

Letha J. MacLachlan, Q.C.
Environmental and Resources Law



April 9, 2010

VIA EMAIL

Alan Ehrlich
Senior Environmental Assessment Officer
Mackenzie Valley Environmental Impact Review Board
5102 50th Avenue, Box 938
Yellowknife, NT X1A 2N7

**Re: Information Requests to Dezé Energy Corporation Ltd. for the Additional
Assessment of Kache/ Ft. Reliance Route Alternative**

Dear Mr. Ehrlich:

As part of the additional environmental assessment review process being conducted for Dezé Energy Corporation's Taltson Hydroelectric Expansion Project (EA0708-007), please find attached an Information Request on behalf of Messrs. Raymond Decorby, Spencer Decorby and Wallace Finlayson, property owners potentially affected by the Reliance Adjustment.

Sincerely,

Letha J. MacLachlan, Q.C.
LJM/cab
ENCL

EA0708-007 Taltson Hydroelectric Expansion Project

Information Request 1

Source: Raymond Decorby, Spencer Decorby and Wallace Finlayson, property owners potentially affected by the Reliance Adjustment

To: Dezé Energy Corporation

Subject: Process for making final route decision (Inland crossing of Lockhart River)

Reference: *Final Position on Crossing the Lockhart River* (Dezé Letter: March 26, 2010)

Preamble:

In its submissions to the MVEIRB, Deze put forward a transmission route through the East Arm of Great Slave Lake. That route consisted, in part, of an inland crossing of the Lockhart River between Artillery Lake and Great Slave Lake (the Desnedhe Che crossing).

However, concerns were raised by the Lutsel K'e Dene First Nation, In response and to "to mitigate effects of the Desnedhe Che crossing and the adverse cultural and spiritual impacts brought forward by the LKDFN", Deze Energy proposed the Reliance Adjustment.

However, concerns were raised by property owners who might be affected by the Reliance Adjustment, Parks Canada and others. In response Deze, in its March 26, 2010 letter, stated:

At the current time, Dezé is ill equipped to objectively evaluate whether one particular route in the East Arm area carries more cultural or spiritual significance than another, as such information is not always shared with developers. Dezé is however able to assess technical reliability, design complexity, capital cost and to a lesser degree, aesthetics of various routing options. Although the evaluation of the Reliance adjustment was a worthwhile exercise to exhaust all possible options, the process has reaffirmed our original analysis. Dezé is therefore returning to the inland crossing of the Lockhart River across the Desnedhe Che area as the proposed and preferred alignment. As stated above, the exact point of the crossing the Lockhart River may be moved, and Dezé continues to propose a routing committee to suggest the most suitable crossing point between Artillery Lake and Great Slave Lake.

While Deze stated that the Reliance Adjustment is neither the preferred nor the proposed option, it is not clear that the Reliance adjustment is 'off the table' as a potential route for the transmission line.

Information Requested:

1. Who will decide the final route for the transmission line crossing of the Lockhart River?
2. What role will the proposed routing committee play in relation to that decision and who will sit on the routing committee? Will the decisions of the routing committee be made available to the public?

3. Under what circumstances might Deze reverse its decision not to propose the Reliance Adjustment?
4. What criteria will be used to choose the final location for the transmission line crossing of the Lockhart River?
5. What is the timing associated with making the final decision on the location of the final location for the transmission line crossing of the Lockhart River?