharing and mobilization of data” (PR#96 p53). The document further states that the Department of Industry, Tourism and Investment took the lead in coordinating a meeting that took place at end of January 2017 among the Department of Education, Culture and Employment, the Department of Industry Tourism and Investment, the Department of Health and Social Services, the Tłıchǵ Government and community governments regarding monitoring data, and that this monitoring data will be used to inform how mitigations are applied through adaptive management.

Recommendation: Part 1 - Can the Tłıchǵ Government please provide evidence to support the position that issues related to substance abuse will spike in the short term but decrease, or remain at the base case levels, in the long term?

Part 2 - The Tłıchǵ Government proposed a suite of mitigations to manage substance abuse issues. Some are existing programs that will be used to manage issues associated with the predicted spike, while others are proposed. Can the Tłıchǵ Government please:

1. Identify which mitigations must be in place to manage the predicted spike (that is, prioritization of mitigations).
2. Clarify how these prioritized mitigations will reduce these adverse effects.
3. Clarify if additional capacity (such as staff, resources, infrastructure) would be required to apply existing mitigations to effectively manage the spike of adverse effects.
4. Clarify when existing and proposed new mitigations will be implemented related to the construction and operational phases of the project.

Part 3 - The Review Board understands that the Tłıchǵ Government has a high degree of confidence that monitoring data can be collected and used in a timely fashion to effectively inform adaptive management responses. The Tłıchǵ Government has indicated that currently, the timely sharing of data between agencies and governments is a concern. Can the Tłıchǵ Government please provide an update on how it is improving data sharing including:

1. an update on the outcomes of the meeting with the Department of Industry, Tourism and Investment held in January 2017 (PR#96 p53);
 2. strategies or plans that will be used to improve the collection, coordination, sharing and mobilization of data necessary to monitor socioeconomic effects of the project;
 3. considering its available resources, a description of Tłıchǫ Government's level of confidence that improved coordination, sharing and mobilization of data to monitor potential project effects will be in place before the start of project construction.
-

MVEIRB 13 Response:

IR 13.1 Response

As stated in the cover letter for IR responses from December 2016 (PR#95), research, planning and analysis was—and continues to be—invested in by the Tłıchǫ Government, as well as the community governments. We felt this necessary in order to provide the Review Board with accurate and thorough responses. A number of Tłıchǫ staff, personnel, and agencies were consulted in order to provide comprehensive answers—as well as make highly informed predictions—to the nature of potential impacts from the Tłıchǫ all-season road.

There is no academic or secondary literature on this point – the observation is made based on historic experience and deep experience and knowledge of a multitude of service providers in Whatì.

Absent some published academic work on road impacts, the Tłıchǫ Government, the Whatì Community Government and the Behchokò Community Government have made this prediction and are seeking to verify it through a parallel case. Prohibition of alcohol consumption was lifted in Behchokò on April 1, and we predicted a spike and then a tapering off over time in alcohol related misdemeanors. The April and May data show no massive increase in alcohol related calls, but data from June and July may be indicative.

The RCMP in Behchokò and Whatì, as well as educators in the Mezi school in Whatì, were key to the Tłıchǫ Government's assessment of a short-term “spike” in substance abuse patterns following the TASR construction. These service providers have a unique vantage point in the community and they are aware of the trends related to unhealthy social behaviors that occur in the community, as well as their patterns of fluctuation throughout the year.

The RCMP and educators both commented on the current “spike” in unhealthy behaviors during the winter road season. As noted in our response in PR#96, Table 1-1, this annual “spike” results in high levels of social issues for service providers to manage every year. Even though both the RCMP and educators anticipate this “spike” to occur with the opening of the TASR, they expect that the novelty of the initial road opening will wear off after a year's time and the spike in social issues will gradually decline (Personal communication,

RCMP 2016; Personal communication, Education Department 2016). With a permanent road in place, the opportunity for “spikes” in negative social behaviors is likely to decline or disappear.

In sum, evidence for this prediction came from highly knowledgeable and informed community service providers who have observed, experienced, and managed these repetitive trends on an annual basis in Whatì. The TASR has potential to prevent this “spike” from occurring repeatedly in the future, and can reduce the overall pressures on community services providers who annually manage these social issues. Please refer to IR#12 issued to the GNWT for further information.

IR 13.2 Response

It is the Tłı̨chǫ Government’s opinion that all mitigations listed in PR#96, Table1-1, are important for reducing adverse impacts from the TASR. The TCSA has committed to ongoing public education as part of a preventative approach to tackling substance abuse in the community, which remains a priority for the Community of Whatì. That being said, there are several mitigations which we feel are particularly important for managing social impacts in the community:

Community Government of Whatì Mitigations (PR# 96, Appendix D)

Community Safety

- 1) The Community Government of Whatì is investigating options to strengthen community security. This is an issue that needs to be addressed jointly by the Tłı̨chǫ Government and the Community Government of Whatì, as well as other supportive agencies.
- 2) There is a need to provide on-the-land treatment for substance abusers, using the healing-power of the elders and the land. This is a social issue that needs to be addressed collectively, and one recommendation is to introduce the Nishi Program by accessing a variety of funding sources. In most cases, social issues are “community issues” that at the very least require community input into the solution. TCSA should be viewed for a tool or an organization that has resources to help communities.
- 3) There is currently an alcohol prohibition in place in Whatì. Annually, TCSA, the RCMP, and the GNWT allocate a large sum to prohibition enforcement and responding to the negative impacts, which are most often ineffective. The Community Government of Whatì would like to review the possibility of revisiting the prohibition ban, in favour of more proactive resilience strategies for managing alcohol and drug consumption in the community.

Community Preparedness

- 6) The Community Government of Whatì is an active supporter of a local Inter-Agency Committee which includes the RCMP, Health, various TCSA agencies, and the Tłıchǫ Government. Whatì Inter-Agency responds to issues related to community preparedness. Issues such as emergency response, social programs, and the community & lands concerns are all brought to this monthly forum. Reasonable discussions about costs, liabilities and insurance will need to be addressed at this forum. Both parties commit to continuing this community forum in order to coordinate among agencies.

TCSA

- 12) The Tłıchǫ Community Services Agency commits to providing more information for local health nurses on a range of health issues, such as sexually transmitted infections, among other issues.

Municipal Collaboration

- 13) There will be annual coordination between the Councils of Whatì and Behchokò to ensure that any changes and impacts are being collectively considered, addressed, and managed.

GNWT Mitigations (from PR# 7, Table 8-8)

- If bootlegging and trafficking are identified by a community as a policing priority in its annual policing plan, the Department of Justice's Community Justice Division and the RCMP will assist in providing increased education and awareness around the issues, including the negative impacts of bootlegging and trafficking on the community and the consequences for perpetrators.
- The RCMP will conduct patrols and check stops and will inspect vehicles for illegal substances if they have reasonable grounds to do so.
- The GNWT has a number of initiatives in place for the prevention of family violence such as, "What Will it Take?", a social marketing campaign aimed at changing attitudes and beliefs about family violence. It also has services in place to help victims of family violence, such as the ability to apply for an emergency protection order "24/7", community-based Victim Services, and funding to support the five NWT family violence shelters and victims living in regions without shelters.

The Tłıchǫ Government and the TCSA will continue to work collaboratively together on the timely implementation of these mitigations. The question of whether they will tackle the problem sufficiently has been raised.

TG and CGW Mitigations 1-3 are about managing problems as they arise, and are vital to community security. They don't necessarily address addictions directly, but they do address some of the key issues surrounding addictions. Mitigation 3 (lifting the prohibition) addresses the question of criminalizing young people for their addictions, and

thereby forcing them out of the job market. Behchokò is currently addressing this, tracking the results of the prohibition lift, and sharing their findings through monthly communication between the SAOs.

TG and CGW Mitigation 6 is where all the issues are surfaced. In the May 2017 Interagency meeting minutes, a new issue was raised, namely that support needs to be in place for reintegration of released offenders, with education resources to be available for addictions, sexual health and parenting (see Whatì Interagency Meeting Minutes, 2017, See Appendix A). This is an intervention that will address new addictions or reemerging addictions. The Interagency forum has been a timely and coordinated venue where new social and mental health issues can be brought to the attention of all service providers.

Mitigations 12 & 13 are about education, which is one of the vital and most relied upon methods for reducing addiction rates.

The Community of Whatì has consistently adapted to emerging social issues as they arise in the region. An example is the new offender reintegration program, which was developed after the concern was raised that offenders were having troubles readjusting to daily life with support in the community.

The more tools and resources that the community have at their disposal – prior to the TASR being built – the better equipped the community and residents will be for its construction and operations. Whatì has an Economic Development Officer to deliver financial literacy courses, which has proven to be very valuable for resident's financial management. Initiatives such as these are one measure of support that can help residents better manage their daily lives.

In the future, for example, the CGW might identify the need for an extra mental health worker, social worker and/or community nurse. These resources would proactively equip the community with the necessary tools to effectively manage Whatì life with the TASR.

Given that the impacts will emerge and shift over time, we are prepared to respond to data and changes as they emerge. There is a high degree of connectivity between all levels of government, and every department works together to report on and observe trends annually at the Interagency Working Group. The TSCA has the lead to manage these issues in this respect. The Tłchq Government is highly attuned to this issue – and the issue will be a primary focus at each Interagency Working Group, as it was in 2017.

IR 13.3 Response

The Tłchq Government has not actually met up with the Department of Industry, Tourism and Investment (intended date for meeting of January 2017 (PR#96 p53)). However, ITI does collect data on an ongoing basis and reports annually in the communities. In a staff level meeting, the Tłchq Government and ITI agreed to more in depth data sharing. Further, ITI is a participant in the Interagency Meetings, and the data provided is excellent

in that forum. The Tłıchǵ Government and the GNWT continue to work closely with one another on finding a collaborative and reasonable solution to this issue.

Furthermore, there is excellent data available to the Tłıchǵ Government and TCSA from many sources, some of which include: the Bureau of Statistics on all core employment, housing and other socio-economic outcomes; monthly nursing station reports; and monthly crime data from the RCMP, among others.

Given that there is an Interagency Working Group in both Whatì and Behchokò, and there are now joint Council sessions (of the two communities), we have a high level of confidence in the tracking, management and response to the trends that we see in the data.

Furthermore, there is strong connectivity of key service providers to decision makers, as for example the RCMP report monthly to the SAO in each community and to the Councils.

References:

Interagency Committee Meeting Minutes, May 18, 2017. Appendix A to IR.

MVEIRB IR Number 18: Perception of Land

Comment On Oct 28, 2016 the Review Board asked the Tłıchǵ Government how the project could affect the Tłıchǵ 's perception of the land through information request number two (PR#74 p2). In response the Tłıchǵ Government stated: "this is an entirely speculative question until such time as the GNWT files its response to the adequacy statement regarding effects on the biophysical species in question" (PR#97 p12). On April 13, 2017 the developer submitted its Adequacy Statement Response (PR#110).

Recommendation Can the Tłıchǵ Government please review the GNWT's ASR and provide an answer to the Review Board's October 28th IR#2, which requested,

1. Please describe and evaluate potential direct or indirect impacts and mitigation to traditional use and way of life from the proposed all-season road including from:
 - anticipated disturbances to wildlife and wildlife movement associated with the operation of an all-season road affecting the perception of the land by traditional users; and
 - a change in perception of the land resulting in changes to traditional use or value of the area. (PR#74 p2)
-

MVEIRB IR 18 Response:

Both of the Review Board's bulleted requests are related to the pathway of effects on traditional use and way of life, of changes in the perception of land by Tłıchǵ citizens. The first sub-bullet suggests that one intermediate effects pathway to a change in perception of the land could be from wildlife disturbance and alterations to movement/migratory pathways. However, the second bullet does not identify any specific intermediate effects pathway. For the purposes of informing the Review Board with a conservative estimation of effects, the Tłıchǵ Government has chosen to examine all possible factors contributing to changing perception of the land by Tłıchǵ citizens in this response. Given the highly subjective nature of the inquiry, however, qualitative responses are all that can be provided.

This response focuses on the intermediate effect pathway of anticipated disturbances to wildlife and wildlife movement and how these may impact on perception of land by Tłıchǵ citizens (as identified by the Board). Following that, a short discussion on other factors that may contribute to changing perception of land is provided.

Effects of Disturbances to Wildlife and Wildlife Movement on Tłıchǵ Perception of Land

The GNWT's Adequacy Statement Response (ASR) (PR# 11) provides an assessment of effects to wildlife and biophysical species. The Tłıchǵ Government response addresses those wildlife species included in our original assessment of effects in the traditional knowledge study (PR# 28).

Table 18-1 below details the pathways for anticipated disturbances to wildlife and wildlife movement associated with the TASR project, focusing particularly on how each impact may or may not affect Ṭcḥ land users' ability to access and utilize the land. The Ṭcḥ Government and Community Government of Whaṭ have already committed to mitigation to manage these impacts. The details of the mitigation plan are listed below the table.

Table 18-1: Wildlife species impact pathways

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
Key Species					
Barren-Ground Caribou (BGC)					
<i>Increased access to the area for Tłıchǰ and non-Tłıchǰ harvesters</i>	Potential competition over resources with non-Tłıchǰ harvesters due to easier access to harvesting areas; potential for increased presence of non-Tłıchǰ harvesters in the area; longer hunting season and easier access for non-Tłıchǰ harvesters due to the Gamètì winter road being extended by up to six weeks; potential for more cabins to be built out on the land, and more permanency to access by Tłıchǰ harvesters.	Increased access to harvesting areas that are permitted for Tłıchǰ citizens; longer hunting season and easier access for Tłıchǰ harvesters to BGC habitat, especially Behchokò residents, due to the Gamètì winter road being extended by up to six weeks.	Likely no or minimal net loss in the current regulatory situation, as hunting barren-ground caribou is currently restricted (The Bathurst herd is closed for harvesting and only aboriginal hunters with permits can hunt the Bluenose East herd). If harvesting restrictions were lifted, pressures on barren-ground caribou could increase north of Whatì with an all-season road. Barren-ground caribou rarely travel farther south than Whatì. However, TASR provides increased opportunities for Tłıchǰ and non-Tłıchǰ harvesters to hunt north of Whatì due to easier access and longer ice road season to Gamètì. In other words, the road is unlikely to alienate Tłıchǰ harvesters from caribou hunting. Non-Tłıchǰ coming into the area to harvest in the future will be subject to joint governance, monitoring	TG: -Mitigation 10 (see below) GNWT: -see PR#7, Table 8-5 for potential wildlife-related TASR impacts and mitigations measures in place Additional comments: -The BGC Bathurst herd is closed for harvesting; -Only aboriginal hunters with permits can harvest the BGC Bluenose East herd at a harvest level managed by the wildlife decision makers that includes the Tłıchǰ Government, GNWT and WRRB. -See the Spill Contingency Plan, PR#7, Appendix L	4.2.3.1 Results 4.3.2.1 No Linkage Pathways 4.3.2.2 Secondary Pathways 4.3.2.3 Primary Pathways 4.4.2.2 Residual Effects Analysis 4.4.3.2: Reasonably Foreseeable Development Case Results 4.6.2.2 Effects Classification and Determination of Significance

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
			and enforcement between the TG and GNWT.		
<i>Sensory disturbance from road construction and ongoing operations (i.e., noise, smell, dust and pollution from traffic)</i>	Possible decline of presence of BGC populations in the vicinity of the road; possible decline in presence of BGC available for harvest in the vicinity of the road.	No benefits.	Likely negligible to minor net loss because barren-ground caribou rarely travel as far south as the TASR area, and tend to avoid roads.		
<i>Increased predation due to longer and wider linear disturbance increased (line of sight) for predators</i>	Possible decline in BGC populations in the vicinity of the road; possible increase in predation due to wolves and other predators having improved access along a wider linear disturbance.	No benefits.	Likely negligible to minor net loss. Given that barren-ground caribou rarely travel this far south, increased predator access to barren-ground caribou in the all-season road area would be limited if these conditions continue. In addition, the TASR is largely already cleared; therefore, the road construction will require minimal additional clearing and cause minimal additional increase in effective line of sight for predators.		
<i>Contamination of waterways and wetlands due to increases in traffic (i.e., gas and oil spills) and other</i>	Possible decline in quality and quantity of BGC habitat in the area; increased risk of illness in wildlife due to consumption of contaminants, slightly reduced possibility of BGC in vicinity of	No benefits.	Likely negligible to minor net loss, but of low concern for Tłıchǰ harvesters as the frequency and magnitude of spills is low. In the event of a spill, required clean-up is swift		

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
<i>emergencies</i>	road due to disturbance associated with spills.		and well understood by Tłıchǰ harvesters.		
<i>Physical clearing and disturbance during construction</i>	Possible decline in BGC due to habitat loss; increased morbidity and mortality could reduce the number of BGC available for harvest in the area.	No benefits.	Disturbance effects are inevitable in the area, but will be minimized for caribou due to: a) reduced clearing requirements because of existing linear corridor; and b) the rare and not-recent occurrence of barren-ground caribou in the area. This is likely a negligible to minor net loss, but of low concern for Tłıchǰ because barren-ground caribou rarely travel this far south. The unlikely presence of barren-ground caribou during construction will be managed cooperatively with the GNWT, if that is indeed the case.		
<i>Boreal Caribou</i>					
<i>Increased access to the area for Tłıchǰ and non-Tłıchǰ harvesters</i>	Potential increase in non-Tłıchǰ harvesters in the area; increased harvesting opportunities for boreal caribou.	Increased access to harvesting areas for Tłıchǰ citizens.	Likely a balance between net gain and net loss due to the road providing an increase in access to both Tłıchǰ and non-Tłıchǰ harvesters in the area; TASR overall provides Tłıchǰ harvesters with greater access to previously inaccessible hunting areas. In other words,	TG: -Mitigation 10 (see below) GNWT: -see PR#7, Table 8-5 for potential wildlife-related TASR impacts and mitigations	4.2.3.1 Results 4.3.2.1 No Linkage Pathways 4.3.2.2 Secondary Pathways 4.3.2.3 Primary Pathways

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
			the road is likely to present an opportunity to Tłıchǰ harvesters for caribou hunting. There is potential for increased pressure on boreal caribou as a result of TASR. Non-Tłıchǰ coming into the area to harvest in the future will be subject to joint governance, monitoring and enforcement between the TG and GNWT.	measures in place Additional comments: -See the Spill Contingency Plan, PR#7, Appendix L	4.4.2.1 Residual Effects Analysis 4.4.3.1 Reasonably Foreseeable Development Case Results 4.6.2.1 Effects Classification and Determination of Significant
<i>Sensory disturbance from road construction and ongoing operations (i.e., noise, smell, dust and pollution from traffic)</i>	Possible avoidance by boreal caribou of habitat in the vicinity of the road; decline in boreal caribou available for harvest in area.	No benefits.	Given that caribou generally avoid linear disturbances (based on collared caribou moments in Alberta and other areas). If caribou are already avoiding the road, then the change to perception will be minimal. If they avoid the road more, then they may become more difficult to harvest and Tłıchǰ harvest may become slightly impacted.		
<i>Increased predation due to longer and wider linear disturbance increased (line of sight) for predators</i>	With caribou typically avoiding roads, there is a possible increase in predation due to wolves and other predators having improved access along a wider linear disturbance.	No benefits.	Possible net loss, but of low concern for Tłıchǰ harvesters as the TASR is largely already cleared; this also increases harvester's access and ability to hunt and trap wolves and other predators in the area.		
<i>Linear disturbance</i>	Possible decline of presence of	Improved access along the	Possible net loss, but overall		

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
<i>from spur roads and other activities</i>	boreal caribou due to increase in cabins, ATVs/snow machines and people in the area; possible increase in predation due to wolves and other predators having access to new trails.	already-disturbed tractor trail, increasing overall harvesting areas for Tłıchǰ citizens	potential net gain for Tłıchǰ harvesters because of improved access to harvesting areas; likely increases in Tłıchǰ harvester's access and ability to hunt and trap wolves and other predators in the area. Any spur roads would be subject to Tłıchǰ permissions (see the Tłıchǰ Agreement and Tłıchǰ Land Use Plan).		
<i>Contamination of waterways and wetlands due to increases in traffic (i.e., gas and oil spills) and other emergencies</i>	Possible decline in quality and quantity of boreal caribou habitat in the area; risk of illness in wildlife due to contaminant consumption.	No benefits.	Likely negligible (because of spill controls) to minor net loss, but of low concern for Tłıchǰ harvesters as the frequency and magnitude of spills is low. In the event of a spill, required clean-up is swift and well understood by Tłıchǰ harvesters.		
<i>Physical clearing and disturbance during construction</i>	Possible decline in boreal caribou available for harvest in the area.	No benefits.	Likely net loss as boreal caribou are highly sensitive to disturbance, however impacts will be minimized due to the reduced clearing requirements because of the existing linear corridor. This remains a low concern for Tłıchǰ harvesters as construction is temporary and an overall short period of time.		

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
Moose					
<i>Increased access to the area for Tłıchǰ and non-Tłıchǰ harvesters</i>	Potential increase in non-Tłıchǰ harvesters in the area; increased harvesting opportunities for moose.	Increased access to harvesting areas for Tłıchǰ citizens.	Likely a balance between net gain and net loss due to the road providing an improved access to both Tłıchǰ and non-Tłıchǰ harvesters in the area; overall this provides Tłıchǰ harvesters with improved access to the already disturbed hunting area. Non-Tłıchǰ coming into the area to harvest in the future will be subject to joint governance, monitoring and enforcement between the TG and GNWT.	TG: -Mitigation 10 (see below) GNWT: -see PR#7, Table 8-5 for potential wildlife-related TASR impacts and mitigations measures in place Additional comments: -See the Spill Contingency Plan, PR#7, Appendix L	4.2.3.3 Results 4.3.2.1 No Linkage Pathways 4.3.2.2 Secondary Pathways 4.3.2.3 Primary Pathways 4.4.2.3 Residual Effects Analysis 4.4.3.3 Reasonably Foreseeable Development Case Results
<i>Sensory disturbance from road construction and ongoing operations (i.e., noise, smell, dust, and pollution from traffic)</i>	Possible avoidance by moose in the vicinity of the road; decline in moose available for harvest.	No benefits.	Possible net loss due to the decrease of animals near the road, however it is a likely net gain due to the increase in Tłıchǰ harvester's access to the road itself and areas adjacent to the road (e.g., from spur roads and trails) where moose will be; this is an overall low concern for Tłıchǰ harvesters. Moose could be attracted by noise as they are very curious. However, continuous noise could scare moose off from the area along the road, and dust could affect habitat quality,		4.6.2.3 Effects Classification and Determination of Significant

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
			which could lead to decline in local moose population along the road.		
<i>Increased predation near linear disturbances due to longer and wider linear disturbance increased (line of sight) for predators</i>	Possible decline of moose in the area as they often avoid bison due to their smell; possible increase in predation due to wolves and other predators having access to the roads and linear landscapes.	No benefits.	Likely net loss, but of low concern for Tłıchǰ harvesters as this also increases Tłıchǰ harvesters' access and ability to hunt and trap wolves and other predators in the area.		
<i>Linear disturbance from spur roads and other activities</i>	Possible decline in moose due to increase in cabins, ATVs/snow machines, and people in the area; possible increase in predation due to wolves and other predators having access to new trails.	Improved access along the already-disturbed tractor trail, increasing overall harvesting areas for Tłıchǰ citizens	Possible net loss, but overall potential net gain for Tłıchǰ harvesters because of increased access to harvesting areas; likely increases in Tłıchǰ harvesters' access and ability to hunt and trap wolves and other predators in the area. Furthermore, construction of spur roads would be subject to Tłıchǰ permissions (see the Tłıchǰ Agreement and Tłıchǰ Land Use Plan).		
<i>Contamination of waterways and wetlands due to increases in traffic (i.e., gas and oil spills) and other emergencies</i>	Possible avoidance by moose, or decline in quality and quantity of moose habitat in the area; decline in moose available for harvest; risk of illness in wildlife.	No benefits.	Likely negligible to minor net loss, but of low concern for Tłıchǰ harvesters as the frequency and magnitude of spills is low. In the event of a spill, required clean-up is swift and well understood by Tłıchǰ harvesters		

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
<i>Physical clearing and disturbance during construction</i>	Possible decline in moose available for harvest in the area.	No benefits.	Likely net loss, but of low concern for Tłıchǰ harvesters as construction is temporary and an overall short period of time.		
Bison					
<i>Increased access to the area for Tłıchǰ and non-Tłıchǰ harvesters</i>	Potential increase in non- Tłıchǰ access and harvesting opportunities of bison, which are typically attracted to roadways.	Improved access to harvesting areas in the TASR region for Tłıchǰ citizens.	Likely a net gain for future harvest due to the road providing an increase in access to Tłıchǰ harvesters in the area. At this time, there is no harvest of bison allowed in the R/WB/01 region, which encompasses the TASR, because no tags are issued for this region. As a result, harvesting of bison by non-Tłıchǰ harvester is of low concern.	TG: -Mitigation 10 (see below) GNWT: -see PR#7, Table 8-5 for potential wildlife-related TASR impacts and mitigations measures in place Additional comments: -Bison harvesting is currently restricted in the R/WB/01 region, which includes the TASR	4.2.3.4 Results 4.3.2.1 No Linkage Pathways 4.3.2.2 Secondary Pathways 4.3.2.3 Primary Pathways 4.3.3 Pathways analysis
<i>Contamination from road construction and ongoing operations (i.e., noise, smell, dust and pollution from traffic)</i>	Possible decline in bison populations in the vicinity of the road; decline in bison available for harvest.	No benefits.	Neutral, it is anticipated that bison populations will increase near roadways. Further, there is already right of way along the TASR route, meaning that bison would likely already be there if they wanted to expand their range to this area. This is an overall low concern for Tłıchǰ harvesters.	-See the Spill Contingency Plan, PR#7, Appendix L	

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǫ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
<i>Increased predation near linear disturbances due to longer and wider linear disturbance increased (line of sight) for predators</i>	Presence of bison may deter moose and boreal caribou from the area; possible increase in predation due to wolves and other predators having access to the roads.	No benefits.	Likely net loss, but of low concern for Tłıchǫ as there is no harvest of bison permitted.		
<i>Linear disturbance from spur roads and other activities</i>	Possible decline in bison due to increase in cabins, ATVs/snow machines and people in the area; possible increase in predation due to wolves and other predators having access to new trails.	Improved access along the already-disturbed tractor trail.	Possible net loss, and harvesting will not change as there is very low current bison harvest; likely increase in Tłıchǫ harvesters' ability to hunt and trap wolves and other predators in the area. Furthermore, construction of spur roads would be subject to Tłıchǫ permissions (see the Tłıchǫ Agreement and Tłıchǫ Land Use Plan).		
<i>Contamination of waterways and wetlands due to increases in traffic (i.e., gas and oil spills) and other emergencies</i>	Possible decline in quality and quantity of bison in the area; increased risk of illness in wildlife.	No benefits.	Likely negligible to minor net loss, but of low concern for Tłıchǫ harvesters as the frequency and magnitude of spills is low. In the event of a spill, required clean-up is swift and well understood by Tłıchǫ harvesters.		
<i>Physical clearing and disturbance during construction</i>	Possible decline in bison available for harvest in the area.	No benefits.	Likely net loss, but of low concern for Tłıchǫ harvesters as construction is temporary and an overall short period of		

IMPACT PATHWAYS	Potential adverse effects	Potential beneficial effects	Estimated net benefit/loss to Tłıchǰ harvesters	Existing Mitigation Measures	Relevant ASR Sections
			time.		
<i>Fur Bearing Animals</i>					
<i>Increased access to the area for Tłıchǰ and non-Tłıchǰ harvesters</i>	Potential competition for more easily accessible trapping areas; increased harvesting opportunities for animals; established trappers in the area may lose income due to potential decline in species.	Increased access to trapping areas for Tłıchǰ citizens.	Likely net gain for Tłıchǰ harvesters because of increased access to trapping areas; potential loss of income for established trapline holders.	TG: -Mitigation 10 (see below) GNWT: -see PR#7, Table 8-5 for potential wildlife-related TASR impacts and mitigations measures in place Additional comments: -See the Spill Contingency Plan, PR#7, Appendix L	4.2.3.5 Results 4.3.2.1 No Linkage Pathways 4.3.2.2 Secondary Pathways 4.3.2.3 Primary Pathways 4.4.2.4 Residual Effects Analysis 4.6.2.4 Effects Classification and Determination of Significance
<i>Sensory disturbance from road construction and ongoing operations (i.e., noise, smell, dust and pollution from traffic)</i>	Possible disturbance of fur bearing animal habitat; potential reduction in fur bearing animal populations in the vicinity of the road; possible decline in animals available for trapping.	No benefits.	Likely net loss, but is of low concern as frequency and degree of disturbance is expected to be low.		
<i>Increased predation near linear disturbances due to longer and wider linear disturbance increased (line of</i>	Possible decline of fur bearing animals in the area, but unlikely as most predators are fur bearing animals	Potential increase in variety of species available to Tłıchǰ citizens for trapping and harvesting, as predation near linear disturbances is typically linked to improved	Likely overall net gain as a widened linear disturbance has potential to attract fur bearing animals, such as wolves and other predators; overall net gain for Tłıchǰ harvesters		

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłchq harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
<i>sight) for predators</i>		access for predators; increase in Tłchq harvesters' ability to trap/hunt fur bearing animals and predators.	because of increased access to harvesting areas and food sources; likely increases in Tłchq harvesters' access and ability to hunt and trap wolves and other predators in the area.		
<i>Linear disturbance from spur roads and other activities</i>	Possible decline in fur bearing animals due to increase in cabins, ATVs/snow machines and people in the area.	Improved access along the already-disturbed tractor trail, increasing overall harvesting areas for Tłchq citizens.	Possible net loss, but overall potential net gain for Tłchq harvesters because of increased access to harvesting areas. Furthermore, construction of spur roads would be subject to Tłchq permissions (see the Tłchq Agreement and Tłchq Land Use Plan).		
<i>Contamination of waterways and wetlands due to increases in traffic (i.e., gas and oil spills) and other emergencies</i>	Possible decline in quality and quantity of fur bearing animals in the area; increased risk of illness.	No benefits.	Likely negligible to minor net loss, but of low concern for Tłchq harvesters as the frequency and magnitude of spills is low. In the event of a spill, required clean-up is swift and well understood by Tłchq harvesters.		
<i>Physical clearing and disturbance during construction</i>	Possible decline in fur bearing animals available for harvest and trapping in the area.	No benefits.	Likely net loss, but of low concern for Tłchq harvesters as construction is temporary and an overall short period of time.		

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Tłıchǰ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
Fish Species					
<i>Increased access to the area for Tłıchǰ and non-Tłıchǰ harvesters</i>	Potential competition for more easily accessible fishing areas; increase in sport fishing and non-Tłıchǰ fishers in the area.	Increased access to fishing areas for Tłıchǰ citizens; increased opportunities for Tłıchǰ participation in the tourism market.	Likely net gain for Tłıchǰ harvesters because of increased access to fishing areas; increased opportunities for Tłıchǰ ecotourism in the area.	TG: -Mitigation #10 (see below)	3.1.6 Results
<i>Sensory disturbance from road construction and ongoing operations (i.e., noise, smell, dust and pollution from traffic)</i>	Possible decline in fish quality and quantity in adjacent water sources due to possible contamination.	No benefits.	Likely net loss, but is of low concern as noise and smell from the road are unlikely to have a big impact on fish.	GNWT -See PR#7, Table 8-7 for potential fish habitat impacts and mitigations measures in place	3.2 Pathway Analysis
<i>Introduction of new species (or invasive species) to the area</i>	Potential for invasive species to affect natural ecosystems (i.e. fishers using live bait from other regions).	No benefits.	Likely net loss, but is of low concern to harvesters as the likelihood and magnitude of such occurrence is low.	Additional comments: -See the Spill Contingency Plan, PR#7, Appendix L	3.3 Residual Effects Analysis
<i>Linear disturbance from spur roads and other activities</i>	Possible decline in fish due to increase in human activity in the area.	Improved access along the already-disturbed tractor trail, increasing overall harvesting areas for Tłıchǰ citizens.	Likely net gain for Tłıchǰ harvesters because of increased access to fishing areas; increased opportunities for Tłıchǰ ecotourism in the area. Furthermore, any spur roads would be subject to Tłıchǰ permissions (see the Tłıchǰ Agreement and Tłıchǰ Land Use Plan).		3.4 Prediction and uncertainty 3.5 Effects Classification and Determination of Significance

IMPACT PATHWAYS	<i>Potential adverse effects</i>	<i>Potential beneficial effects</i>	<i>Estimated net benefit/loss to Ṭcḥ harvesters</i>	<i>Existing Mitigation Measures</i>	<i>Relevant ASR Sections</i>
<i>Contamination of waterways and wetlands due to increases in traffic (i.e., gas and oil spills) and other emergencies</i>	Possible decline in fish in waterways adjacent to the TASR, or near water crossings, due to exposure to contamination.	No benefits.	Likely net loss, and is a concern for Ṭcḥ harvesters, but this will be mitigated through careful design of stream crossing and spill response procedures. Further, the frequency and magnitude of spills is low. In the event of a spill, required clean-up is swift and well understood by Ṭcḥ harvesters.		

Improving access to new territory and areas in Tłıchq lands will result in potential impacts to areas. The elders have expressed concern that the risks to wildlife, loss of wildlife, and potential impacts on the land and ecologically important habitat may decrease Tłıchq citizens' ability to harvest in the TASR area (PR# 28). However, the TASR also represents an opportunity for Tłıchq citizens to improve access to existing territory that is less accessible, or at least very difficult to travel to. This presents a new opportunity for all land users to discover areas within their lands with valuable wildlife and fish species available for harvest.

The Tłıchq Government and Community Government of Whatı acknowledge the issues associated with new access to Tłıchq lands, and as such, are committed to ensuring that hunting and access on Tłıchq lands are well managed using the existing and potentially new management tools available. In addition to the provisions set forth in the Tłıchq Agreement and Tłıchq Land Use Plan, the Tłıchq Government has committed to the following mitigation to reduce potential impacts from wildlife and traditional use as a result of the TASR:

Mitigation 10: To ensure effective management, the Tłıchq Government will investigate the need for regulations and policies to manage the construction of cabins and design of hunting, trapping, and fishing in the area, in order to minimize impacts on local animal populations. The Tłıchq Government, Federal Government and the GNWT commit to work together to provide clear guidance on this topic.

Furthermore, the Tłıchq Government has described its ability to control fish harvesting in PR# 97, IR 1, pp. 4 to 11. This IR response outlines the GNWT-DOT mitigations pertaining to fish species and fish habitat, which contribute to the Tłıchq Government's protection and management of "fishing sites and fish species throughout the construction and operation of the TASR." Between the GNWT-DOT fisheries mitigations, the TG and CGW Mitigation 10 (above) and the Tłıchq Government's control over access and harvest limits:

...the TG anticipates only low residual impacts to occur in regards to fisheries. Given the health of our fish stocks, we do not expect to see a noticeable decline in fish stocks or harvest success for Tłıchq citizens, and any adverse effect will be balanced by economic development associated with tourism revenues. (PR# 97, IR 1, p. 11)

The Tłıchq Government is working on a number of initiatives to protect and effectively manage Tłıchq lands, as well as Tłıchq land users' ability to harvest fish and wildlife in a future TASR scenario. Some of the work the Tłıchq Government is undertaking includes:

- The Tłıchq Agreement provides the Tłıchq Government the authority to undertake land use planning and law-making for the portions of the TASR area that are situated on Tłıchq lands. Existing legislation of general application (e.g., the Fisheries Act and accompanying regulations, etc.) also apply. Any new legislation would be subject to the hierarchy provisions of the Tłıchq Agreement, and require the review provision described in the Tłıchq Agreement, this would include review by the WRRB for areas within their mandate.

- The Tłıchǵ Government has approved Guidelines for Cabins on Tłıchǵ Lands (approved by CEC on May 21, 2015);
- The Tłıchǵ Government passed a Tłıchǵ Lands Protection Law in 2005.
- For public lands outside of Tłıchǵ lands (the majority of TASR is on these public lands and not Tłıchǵ lands), the Tłıchǵ Government is working in collaboration with its treaty partners (GNWT and Canada) on developing a mechanism for Land Use Planning in the Wek'èezhì Management Area;
- For cabins on public lands outside of Tłıchǵ lands, the Tłıchǵ Government has provided consultation/engagement feedback to the GNWT on its Recreation Land Management Framework; and
- The Tłıchǵ Government is collaborating with the GNWT on drafting of new/revised proposed legislation in the following areas: *Forest Management and Protection Act*, *Protected Areas Act*, *Waters Act*, *Environmental Rights Act*, and *Environmental Protection Act*.

The Tłıchǵ Government provides the following initial effects characterization table for exemplary purposes only.

Table 18-2: Effects characterization related to perception of land changes from wildlife disturbance

Indicator	Characteristic	Rating/Effect Size
Tłıchǵ Perception of Land (via wildlife disturbance and wildlife movement alterations only)	Direction	Negative
	Magnitude of residual effects after mitigation applied	Low to moderate (existing linear disturbance in place; strong monitoring and management plans in place)
	Geographic extent	Primarily limited to the LSA around the all-season road
	Duration/reversibility	Long-term and permanent (increased wildlife mortality risk in LSA and life of road effects duration)
	Frequency/timing	Continuous with intermittent disturbance from road traffic after construction is complete
	Likelihood	Certain (some additional habitat loss from clearing) Probable (alterations of wildlife movement patterns due to traffic; increased harvesting activity along and in spurs off of all-season road)

Other Changes from the All-Season Road that May Have Effects on Tłıchǰ Perception of Land

The Review Board has also asked us to describe other direct or indirect impacts from the TASR that may contribute to a change in the perception of the land resulting in changes to traditional use or value of the area. Although the TASR route has an existing right of way and is partially cleared already, there is potential for Tłıchǰ harvesters and land users to perceive a difference in the landscape during construction and following the completion of the road. This may include a decreased sense of peacefulness in the area, both from construction machinery (which is temporary and relatively short term), and the improved accessibility to the area – which includes car traffic and non- Tłıchǰ presence.

While the peacefulness of the area may be altered for land users who currently access the area, Tłıchǰ citizens overall will be provided with improved access to the TASR area that many harvesters, and Tłıchǰ youth in particular, have not accessed before. The positive outcomes from this result in more opportunities to harvest wild game and fish, gather plants and berries, practice traditions and teach our youth how to live well and carry on the Tłıchǰ way of life. Thus, the direction of effects may be both positive and negative, depending on the experience of individuals and whether they have used the area in the past or not. Generally speaking, we suggest that for harvesters who use the area actively already, there will be a mix of positive (easier access to an existing harvesting area) and negative (increased sense of competition from non- Tłıchǰ presence, slight alterations to the wilderness character of the area) effects. For Tłıchǰ who have little existing use of the TASR LSA, we can predict a primarily positive effect, as they will have a new, easily accessible area to enjoy within the Tłıchǰ Region. These “non-current users” will not see reductions in the wilderness values of the area, because they do not have a strong existing connection with the area as it currently is.

We recognize that the current state of the existing right of way will change with the TASR, largely via an increase in sensory disturbances such as noise, dust and smells from vehicle pollution. However, the magnitude and frequency of these disturbances are not expected to be high, especially once the road is in its operations. Unlike the main highway, the vast bulk of traffic driving on the TASR is likely to be Tłıchǰ citizens. As such, the road will be seen as a tool for improving access to already disturbed areas, not as an intrusion on untouched lands. Although there will be physical changes in the landscape, which has potential to alter a Tłıchǰ citizen’s perception of land, the vast increase in accessibility and opportunity to practice Tłıchǰ culture and connect youth more easily to the land is likely to yield a highly positive perception of the landscape.

Spills or contaminants are unlikely to have negative effects on Tłıchǰ perception of land. It would take a major spill event by a river on the TASR to create a localized aversion to harvesting from the area. It is the responsibility of the Proponent to manage any such event (See PR #7, Appendix L, Emergency Spill Response Plan). We note as well that such risks are already in place with the existing winter road fuel transport system, and there is no evidence that Tłıchǰ citizens have been avoiding harvesting along the winter road. The

GNWT and the Whatì Community Government have monitoring and emergency management plans in effect for different scenarios.

The Tłıchǰ Government carefully manages culturally significant sites. The falls and the portage are both high value sites – and they fall within the Tłıchǰ lands. They will be managed very carefully.

Whatì community members do protect the falls (especially the elders). It will be a visiting area once the road comes in, but it can be maintained by a community member throughout the week to ensure that it is kept clean and that no one over nights. (Personal communication, Tłıchǰ staff, June 28, 2017)

The Tłıchǰ Government has discussed ways to manage public access to certain locations, such as the Whatì Falls, any restrictions on the use of the falls will be established in accordance with the Tłıchǰ Agreement (chapter 19) and Tłıchǰ law.

Overall, the Tłıchǰ Government does not expect the road to alienate Tłıchǰ citizens from the land, nor is it likely to cause Tłıchǰ citizens to think of the project-affected area as being less “Tłıchǰ lands” than it is today.

As noted in the table above, both the Tłıchǰ Government and GNWT have developed a series of mitigations to effectively manage and reduce impacts to fish and wildlife in the TASR area, which is connected to the Tłıchǰ perception of the land. With these measures in place, such as ensuring bridge crossing at Lac la Marte River is west of the portage (PR# 7, page 5-3), critically important areas will be maintained and the value Tłıchǰ ascribed to the landscape is not expected to lessen.

The Tłıchǰ Government provides the following initial effects characterization table for exemplary purposes only.

Table 18-3: Effects characterization on perception of land

Indicator	Characteristic	Rating/Effect Size
Ṭḥcḥq Perception of Land (via all other factors than wildlife related considerations)	Direction	Negative to positive (negative impacts may occur if spills occur, human fires spread into the forest, or large numbers of outside users come into the area; positive impacts may occur if Ṭḥcḥq citizens spend more time on the land in this previously difficult to access area and make it more a part of their seasonal rounds)
	Magnitude of residual effects after mitigation applied	Low to moderate for both negative and positive effects (failure modes subject to monitoring and management plans; adverse effects would be localized (e.g., spills); controls are in place for access and use as per Ṭḥcḥq Land Use Plan and management mandate)
	Geographic extent	Primarily limited to the LSA around the all-season road, with localized areas of higher risk of altered perception (especially spiritual sites)
	Duration/reversibility	Long-term and permanent (positive and negative effects will continue for the life of the road, which is envisioned as permanent). However, duration of negative perceptions may be tied to individual incidents and perceptions of how they are managed (e.g., spills)
	Frequency/timing	Altered perception will be low to moderate, though quite possibly fluctuating (between positive and negative changes) between individuals. There is improved access to culturally important sites.
	Likelihood	Potential (alterations of Ṭḥcḥq citizens' perception of the all-season road area for traditional use are likely; their direction is in question for individuals and the citizenry as a whole, depending on management implementation and accidents and malfunction occurrence/avoidance)

Overall Summation of Effects on Traditional Use and Way of Life as a Result of Altered Perception of Land

In the case of wildlife disturbance and changes to movement patterns, low to moderate adverse effects may occur. These will be mitigated, and monitored and subject to adaptive management (See Table 18.1). Increased Tłıchǵ citizen access to the area around the all-season road for the purposes of harvesting, may in fact lead to a higher knowledge of, use, and regard for, this particular portion of the Tłıchǵ region. Use of the land by Tłıchǵ people increases the connections that are critical to well-being and way of life.

In addition to the information provided herein, we have addressed potential changes in perception of land in PR#97, IR2, as well as the traditional knowledge study (PR#28).

TK research has already addressed the sacred or special places along the TASR route, so the fact that other areas, such as waterfalls, would be more accessible is not a bad thing. In fact, it may make for more frequent visitations by both tourists and the Tłıchǵ alike.

The Tłıchǵ Government and WCG will be playing an active role in the environmental monitoring and protection, and the Tłıchǵ are protecting their land, water, and food resources.

References:

Tłıchǵ Government. 2005. Tłıchǵ Lands Protection Law. Available online at <http://www.Tłıchǵ.ca/content/Tłıchǵ-lands-protection-law>

MVEIRB IR Number 20: Supply References

Comment: The TG made reference to several documents in its response to the Review Boards Oct 28, 2016 information requests but did not provide a copy of the document for the public registry.

Recommendation: Please submit the paper referenced on page 32 of PR#96 (Edwards K. et al. 2011), and relevant references from PR#7, Appendix B; PR#96; PR#97.

MVEIRB IR 20 Response:

The Review Board has asked the Tłıchǵ Government to supply all *relevant* references from the sources noted above in their recommendation. To satisfy this request, the Tłıchǵ Government will be submitting relevant source material that is either:

1. Not publicly accessible (this includes material published by the GNWT); and/or
2. Not already on the public registry.

Below is a list of the relevant sources the Tłıchǵ Government will be submitting to the Review Board from each noted public record:

Referenced in PR# 96 (Tłıchǵ Government and CGW IR responses):

Edwards, K., Mitchell PhD, S., Gibson PhD, N., Zoe-Martin, C., Daniels, A., Martin, J., & Wansbrough, R. N. (2013). Up north they're talking sex: Collaborative and Community Driven Model for Sexual Health Knowledge Mobilization. *Journal of Health Disparities Research and Practice*. 6(2), Fall 2013: 80-90

Kuokkanen, R. (2011). Indigenous economies, theories of subsistence, and women: Exploring the social economy model for indigenous governance. *The American Indian Quarterly*, 35(2), 215-240.

Natcher, D. C. (2009). Subsistence and the social economy of Canada's Aboriginal North. *Northern Review*, (30), 83-98.

Usher, P. J., Duhaime, G., & Searles, E. (2003). The household as an economic unit in Arctic Aboriginal communities, and its measurement by means of a comprehensive survey. *Social Indicators Research*, 61(2), 175-202.

Whatì Interagency Community Meeting, 2013. Interagency meeting, May 2-3, 2013.

Whatì Interagency Community Meeting, 2015. Interagency meeting, May 2-3, 2015.

Whatì Interagency Community Meeting, 2017. Interagency meeting, 2017.

Referenced in PR# 97 (Aboriginal Government IR responses):

Zimmerman, Dennis. (2014). *Competitive analysis of the outfitted recreational sport fishing sector of the Northwest Territories*. Spectacular Northwest Territories. Available online at:
http://spectacularnwt.com/sites/default/files/fish2nwt_competitiveanalysisovernightsportfishingfinal.pdf

Referenced in PR# 7, Appendix B (Socio-economic issues scoping study):

Community Government of Whatì. (2014). *Our Focus for the Future: Strategic Plan 2014-2019*. Whatì, NWT: May 5, 2014.

Conference Board of Canada. (2014). *Building Community Resilience in Whatì, Northwest Territories*. Conference Board of Canada: Centre for the North, March 2014.

Environmental Impact Review Board. (2013). *Final Report of the Hamlet of Tuktoyaktuk, Town of Inuvik and GNWT – Proposal to Construct the Inuvik to Tuktoyaktuk Highway*. Joint Review Panel of the Environmental Impact Review Board of the Inuvialuit Settlement Region, January 25, 2013. Available online at:
<http://eirb.ca/projects/inuvik-tuk-highway/?document=final-panel-report-2013-01-25>

Office of the Cultural Coordinator. (2013). *Gonaowo t'a Nats'etso; Elets'ats'edu t'a Nats'etso. Tłıchq Language, Culture and Way of Life: A Report from the Cultural Coordinator 2010-2013*. Behchokò, NWT: Tłıchq Research and Training Institute, Tłıchq Government. Available online at:
http://www.research.Tłıchq.ca/sites/default/files/cc_report_2010-2013_r.pdf

NSMA IR Number 2: Tłıcho Regulation of Fishing

Comment: (Submitted after Due Date) Proponent cites a number of times that Tłıcho Government may apply and implement its own regulation of fishing within Tłıcho Lands. NSMA understands from the Response that, at present, the same recreation fisheries regulation elsewhere in the NWT applies within the Tłıcho Lands; and that regulation by Tłıcho Government will be in addition to, but not a replacement of, the existing recreation fisheries regulation that is currently administered by the GNWT. NSMA would like to request further information about the nature and progress of the potential development and implementation of the Tłıcho Government's regulation of fisheries within Tłıcho Lands.

Recommendation: Please provide, where exists, information about: current status of development, schedule of development, vision and scope, and mechanisms of implementation and enforcement, of the Tłıcho Government's regulation of fisheries on Tłıcho Lands.

NSMA IR 2 Response:

The Tłıchǫ Government has the legislative authority and jurisdiction to write laws, develop its own strategies, as well as control and effectively manage subsistence harvesting and industrial development on its lands (see the Tłıchǫ Agreement and Tłıchǫ Land Use Plan). The Tłıchǫ Government acknowledges the NSMA's request with respect to fisheries regulation, however observes that the development, implementation and enforcement of Tłıchǫ laws is a matter outside the jurisdiction of the Review Board and outside the jurisdiction of this environmental assessment process. Furthermore, the request does not speak to the subject matter of the TASR and so this information request will not be directly addressed.

The Tłıchǫ Government refers to the already developed NWT Fisheries Regulations, as well as the NWT Sport Fishing Guide, both of which set a context for policy and regulation in the region. Legislation set forth in the NWT Fisheries Regulations dictates:

5(1) No person shall fish except under the authority of a licence issued under these Regulations or under the Aboriginal Communal Fishing Licences Regulations. (Government of Canada 2017)

27(1) Notwithstanding subsection 5(1) and subject to subsection (2), a person may engage in sport fishing without a sport fishing licence if the person is

(a) Northwest Territories resident or a resident Canadian under the age of 16 years or 65 years of age or over; or

(b) a non-resident under the age of 16 years who is accompanied by a person who holds a sport fishing licence. (Government of Canada 2017)

As well, there is sensitivity to maintaining the fish stock and diversity in the region, as evidenced by the commercial fisheries prohibitions in the NWT Fishery Regulations – specifically Section 13.1: “No person shall be issued a commercial licence to fish in the waters of Lac la Martre unless that person has resided continuously in the settlement of Lac la Martre for a period of not less than six months immediately preceding the day he applies for that licence.”

This is indicative of a level of prudence and caution that has been taken towards fisheries in the region.

In PR#97, IR1, the Tłıchǵ Government provides a detailed response pertaining to fish harvesting concerns as a direct or indirect result of the construction and operation of the TASR, including our ability to enact legislative authority to control and effectively manage fish harvesting on Tłıchǵ Lands. The Tłıchǵ Government is committed to working with the DFO and other government partners to ensure the protection and management of fishing sites and fish species throughout the construction and operation of the TASR.

References:

Government of Canada. 2017. Northwest Territories Fishery Regulations. Published by the Minister of Justice. Accessed on June 22, 2017. Available online at http://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._847.pdf

Government of the Northwest Territories. 2017. Northwest Territories Sport Fishing Regulations Guide. April 1, 2017 - March 31, 2018. Accessed on June 22, 2017. Available online at: http://www.enr.gov.nt.ca/sites/enr/files/nwt_sport_fishing_guide_2017-18.pdf

NSMA IR Number 3: Implementation of Fisheries Regulations on Shared Water Bodies

Comment (Submitted after Due Date) NSMA understands from the Response that some fish-bearing water bodies are located over Tłıchq Lands boundary. This means, when Tłıchq Government's fisheries regulations are in effect, one water body could be regulated by two different governments (GNWT and Tłıchq Government) and respective regulations.

Recommendation Please provide, where it exists, information about how the two governments plan to coordinate regulations and enforcements of fisheries on the water bodies along the Tłıchq Lands boundary.

NSMA IR 3 Response:

The Tłıchq Government has the legislative authority and jurisdiction to write laws, develop its own strategies, as well as control and effectively manage subsistence harvesting and industrial development on its lands (see the Tłıchq Agreement and Tłıchq Land Use Plan). Where appropriate, the Tłıchq Government will work collaboratively with the Department of Fisheries and Oceans on fisheries regulations of water bodies along, or outside, the Tłıchq lands boundary. The Tłıchq Government acknowledges the existing laws, regulations and guidebooks with respect to managing and regulating fisheries (See TG Response to NSMA IR 2). The Tłıchq Government acknowledges the NSMA's request with respect to a government-to-government coordinated approach for fisheries regulation and enforcement, and observes that the request does not speak to the subject matter of the TASR and so this information request will not be directly addressed.

In PR#97, IR1, the Tłıchq Government provides a detailed response pertaining to fish harvesting concerns as a direct or indirect result of the construction and operation of the TASR. The response describes Tłıchq Government's ability to enact its legislative authority, its ability to effectively manage and control fish harvesting on Tłıchq Lands, and describes the additional recommended mitigations and the commitments already in place by the GNWT to reduce impacts on fish, fish habitat and fishing. The Tłıchq Government is committed to working with the Department of Fisheries and Oceans and the GNWT to ensure the protection and management of fishing sites and fish species throughout the construction and operation of the TASR.

NSMA IR Number 4: Sustainable Development of Fishing-based Tourism Opportunities

Comment (Submitted after Due Date) The Response cites "sustainable development of fishing-based tourism opportunities" by Tłıchǵo Government as a mitigation against potential adverse effects on fish and its habitat from the proposed TASR. NSMA acknowledges fishing-based tourism can be a sustainable development initiative.

Recommendation Please provide, where possible, information about Tłıchǵo Government's current plan for the development of sustainable fishing-based tourism opportunities and how it can mitigate against potential adverse effects from the proposed TASR.

NSMA IR 4 Response:

The Tłıchǵo Government and Community Government of Whatì view tourism as a positive economic development opportunity from the construction and operation of the TASR. The response to IR5 in PR# 96 provides detail on the potential for tourism in Whatì and for its residents, which is also a core focus of the TREDWG Economic Development Strategic Plan (2017). Plans for tourism growth in Whatì are reviewed in (see PR#96 IR5), and the Tłıchǵo Government and Community Government of Whatì do not expect any negative impacts associated with tourism as a result of the TASR.

At the time of writing PR#96 in December 2016, the TREDWG Economic Development Strategic Plan was still a draft. The Strategic Plan was officially approved in June 2017, which lists tourism as a priority for each of the four communities. The communities are all working on Tłıchǵo Community Priorities and Action Plans. Possible tourism opportunities could include (but are not limited to) fishing trips, canoe trips, cultural tours, and wilderness excursions. The aims of each community Action Plan are to ensure increased economic development for Tłıchǵo citizens, Tłıchǵo entities and the Tłıchǵo Government; and to ensure relevant training and education for Tłıchǵo citizens (Tłıchǵo Government 2017). Tourism is a core industry for fostering healthy economic development growth in Whatì.

The Tłıchǵo Land Use Plan (LUP) further identifies strategies and areas suitable for eco-cultural tourism opportunities. The Tłıchǵo LUP defines eco-cultural tourism as "responsible travel in naturally and culturally rich locations that conserves the environment, and improves the well-being and promotes the understanding of Tłıchǵo" (Tłıchǵo Government 2013, p. 56). To this effect, tourism brings forward opportunities for benefitting Tłıchǵo citizens while simultaneously protecting Tłıchǵo Lands:

Tourism has the potential to provide economic benefits to Tłıchǵo citizens. Ecotourism and cultural tourism are both growing markets worldwide and are expected to become increasingly popular in the North as access and travel becomes more convenient and affordable. Ecotourism – touring natural habitats in a manner meant to minimize ecological impact – can be beneficial as it can help to protect Tłıchǵo lands at the same time as providing local benefits for Tłıchǵo. Guided hiking, canoeing and air

travel would form the basis for ecotourism experiences. The rich history and traditions of the Tłıchǰ can offer opportunities to build cultural tourism as well.

Other tourism endeavours include commercial hunting and fishing lodges as well as outfitters, cultural tours and wilderness guides. Currently there is one tourism operation on Tłıchǰ lands, which is a fishing lodge on Lac la Martre³. (Tłıchǰ Government 2013, p. 33).

The Tłıchǰ Government presently has five Land Protection Zones, four of which permit eco-cultural tourism. Given this, there remains vast potential for the expansion of sustainable Tłıchǰ-led eco-cultural tourism opportunities on Tłıchǰ lands, which includes fishing-based tourism opportunities.

Furthermore, the Tłıchǰ Government is developing a Tłıchǰ Region Tourism Strategy. The Tourism Strategy is designed to foster the healthy growth of tourism across the entire Tłıchǰ region, with specific considerations for each individual community's needs and capacities. For Whatì specifically, the plan suggests guided fishing tours on Lac la Martre as a potential opportunity for future community tourism – an opportunity that has considerable potential for growth with easier access as a result of the TAsR. The Tourism Strategy provides sound evidence for the Tłıchǰ region's readiness to implement, and benefit from, tourism opportunities in each community, including Whatì.

An additional contribution to the Tłıchǰ Government's approach to tourism growth is the development of the Tłıchǰ Arts and Crafts Strategy, which is still not completed. The aim of the strategy is to maintain and strengthen the Tłıchǰ traditional economy through the sale of Tłıchǰ arts and crafts, such as mittens, moccasins, and vests, among other items. While Tłıchǰ artists and crafters have been selling their work for a number of years, particularly through the highly successful Tłıchǰ Online Store, promoting the sale of arts and crafts through additional tourism-based initiatives is also a key driver to strengthening the Tłıchǰ traditional economy. The Tłıchǰ Government will continue to work closely with local partners, such as the NWT Tourism, local municipalities, tourism operators, local businesses, retail operators, and craft fairs to continue to promote Tłıchǰ culture and artistry through tourism-based initiatives.

The coalescence of the TREDWG Strategic Plan, the future Tourism Strategy, the future Tłıchǰ Arts and Crafts Strategy and the Tłıchǰ LUP, in addition to the research and analysis explained in PR# 96, IR 5, reveal the extent to which the Tłıchǰ Government has invested in careful planning for tourism growth in the Tłıchǰ region, including Whatì.

³ In 2016, the Whatì fishing lodge was booked to capacity (based on 150 people doing a three-day trip) throughout the season, generating approximately \$432,000 in revenue. The lodge anticipates to be fully booked again in the coming 2017 season (personal communication with operator, December 15, 2016).

Tourism is an underdeveloped economic development opportunity. All of the plans noted above will be vital for building a local tourism industry in a future-TASR scenario that is respectful of Tłıchǫ culture and laws, ensures the benefits of tourism remains in communities and with Tłıchǫ citizens, and contributes to the protection and enhancement of Tłıchǫ lands.

References:

Tłıchǫ Government. 2013. Tłıchǫ Wenek'e: Tłıchǫ Land Use Plan. Tłıchǫ Government, Behchokǫ, NT, Canada.

Tłıchǫ Government. 2017. Tłıchǫ Final Draft Training and Economic Development Strategy. Opportunities for economic development. February, 2017. Available online at www.tlicho.ca

Appendix A: Whati Interagency Group Committee Meeting Minutes



4th Special Inter-Agency Meeting **Thursday, May 18, 2017** **(11:00am - Whati Culture Centre)**

Meeting Summary

“If you are not here, you don’t know the truth. If you are attending here, you know what’s going on.” – Grand Chief Eddie Erasmus

Welcome & Opening Remarks

An opening prayer from Michel Moosenose began the 4th Special Inter-Agency Meeting. Chief Alfonz Nitsiza and Grand Chief Eddie Erasmus each gave opening remarks.

Past Meeting - May 4, 2016 – Summary of Actions

Summary of past meeting actions were reviewed.

Road Planning – Inter-Government Committee (Department of Infrastructure & Tłı̄chǫ Government)

Michael Conway from Infrastructure spoke about the summer geotechnical work that will be occurring, which includes an advanced archeological impact assessment. This work will help identify the best place to do granular. A Request for Qualifications (RFQ) for construction of the Tłı̄chǫ All-season Road has been sent out, and well-attended meetings took place with companies from all over the world. This RFQ process closes on June 9. When the RFQ closes, there will be a number of different companies in place, but three companies will be chosen for the Request for Proposal (RFP) stage. The GNWT defines the scope and objectives for the proponents, along with the TG.

From a finance perspective, the companies will be very large and will be required to finance on their own a large project. The P3 project will benefit communities by providing business, training, and local expertise. Training will be a component of the RFP. In addition, there will be a lot of opportunity for the region as a whole. The Environmental Assessment process is underway.

Zabey Nevitt spoke about the involvement of the Tłıchq Government in the process. The road starts at the highway and goes all the way to Whatì, crossing three different types of land. In total, there are 80 km of public lands controlled by the GNWT, with 17 km owned by the Tłıchq. There needs to be a Lands Access Agreement developed for this stretch of land, and this area will be swapped with the GNWT for other lands. The Environmental Assessment process is there to identify social, cultural, environmental impacts from the project, and to identify how to avoid impacts. This process is being completed by the Review Board, and there will be a Board that comes into Whatì to hear about people's concerns and receive input. The Tłıchq Government will make a determination about the final report of the assessment. For business, there will be a range of ways that training is written into the RFP requirements. We also need to have people ready to go, and there are many throughout the region preparing for the opportunities. Other opportunities include additional training through the Tłıchq Regional Development Working Group.

Tłıchq Government & Community Government of Whatì Mitigations

(Vickie Francisco, Ginger Gibson and Lisa Nitsiza) Presentation was by PowerPoint, and all key points are listed. This presentation updated what both levels of government have done to implement and track commitments. Ginger Gibson and Lisa Nitsiza presented on the commitments that need to be in place dealing with community safety, economic development, community preparedness, and governance. Overarching goals include to:

- Strengthen community security and safety through resilient policing, policies, and programs;
- Strengthen community economic development through programs and resources;
- Prepare the community of Whatì for road development through programs, intergovernmental coordination and provision of resources; and
- Prepare the citizens and governments for road development through development of predictable regulations, policies and support of services.

Tłıchq Region Training and Economic Development Strategy (Vickie Francisco)

Vickie Francisco, the Community Services Manager, highlighted the structure of the Tłıchq Region Economic Development Working Group and the current status of the *Tłıchq Region Training and Economic Development Strategy*. Within this recently approved Strategy are four Tłıchq communities' five-year action plans. These action plans will address each community's goals and visions on community development.

Eight themes have emerged which will be reflected within the Strategy, these themes include:

- Trades;
- Tourism;
- Natural Resources & Renewable Energy;
- Traditional Economies;
- Traditional Arts & Crafts;
- Community Services;
- Community Businesses; and
- Community Infrastructure – Proposed and/or Realized.

In terms of the all season road, the focus is on infrastructure with the Working Group intending to unlock the benefits of the road. There was a proposal developed for the federal government, and the five year action plans focus on skill development, heavy equipment operator training, a trades training facility, woodlots and harvest lots, environmental monitoring, commercial camp cook, and traditional economies. There will be a continued job readiness program that aligns with the Strategy. The overall goal of the Working Group is to continue to build the Tłıchǫ Region and more specifically, a stronger and economically viable Whatì through supporting one another and working together.

Group Sessions

The larger group was broken into three smaller groups, each assigned a different area for reflection and brainstorming; Vickie Francisco, Ginger Gibson, Lisa Nitsiza, and Larry Baran facilitated these sessions. Notes from the sessions are provided below, overarching 2017 recommendations and concerns based on themes are included within the next section.

1) Employment and Training (Facilitator: Vickie Francisco)

The breakout began by examining what planning has occurred around road issues in the past year. Key points included the identification of employment opportunities within TIC (35 companies) and the need for successive planning within HR opportunities. Planning also has included compiling the different types of roles, as well as the talent that already exists within the community; such a database can match skills to demand and opportunities. There has also been a focus on structuring for length of positions (short term vs. long term) and to promote a natural transition with new employment opportunities. There is also a list of criteria, associated with new positions, that includes things such as co-op programs.

Aurora College was also brought up; in particular, there was a focus on skill development and tourism training courses. Courses should be developed that reflect what skills will be needed in the community (e.g., office personnel, tourism, retail sales). The college also has academic upgrading that can be used to train people for

entry-level jobs. In addition, Aurora College also has a 12 week ACCESS program that aims to help people be qualified for trade entrance exams.

With the road, there are also opportunities for partnerships between different types of employers including small businesses, repair shops, and other trades. Having mentors available for small business would also be beneficial.

ECE has also developed a skills-for-success initiative, which will have program changes that will lead to employment. This includes Student Northern Apprenticeship Program (SNAP), which is to be released in June 2017, other apprenticeships, and employment training programs. The program changes will fill gaps in funding (tied to employees), training on the job, and wage subsidies.

Also in relation to planning, TREDWG funding has been secured for training in Whatì to fill the gap of literacy and utilize resources.

Highlighted was also the notion of the importance of having a grade 12 education when there are minimal jobs available. More planning and awareness for high school students is important to make sure they are aware of this reality. School systems have a 3-way dialogue focused on career planning interests, strong sense of the courses students need, and career planning. Support from parents is also needed to help students make healthy career and culture choices.

2) Social and Cultural (Facilitators: Lisa Nitsiza and Ginger Gibson)

Topics of discussion included the planning for the new road that has occurred thus far, the new social implications associated with the road, and the present gaps that will need to be addressed.

When discussing the planning that has occurred around roads issues this year it was brought up that there hasn't been a lot of input from the RCMP, despite more traffic on the road. There is the question of whether there is enough human capacity to handle the traffic, or if Whatì will need another constable. The RCMP Interagency Group working memo of understanding includes a pilot project, curriculum, training in Whatì for people who have been convicted, family support, and education related to drugs, sexual health, and parenting classes. Aurora College is involved with the curriculum and it is to be brought to other communities. This program is backed by community governments, TG, and TSCA (for example the TCSA has agreed to cover costs of staff positions) and will come to the community twice per month. It addresses an underlying issue in which we fail to recognize the people who are released from jail as there is no support and a surrounding stigma making it hard to rise back. This program's goal is to address the root cause while providing support to the community and at this time is open to four people going through the system. Currently, there are no additional plans in place once the road comes in, however the community should be there to help each other and to be proactive in planning and for the program to be in place prior to the

road completion. In moving forward on this program, there is a goal to have the Memorandum of Understanding signed by the end of June 2017. In addition, there will be continued feedback on how the program is running and every month it will be reported to TG and the Chiefs Executive Council.

Members also brought up the Municipal and Community Affairs strategic council for 2020 as a useful tool that has a lot of information to it.

The first parenting program took place on May 10 and included perspectives from Aboriginal parents including past parenting practices (e.g., rules of grandmothers/aunts/uncles) and rights of passage. There was an emphasis on child-to-elder raising being cyclical. Moving forward, each time there is a parenting program the past meeting/gathering will be reviewed to discuss the next steps or ways to improve.

The components of what is in the 4-5 day TG social “personal parenting program” were discussed including an educational component on residential schools, healthy babies parenting program, and a puberty camp. In particular, puberty camp would involve taking youth out on the land and teaching about their bodies alongside traditional ways.

Within the TSCA there hasn't been much done specific to TASR although nurses in Whatì have expressed a desire to bring in an art therapist, which has been successful in Behchokò. Regarding Electronic Medical Records, all the charts are in one location and once there is enough data, trends can be observed and resources allocated accordingly. In addition, the GNWT gave family violence protocol funding to communities that did not have a shelter.

Regarding future strategic plans for the TG, there are short-term (0 to 6 year plans) in place with a ten-year strategy coming soon. This work was built on interviews and conversations with around 350 individuals to about changes and the services that are required. In particular, there was a focus on early childhood, establishing family resource centers in each community, and oral health and speech language resources. The family resource center will promote healthy food, parent day, learning activities, and be a place where occupational therapists and physical therapists can come to and parents can support each other through peer support groups. Currently, the project will use existing buildings, such as the youth center.

On the land programs were identified as being highly important to get people socializing together and into the bush. A healing program for the beginning of April focuses on participants working on a project, which they are able to take home after the programs. Programs include a moose hide tanning program, and a fishing camp. There was also a discussion on learning the terminology associated with the road (e.g., names for the different minerals) in order to keep everyone, including elders, up to date on the road project.

3) Infrastructure (Facilitator: Larry Baran)

This group looked beyond TASR to consider both the investment in new infrastructure and expansion of previous infrastructure to meet the needs of communities. The overall consensus from this group was that the next step is to take action.

We need to look past the road (TASR) as being the only infrastructure but, rather, we need to look at Whatì & Behchokò developing a joint Development Corp to address more infrastructure development in the two communities as well as the road itself.

Chief Alfonz discussed the need to develop a better road to the Falls as well as a campground near (but not beside) the Falls.

Chief Alfonz was also asked to expand on the increased feasibility of the Run-of-the-River Hydro Project. Whereas, without the TASR, the hydro project may not be economically feasible, the road will make everyone revisit a number of projects including the Hydro Project. The reduced construction cost, and increased demands on the Yellowknife hydro generation facility, may make it more feasible now. Further, whereas GNWT understands the environmental impacts of building a dam for hydro generation, the Whatì Hydro Facility would have little impact on the landscape and environment, yet provide almost endless generation.

Tìchq Investment Corporation noted that there is already new investment in infrastructure with the Whatì hotel, restaurant, senior's complex, but there is an opportunity for tourism, warehousing, and in building infrastructure in Whatì as opposed to the mine site. While the mine site may have a lifespan of 20 years before they must relocate to the next location, Whatì would be the constant, and it would also bring revenue into the community and create employment in the community.

Air Tindi talked about the Airport and the previous discussions about expanding the runways to accommodate larger craft. He also discussed the opportunity to build hangers, create fueling capacity, and building warehousing at the airport instead of at the mine site. This would provide local jobs and the increased cargo capability would benefit Gamètì & Wekweètì as well as create a possible opening the Sahtu Region.

Housing talked about the need for more housing in the community even though there isn't currently any new money budgeted for the community. He supported the warehousing idea because it would have a benefit to the Housing Corp as well. He suggested that the community has the opportunity to view things differently with 'tiny houses' and other innovations. He suggested that the communities need to revisit the methods of land leasing because the systems are neither responsive nor stable (consistent). He questioned the NWT Bureau of Statistics' negative growth projections for the Tìchq Region and suggested that the new leadership will need to be prepared to seize the opportunity to move things forward or this opportunity may be lost forever.

There was extended group discussion about the need to research and prepare to develop more suitable land (residential, commercial, industrial) and look at funding that may be available in the implementation funds. (*Note: The topic of Implementation Funds was discussed at the Tłıchq Working Group and we were told that the funding no longer exists.*) It was also discussed whether we need to start looking and expanding or renovating existing buildings (*e.g., store, school*).

There was also discussion about the need to revisit the existing services and prepare for expansion (*e.g., Existing gas bar to full truck stop with tire repair, showers, convenience store, etc.*) There was discussion about developing a more structured plan, similar to the strategic plans developed for the two communities (Behchokò & Whatì) and the TREDWG Strategic Plan.

The need to circulate and promote these Strategic Plans was also discussed because the Fed's will often announce funding for specific areas and if our group (a) has projects ready to move forward, and (b) if we can clearly indicate that our proposed project fits into a larger Strategic Plan well, the Fed's prefer that. They love 'shovel-ready' projects and success stories too, therefore we should have a list of projects ready to go on short notice.

It was discussed that the group needs to decide on priorities, and start working to achieve those objectives. It was suggested that the Group Strategic Plan should include things like Tourism, and Larry noted that the TREDWG group has been working on developing a larger economic development plan for the region and one facet that will be announced this month is a Regional Tourism Plan and a Region Arts & Crafts Plan. This being the case, we need to prepare to start a coordination process within a month or so to collate our various plans into one larger Group Strategic Plan in case unique funding is made available.

It was discussed that COMMUNICATION is big issue with a lot of people not aware that there is so much work being completed and this group needs to put that word out there. There is also a need to ensure that the Tłıchq Region and local residents see benefits from the projects. Larry discussed the need to include trades apprenticeship training for Tłıchq residents in more of the contracts that we issue locally, whether big or small projects.

The topic of a joint Whatì & Behchokò Development Corporation came up again and Larry responded that he has recently had a meeting with Jasper to ensure that toes aren't stepped on and the new group would have TIC's support. (Jasper concurred). It was also mentioned that we need to see more regional planning, on the higher level, where there is coordination with the Tłıchq Government and the four Community Governments so that any plans developed by the Tłıchq Government are far-sighted, cooperative, and coordinated.

2017 Recommendations and Gaps

Through the group breakout sessions, gaps in the current practice were noted alongside recommendations for moving forward.

Cultural Gaps

There is a gap in language use and we need to find ways to revive language to avoid a separation between elders and youth. The youth need to learn the language and own it, for if you lose a language, you lose your identity (e.g., a joke is funnier in one's own language). Ideas to bridge this gap include the use of technology, the Speak Tłıchǫ app (which needs to be made more accessible), immersion classes (a two month program on the land and/or within schools), and research programs done by youth with youth. In addition, it was put forward that in 10-15 years a voting systems should be in place for the TG, using the model of MACA, in which to vote one must speak both languages. An idea was also brought forward that an extra grant be offered to new business, if they speak the language. There should also be a consideration for adults wanting to learn the language including conversational classes being offered for adults.

It was noted that there is a gap between elders and youth, as well as a large number of kids to elders' ratio. It was suggested that there is more involvement from parents/elders in running sports and culture programs in order to provide more things for youth to do. There are a lot of good youth who are great athletes and having these programs would give them something to look forward to!

Social and Health Gaps

There is a lack of programs regarding healing and self-awareness within communities, and these programs do not occur unless the community delivers it. It would be great to have health and social services come in and provide some of these.

Need complete literacy and technology training for community members.

Need to discuss how the road will affect the potential influx of substances, such as marijuana.

Students need to be informed about the short and long-term job availabilities in the area in order to identify the training they need.

Communication Gaps

Issues surrounding communication, including communicating the amount of work being completed needs to be resolved to keep everyone in the know regardless of project size. It is important to start promoting the work completed to date for this reason. Local residents also need to be able to see the benefits from these projects

and communicated opportunities, such as employment. Transparency and notice in advance is key.

There is also a duplication of services in which everyone is trying to do the same thing at the same time, more coordination and communication would decrease task redundancy.

Additional plans from the TG, Tłıchq Investment Corporation, and other services agencies need to be widely circulated in order for everyone to be aware and behind those plans, goals, and objectives to “hit the ground running” ahead of the TASR action, as opposed to some groups being behind and left out. A solid communication system will also allow for greater understanding of projects happening simultaneously, such as the timing for the fiber optic line alongside the road from H3 to Whatı.

Additional cell towers would mean no gap in communication.

Funding announcements from the federal government should be coming from locally developed plans.

Planning and Infrastructure Gaps

Need to see more regional planning between Tłıchq communities, such as a joint Whatı & Behchokon Development Corporation to ensure that TG plans are far-sighted, cooperative and coordinated.

There is a need for more housing in the community despite no money being budgeted. There is support for the warehousing idea because it would have a benefit to the Housing Corp as well. It was also suggested that the community has the opportunity to view things differently with ‘tiny houses’ and other innovations becoming popular. In order to support housing development, a three-year time frame for planning would be needed.

Basic services need to be met, including more electricians and plumbers in the community.

In terms of population growth, shrinkages are predicted for the Tłıchq. However, despite this shrinkage, a different land leasing systems will be needed for growth. Communities also need to revisit the methods of land leasing because the systems are neither responsive nor stable (consistent). This will require cooperation between all Tłıchq communities.

In response to an increase in tourism, need to have the planning and infrastructure in place to help with increased traffic (e.g., expanded services, truck stops, campgrounds, etc.).

Small businesses were also a topic of conversation and the resources they need to succeed, these include:

- Mentorship programs;
- One-on-one to work on business plans; and
- An examination of what businesses are required in the community.

The formation of a small business cooperative could help address these issues.

Is the community ready for the senior-plex, are the required resources in place (e.g., management , cleaning, cooking positions)?

Conclusion

“We don’t want to sit back and wait for people to do things for us. We have a lot of talent in this room, with a lot of education and services. We want to be part of the changes. Every time we have meeting or CG meeting, it is always public. Some of you come out here and you have other jobs, but you chose to come here and know what is happening here and share in some way. I thank you... If you don’t go to the meeting, you don’t know what is going on. Try to participate.” – Chief Alfonz Nitsiza

Agenda

4th Special Inter-Agency Meeting

Thursday, May 18, 2017

(11:00am - Whati Culture Centre)

AGENDA

Meeting Facilitator: Jim Stauffer

01 Welcome & Opening Remarks

(Chief Alfonz Nitsiza)

02 Past Meeting – May 4, 2016 - Summary of Actions

(Lisa Nitsiza, SAO)

03 Road Planning - Inter-Governmental Committee

(Department of Transportation & Tłıchq Government)

04 Tłıchq Government & Community Government of Whati Mitigations

(Vickie Francisco, Lisa Nitsiza & Ginger Gibson)

05 Group Session – Three Working Groups (Self Select to a Working Group)

Group 1: Employment and Training

Group 2: Social and Cultural

Group 3: Infrastructure

1. What planning has occurred around roads issues this year?
2. What actions can you take this year?
3. What are the gaps in services, policies or planning that you see?

06 Group Summary

07 Summary (Chief Alfonz Nitsiza)

08 ADJOURNMENT

*Note: The meeting is planned to be held between 11:00am to 3:00pm, permitting participants to arrive and leave on scheduled flights via Air Tindi.
Transportation to/from the Whatì Airport will be provided.
Lunch will be provided*

List of Participants

#	Name	Affiliation
1	Larry Baran	SAO Behchokò
2	Susan Nitsiza	EDO Whatì
3	Adeline Football	Community Director - Wekweèti
4	Marlene Wedawin	Career Development Officer
5	Carol Arrowmaker	Economic Development Officer
6	Belinda Blackduck	Economic Development Officer - Gamèti
7	Jenny Mantla	Career Development Officer - Gamèti
8	Gloria E. Gon	Community Director - Gamèti
9	Claudia Rabesca	Career Development Officer - Behchokò
10	Jacynthia Rabesca	MACA
11	Treeva Richardson	ASAD Behchokò JR
12	Sapan Seth	CFO Behchokò
13	Alfred Flunkie	Whatì Councillor
14	Lara Mountain	GNWT- INF
15	Nancy Zimmerman	GNWT - INF
16	Travis Decoene	RCMP
17	Jordan Forman	Whatì RCMP
18	Scott Young	Behchokò RCMP
19	Nora Doig	Behchokò Council
20	Ted Nitsiza	Whatì Council
21	Charlie J. Nitsiza	Whatì
22	Joe Champlain	Whatì
23	George Nitsiza	Whatì

24	Michael Rybehinski	Air Tindi
25	Caroline Jeremick'a	Returning Officer
26	Joseph Judas	Wekweètì
27	Leon Nitsiza	Whatì
28	Pierre Beaverho	Whatì
29	Blanche Myriam Shanbaghlian	TCSA
30	Grace MacKenzie	Mines Liaison Coordinator TG YK
31	Marjorie Matneson-Mauno	TG
32	Robin Laboline	Councillor Wekweètì - TG
33	Sam Jr. Mantle	TG
34	Robert Moidt	SDO Wekweètì
35	Shirley Ana Dokum	Community Director - Whatì
36	Therese Jeremick'a	CHR Whatì Health Centre
37	Natasha Nitsiza	Community Government Whatì
38	Doreen Nitsiza	Rec Coordinator, Government of Whatì
39	Clifford Daniels	Chief of Behchokò - TG
40	Alfonz Nitsiza	Chief of Whatì – TG
41	Eddie Erasmus	Grand Chief – TG
42	Marry Ann Jeremick'a	Government Service Officer GNWT
43	Carolyn Coey	NIC, Whatì Health Centre

#	Name	Affiliation
44	Sarah Nash	Director Health/Social Services TCSA
45	Rebecca Nash	Nurse In Charge, Behchokò Health Centre TCSA
46	Shannon Aikman	Director of Education – TCSA
47	Arthur Elms	Education Technology Coordinator – TCSA
48	Johan Glaodemans	Director of Finance and Corp. Services – TCSA
49	John Srapnickas	Principal, Mezi Community School, Whatì
50	Johnny Arrowmaker	Tłıchq Chief, Wekweètì
51	Jasper Lamouelle	TIC, Yellowknife
52	Kelly Brenton	TIC, Yellowknife
53	Bob Schnurr	Air Tindi
54	Lois Stauffer	Air Tindi
55	Sonny Zoe	TG
56	Andy Teroposky	NWTNC, Yellowknife
57	Alex Nitsiza	Councillor- Whatì
58	Lisa Nitsiza	Whatì SAO
59	Gordon Bohnet	
60	Laura Duncan	TG TEO
61	Ginger Gibson	Director, Firelight Group
62	Zabey Nevitt	TG
63	Jim Stauffer	Aurora College
64	Catherine Mantla	TG
65	Leona Lafferty	TG
66	Phoebe Ann Wetrade	TG
67	Nora Golubevaite	TG
68	Marlene Wedawin	TG

69	Belinda Blackduck	TG
70	Claudia Rabesca	TG
71	Jenny Mantla	TG
72	Gloria Gon	TG
73	Sherri MacDuff	ECE Regional Superintendent
74	Joseph Nayally	ECE Regional Manager, Career Development
75	Michael Conway	Regional Superintendent, Infrastructure
76	Teresa Jondrie	Regional Director, CanNor
77	Katie Rozestraten	GNWT Infrastructure
78	Leo Nitsiza	Whatì Councillor
79	Jimmy Rabesca	Whatì Councillor
80	Michel Moosenose	Whatì Councillor
81	Amy Lizotte	GNWT – ITI North Slave Region
82	Elaine Harris	Aurora College
83	Vickie Francisco	TG