

Paul Mercredi

From: Alan Ehrlich
Sent: Wednesday, January 11, 2012 10:24 AM
To: Paul Mercredi
Subject: FW: Submission for the Giant Mine Remediation Plan EA Public Registry
Attachments: COW 2011 12 13 Dettah Rd Hwy 4 Realignment.doc

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

From: kevin o'reilly [mailto:kor@theedge.ca]
Sent: January-10-12 10:56 PM
To: Alan Ehrlich
Subject: re: Submission for the Giant Mine Remediation Plan EA Public Registry
Importance: High

Alan

I would like to file this e-mail and the attachment to the Giant Mine Remediation Plan EA public registry.

The attachment shows the GNWT Minister of Transportation stating that the Highway #4 realignment will use funding from a remediation fund for the Giant Mine and that Aboriginal Affairs and Northern Development Canada will also serve as co-proponent.

I find this to be a very curious state of affairs given that both governments argued vigorously against the inclusion of the highway realignment as part of the scope of the ongoing Environmental Assessment for the Giant Mine Remediation Plan. Clearly these two governments now consider the highway realignment as part of the remediation of the site and as a mitigation measure.

Kevin O'Reilly, Alternatives North

Committee of the Whole—Dettah Road and Highway 4 Re-alignment
Bob Bromley Oral Question
December 13, 2011

MR. BROMLEY: Thank you, Madam Chair. I'll speak briefly to a number of issues. The first one I want to mention is, as the Minister well knows, I don't see the Dettah road on here and my constituents have a high degree of interest in doing something on that front. They're in mid-project right now doing some great work, and it has provided real benefits to the community with employment, and keeping people at home and developing the Deton'Cho Corporation and their capacity. So there's quite a number of features. It's a partnership with the Mine Training Society and so on. I know the Minister is supportive of the project, so I will be looking for opportunities to advance this as it has been in the past with opportunistic funding.

Also, of course, the Giant bypass road. I'm curious; I don't see that in the capital plan here. I understand that's coming from a separate fund. I'd appreciate information from the Minister on how the committee is to provide the oversight and accountability for that project through the oversight of Regular Members if it's not really in the books. I'd appreciate learning some more on the process of that.

HON. DAVID RAMSAY: Thank you, Madam Chair. I appreciate the Member's comments. Obviously the Dettah access road is an important item for the Member and we have provided, I believe, a \$6 million program there. There are more needs for that road. We've got about, I believe it's between \$500,000 and \$700,000, and a little bit of carryover for about a half-kilometre of work that's left on that road. But going forward, I think, again, funding and finding sources of funding to carry out the remaining portions of work on the Dettah access road is going to be something that's important and we will need to find other opportunities to get more funding to address the concerns on that road. The Member talked about the Highway No. 4 realignment. Certainly that's a project that has been around for a little while. It's a \$17 million project. The money is coming from the Giant Mine Remediation Fund that the Government of the Northwest Territories had a \$23 million liability there. We're taking \$17 million from that. The oversight will be provided by both AANDC and the Government of the Northwest Territories. Members can expect, like with other projects, to be updated on the progress of that project as it moves forward. There's a very ambitious timeline on the realignment. We're looking at proceeding to work here in the new year and have that realignment completed by the fall of 2012, with a final surfacing added in 2013, once the road settles. The Member can look forward to that project this coming year.