Outlook

EA1213-02 GNWT Comments on MVH Draft Technical Re-Scoping Session Report

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Catherine,

The GNWT has reviewed the MVEIRB draft Technical Re-Scoping Session Summary Report and have identified several comments – each are outlined below,

- Section 3 – Page 2 of 11
  - Current text: "GNWT-INF, as the developer, introduced its project extension".
  - Issue: The GNWT has not used the phrasing "project extension".
  - Suggested revision: "GNWT-INF, as the developer, introduced its updated Detailed Project Description for the project."
- Section 3 – Page 2 of 11
  - Current text: "GNWT also clarified that it is proposing four route options in the Gwich'in Settlement Area (GSA). For now, the extension is proposed as a two-kilometre-wide corridor rather than a precise location to allow the EA process to inform the best route".
  - Issue: The corridor width varies along the route. The corridor width provides engineering flexibility to refine a route within the corridor, particularly in areas where less information is available. Final decisions on the route in the GSA will be made by GTC leadership.
  - Suggested revision: "GNWT also clarified that it is proposing four route options in the Gwich'in Settlement Area (GSA), in response to feedback from Gwich'in communities. At this stage, the corridor is one-kilometre-wide between Wrigley and Norman Wells, and two-kilometres-wide between Norman Wells and the Dempster Highway. The additional width in the northern section provides flexibility for engineering and route refinement."
- Section 4 – Page 3 of 11.
  - Issue: Regarding the Territorial and federal roles in the re-scoping sessions – a clarification is required. In addition, the words "project extension" need to be revised to "updated Detailed Project Description"
  - Suggested Revision: "The GNWT-INF, as the developer, introduced its updated project description ~~proposed extension project~~ . ~~GNWT-INF is using a whole-of-government approach for this project. The GNWT also has legal consultation requirements;~~ GNWT ECC-PAB was also present ~~for Consultation purposes~~ ~~as part of~~ in their role as Consultation coordinator on behalf of the ~~a~~ territorial ~~R~~ responsible Ministers ~~in~~ on the future decision ~~phase~~ that will be made on the Review Board's Report of ~~the e~~ Environmental ~~a~~ Assessment.
- Section 5 – Page 4 of 11
  - Issue: "Parties said they would prefer a complete Revised DAR (with a preferred route) rather than a rushed one". The comment about the number of routes being evaluated was about the parties preferring one route as it would be easier to focus the assessment.
  - Suggested revision: Remove…. "rather than a rushed one" from the last sentence on the page.

- Section 5 – Page 6 of 11
  - Third bullet “MVH would extend the winter road season for Deline”. This was discussed, but needs to make clear that this work is not part of the MVH project.
  - Suggested revision: the sentence should be reworded to make clear that the MVH project does not include any work on the winter between the Deline turnoff and Deline
- Section 5 – Page 7 of 11
  - In the “What we Heard” section which summaries what parties said, and where applicable, how GNWT or MVEIRB responded a revision is required. GNWT did not comment on how GNWT will be participating in the remaining phases of MVEIRBs EA.
  - Suggested revision: “ GNWT’s approach: How do GNWT departments (like ECC) participate? Can they submit their expertise independently of GNWT-INF, for instance as appendices to the DAR? It helps other parties know that experts are reviewing the project, and what they had to say. GNWT: “To date, GNWT has been providing ~~is using a whole-of-government approach; all the~~ expert departmental feedback on the project~~goes~~ through GNWT-INF.” ~~and is then shared with other expert departments.”~~

- Section 5 – Page 9 of 11 Other
  - Baseline: All the subjects in section 7 need site-specific information. Will there be sufficient baseline information for the EA by March 2027?
    - GNWT: A lot of the mitigation is common for different locations and can be carried forward across all crossings
    - Suggested revision: “A lot of the mitigation is common for different locations and can be carried forward across multiple locations, for example water crossings.”
- Section 5 – Page 11 or 11 Water and Fish
  - Washouts and overflow response: A working group will washouts and overflows (and related issues) on the highway. This process has been successful on ITH; GNWT responded quickly to issues.
  - Issue: The roles and responsibilities for monitoring have not yet been confirmed. The GNWT will be further engaging on this.
  - Suggested revision: “There will be monitoring of washouts and overflows (and related issues) on the highway. This process has been successful on ITH; GNWT responded quickly to issues”

Please let me know if you have any questions or concerns,

Mársı | Kinanāskomitin | Thank you | Merci | Hąį’ | Quana | Qujannamiik | Quyanainni | Máhsı | Máhsı | Mahsì

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