NORTHWEST TERRITORIES

TRANSPORTATION STRATEGY

ᓄᓇᑦᑎᐊᕐ

ᐃᖏᕐᕋᖃᑦᑕᕐᑐᓕᕆᓂᕐᒧᑦ ᐱᓕᕆᐊᕐᒍᓯᖅ

Northwest Territories Transportation
1990

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NORTHWEST TERRITORIES
TRANSPORTATION STRATEGY

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Northwest Territories Transportation
1990

Second Printing

The Government has directed the development of a long-term Transportation Strategy. This document presents a strategy which responds to the needs and aspirations of the people of the Northwest Territories into the 21st century. In doing so, it offers enormous direct benefits and opportunities for all Canadians.

What is needed now is a renewed commitment by the federal and territorial governments, as partners in meeting the transportation challenge. We will bring the North into the mainstream of the Canadian economy and Northerners into the mainstream of Canadian life.

Gordon Wray,
Minister Responsible for Transportation.

ᐃᓕᖅᑯᓯᓇᔭᐅᓂᐊᕐᑐᒥᒃ ᑕᑯᔅᓴᐅᑎᑦᑎᕗᖅ ᑕᒪᐃᓐᓄᑦ ᑲᓇᑕᒥᐅᓄᑦ.

ᒫᓐᓇ ᓴᖅᑭᑦᑐᖃᕐᓇᐊᖃᓕᕐᐳᖅ ᑲᓇᑕᐅᑉ ᓄᓇᑦᑎᐊᑉᓗ ᒐᕙᒪᒃᑯᖓᓐᓂᑦ ᑲᔪᓯᐅᒪᔾᔭᑕᐅᓂᐊᕐᑐᓂᒃ, ᐱᓕᕆᖃ-ᑎᒌᓐᓂᕐᒥᒃ ᐃᖏᕐᓴᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᒪᔪᑦ ᑑᕐᓵ-ᕕᒋᔪᒪᓗᒋᑦ. ᐅᑭᐅᑦᑕᕐᑐᖅ ᑲᔪᓯᑎᑉᐸᓪᓕᐊᓂᐊᕐᐸᕗᑦ ᑮᓇᐅᔾᔭᒃᓴᖁᑎᓴᖏᓐᓂᒃ ᓴᖅᑭᑉᕕᒋᓪᓕᐊᓗᒍ ᑲᓇᑕᒥ ᑮᓇᐅᔾᔭᒃᓴᖁᑕᐅᓂᐊᕐᑐᓂᒃ ᐊᒻᒪ ᐅᑭᐅᑦᑕᕐᑐᒥᐅᑕᐃᑦ ᑲᓇᑕᒥᐅᑕᑎᑐᑦ ᐃᓅᓯᕐᑖᕐᑎᑉᐸᓪᓕᐊᓗᒋᑦ.

ᒍᐊᑕᓐ ᕇ,
ᒥᓂᔅᑕ ᑲᒪᒋᔭᖃᓇᐊᖃᕐᑐᖅ ᐃᖏᕐᓴᖃᑦᑕᕐᓂᕐᒧᑦ

ᒥᓂᒃᑕᐅᑉ ᐅᖃᐅᓯᖓ

ᑎᑎᕋᖅᓯᒪᓂᖓ I - ᖃᓄᐃᓕᖓᓂᖓ ᐅᓂᒃᑳᖅᑕᐅᔪᖅ

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ᐅᓂᒃᑳᕋᐅᔪᕿᑐ

1. TRANSPORTATION — WHAT DOES IT MEAN TO US?

Before we begin to plan for the future, we should put the subject in perspective — What does transportation mean to us?

Transportation is a means, not an end. People travel to get somewhere. Goods, resources and materials are transported from their source to markets. Transportation plays a supporting role, albeit a major one, in the daily drama of life. As such, it is often a key factor in furthering or frustrating our economic, social and political goals and aspirations.

Transportation plays a key role in our daily lives.
ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐃᓅᓯᑉᑎᓐᓄᑦ ᐃᑲᔫᑕᐅᒻᒪᕆᓯᔪᖅ.

Transportation pervades virtually every sector of the economy. In the resource sector, one can distinguish 'absolute' resources from 'economic' resources.

In 'absolute terms', we know that the North contains abundant mineral and petroleum resources. For production to be 'economic', we must be able to bring these resources to market at a cost which is less than their market value. The cost of transporting the plant, materials and labour to a site and the cost of transporting the resource to market is a major, often determining, factor in the economics of resource development.

In the mineral sector, base metal production depends heavily on transportation. The rich lead-zinc mines of Nanisivik and Polaris are economic because of their coastal locations and reliance on inexpensive sea shipping. The Pine Point mine was made feasible by a rail connection. Precious and semi-precious metal mines depend less on the shipping cost of their product. Gold, silver and uranium mines have prospered. Even so, many known and yet to be discovered properties which would be in pro-

1 ᐃᖏᕐᕋᖃᑦᑕᕐᓂᖅ - ᐅᕙᑉᑎᓐᓄᑦ ᖃᓄᖅ ᑐᑭᖃᕐᐸ?

ᓯᕗᓂᒃᓴᑉᑎᓐᓄᑦ ᐸᕐᓇᒥᐊᓚᐅᖏᓐᓂᑉᑎᓐᓂ, ᐃᓱᒪᒋᔭᕗᑦ ᖃᓄᐃᒻᒪᓇᖕᓂᐊᕐᒪᖔᑦ ᖃᐅᔨᓇᓱᒋᐊᖃᕐᐸᕗᑦ – ᖃᓄᖅ ᑐᑭᖃᕐᐸ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐅᕙᑉᑎᓐᓄᑦ?

ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᑐᑭᖃᑦᑎᐊᕐᐳᖅ, ᐃᓱᒋᔭᐅᖏᓚᖅ ᓱᓇ-ᑐᐃᓐᓇᕐᒧᑦ. ᑭᑐᑐᐃᓐᓇᐃᑦ ᐃᖏᕐᕋᓲᖑᕗᑦ ᑎᑭᑦᑐᒪᑉ-ᓗᑎᒃ ᐃᖏᕐᕋᕝᕕᒋᔭᒥᓐᓄᑦ. ᓱᓇᑐᐃᓐᓇᐃᑦ ᐱᖁᑏᑦ, ᐱᓕᕆᐊᑦ ᐊᑐᕐᑕᐅᒋᐊᖃᕐᑐᑦ ᐃᖏᕐᕋᑎᑕᐅᓲᖑᕗᑦ ᐱᓕ-ᕆᐊᕆᕝᕕᐅᔪᓂᑦ ᓂᐅᕕᕐᕕᖕᓄᑦ. ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐃᑲ-ᔪᕐᑐᐃᓲᖑᕗᖅ, ᐊᖏᔫᒻᒪᓐᖏᒥᒃ ᐃᑲᔪᕐᓂᖅᑲᑦᑕᕐᐳᖅ, ᖃᐅᑕᒫᑦ ᐃᓅᓯᑉᑎᓐᓄᑦ ᐊᑐᕐᑕᐅᓲᖑᕗᖅ. ᑮᓇᐅᔾᔭᒃᓴᕐ-ᓂᑉᑎᓐᓄᑦ ᑐᓐᖓᕕᒋᔭᐅᓲᖑᕗᖅ ᐊᔪᕐᓯᕐᑕᐅᕙᒃᑲᓂ ᓄᖅᑲᖓᕈᑕᐅᕙᒃᑲᓂᓗ, ᑭᑐᑐᐃᓐᓇᕐᓄᑦ ᒐᕙᒪᒃᑯᓐᓄᑦ ᑐᕌᕝᕕᒋᔭᐅᔪᒪᔪᓄᑦ ᑕᒪᐃᓐᓄᑦ.

ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐊᑐᕐᑕᐅᓲᖑᕗᖅ ᑭᑐᑐᐃᓐᓇᕐᓄᑦ ᖃᓄᑐᐃᓐᓇᖅ ᑮᓇᐅᔾᔭᒃᓴᐅᑎᖃᕐᑐᓄᑦ. ᐱᓕᕆᐊᕝᕕᖃᐅᕐ-ᑐᒥ ᓇᓗᓇᖏᓚᑦ 'ᑮᓇᐅᔾᔭᒃᓴᕐᑎᑦᑎᔪᑦ' ᐊᒻᒪ 'ᐱᓕᕆᕝᕕᒋᔭᐅᑐᐃᓐᓇᓪᓚᓇᒃᑐᑦ'.

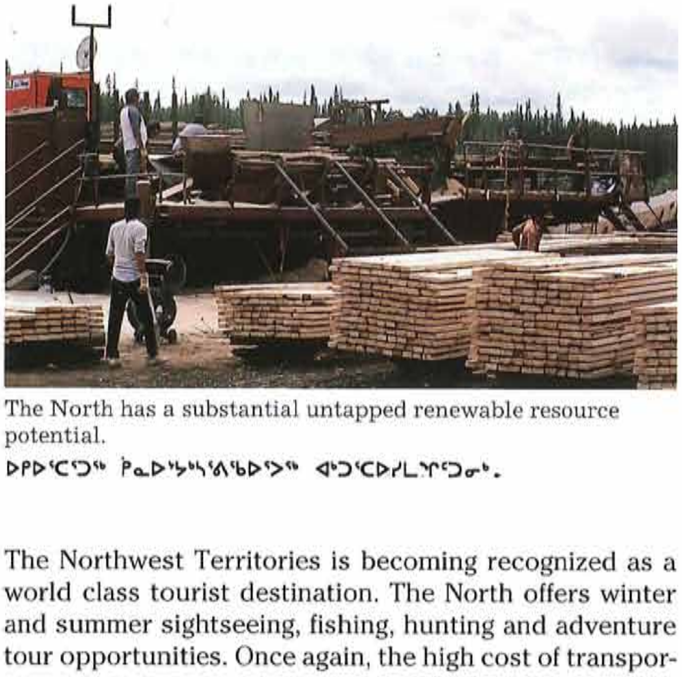
'ᐱᓕᕆᕝᕕᒋᔭᐅᔪᓂ' ᐅᖃᐅᓯᖃᕐᑎᓪᓗᑕ, ᖃᐅᔨᒪᕗᒍᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᐅᑕᐃᑦ ᐱᑕᖃᐅᒻᒪᕆᓐᓂᖏᓐᓂᒃ ᐅᔭᕋᖕᓂᐊᕐ-ᕕᒃᓴᓂᒃ ᐅᖅᓱᐊᓗᓕᕆᕝᕕᒃᓴᓂᒡᓗ. ᐱᓕᕆᐊᕆᕙᒃᑕᕗᑦ 'ᑮᓇᐅᔾᔭᒃᓴᐅᑎᒋᔭᐅᔪᓐᓇᖁᑉᓗᒋᑦ', ᐊᑐᐃᓐᓇᐅᑎᑦᑎ-ᒋᐊᖃᕐᐳᒍᑦ ᐱᓕᕆᐊᕝᕕᓂᒃ ᑮᓇᐅᔭᖅᑐᓗᐊᖏᑦᑐᓂᒃ ᐊᑭᑐ-ᓗᐊᖏᑦᑐᓂᒃ ᓴᖅᑭᔮᕐᑎᑦᑎᓗᑕ ᐊᑭᒋᔭᐅᔪᑦ ᑭᓪᒐᕐᑐᒪ-ᓇᖏᑦᑐᒋᑦ. ᐃᖏᕐᕋᑎᑕᐅᓂᖏᑦ ᐱᓕᕆᕝᕕᐅᔪᑦ, ᐊᑐᕐ-ᑕᐅᔪᒃᓴᑦ ᐱᓕᕆᕝᕕᓂ ᐊᒻᒪ ᓴᓇᔨᓂᖏᑦ ᓴᖅᑭᑎᑕ-

Mineral exploration and development rely heavily on transportation. (Polaris Mine).
ᐅᔭᕋᖕᓂᐊᕐᓂᖅ ᐱᕈᕐᐸᓪᓕᐊᑎᑦᑎᓂᕐᓗ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒥᒃ ᐊᑐᒻ-ᒪᕆᓯᔪᖅ (ᐅᓗᓇᐊᕐᔪᐊᕐᒥ ᐅᔭᕋᖕᓂᐊᕐᕕᒃ).

duction in southern locations are uneconomic in the North due to transportation costs.

In the oil and gas sector, the Northwest Territories contains known reserves at Norman Wells, Pointed Mountain, the Mackenzie Delta/Beaufort Sea and the High Arctic Islands. Norman Wells and Pointed Mountain produce gas while Norman Wells is the only significant oil producer. In fact, it wasn't until after the Norman Wells expansion and pipeline in 1985 that the Northwest Territories became a net exporter of oil. Several companies are now poised to spend in excess of $4 billion on a pipeline to transport Beaufort natural gas to southern markets.

In the renewable resource sector, the Northwest Territories has a substantial potential in fish, fur, game, lumber and hydro-electric power. Yet only a fraction of this potential has been tapped. The Northwest Territories freshwater fishery, for example, almost certainly has a sustainable yield exceeding that of any of its southern neighbours. Yet the value of the Northwest Territories commercial harvest is less than that of either Alberta or Saskatchewan and only one tenth that of Manitoba. The 'economic' resource is only a fraction of the 'absolute' resource, largely due to transportation obstacles.



The North has a substantial untapped renewable resource potential.
ᐅᑭᐅᖅᑕᖅᑐᖅ ᑮᓇᐅᔾᔭᓴᖅᕕᖃᖅᐳᖅ ᐊᑐᖅᑕᐅᓯᒪᙱᖅᑐᓂᒃ.

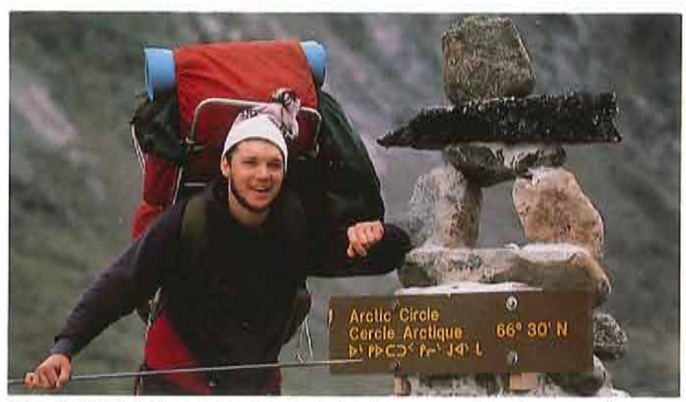
The Northwest Territories is becoming recognized as a world class tourist destination. The North offers winter and summer sightseeing, fishing, hunting and adventure tour opportunities. Once again, the high cost of transportation largely limits this sector to the 'high end' of the market. Only those areas accessible by road appeal to mass markets.

Transportation obstacles combined with small markets raise the costs and restrict the viability of other economic sectors – retail trade, construction, manufacturing and service businesses alike.

ᐅᓂᐊᕐᑐᑦ ᐱᓕᕆᐊᕐᕕᖕᓂᑦ ᐃᖏᕐᖁᑎᑕᐅᓗᑎᒃ ᐊᖏᔫᒪ-
ᕆᐅᓲᖑᕗᑦ, ᐊᒻᒪ ᑐᓐᖓᕕᒋᔭᐅᕙᒃᓗᑎᒃ ᐱᔨᑉᐸᓪᓕᐊ-
ᓂᕐᒧᑦ ᑮᓇᐅᔾᔭᒃᓴᕐᓂᕐᒧᓪᓗ ᐱᔨᑉᐸᓪᓕᐊᔾᔭᑕᐅᓲᖑ-
ᖏᓪᓗᑎᒃ.

ᐅᔭᖅᓂᐊᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᕕᐅᔪᓂ, ᓴᕕᒃᓴᐃᑦ ᓴᓇᔭᐅ-
ᕙᓪᓕᐊᓂᖏᑦ ᓵᖅᑭᑎᑕᐅᕙᓪᓕᐊᓂᖏᑦ ᐊᑐᒻᒪᕆᐅᓲᖑᕗᑦ
ᐃᖏᖅᑯᔾᔪᑎᓂᒃ. ᓴᕕᒃᓴᐃᑦ ᐅᔭᖅᓂᐊᕐᕕᖏᒥ ᓇᓂᓯᕕᖏᒥ
ᐅᐸᓗᖓᐊᕐᔪᐊᕐᒥᓗ ᑮᓇᐅᔾᔭᒃᓴᖅᑕᐅᓲᖑᕗᑦ ᐊᒻᒪ ᐃᑲ-
ᔪᕐᑕᐅᒪᓇᒃᐸᒃᓗᑎᒃ ᐃᖏᖅᑯᑎᑕᐅᓂᒃᑯᑦ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ
ᐊᐅᓪᓚᕐᑎᑕᐅᔾᔪᓯᖏᕐᑎᒍᑦ. ᐸᐃᓐ ᐴᐃᓐᒥ ᐅᔭᖅᓂᐊᕐᕕᒃ
ᐃᑲᔪᕐᑕᐅᖅᑲᓪᓚᐅᓇᓱᖅ ᐊᑉᑯᑎᕐᔪᐊᒃᑯᑦ ᓄᓇᒃᑰᖅᑎᕐᔪᐊᑉ
ᐊᑉᑯᑎᖖᑦᑎᒍᑦ. ᓴᕕᒃᓴᐃᑦ ᐊᑭᑐᔪᕐᔪᐊᑦ ᐊᑭᑐᓗᐊᖏᓐ-
ᓂᖅᓴᐃᓪᓗ ᑐᓐᖓᕕᖅᑲᓗᐊᖅᑲᓪᓚᐅᖏᓪᓚᑦ ᐃᖏᖅᑯᑎᑕᐅ-
ᔪᓯᖏᓐᓂᒃ. ᒎᓪ, ᓯᐅᕙ ᐊᒻᒪ ᓄᖑᔪᐃᖅᑐᓄᑦ ᐅᔭᖅᓂ-
ᐊᕐᕖᑦ ᖁᓚᕙᕐᐹᓪᓕᕐᓯᒪᓕᖅᐳᑦ. ᑕᐃᒪᓐᓇᐃᒃᑲᓗᐊᕐᑎᓪᓗᒥᑦ
ᐊᒥᓯᑦ ᐱᓕᕆᐊᕐᕕᐅᔪᓐᓇᖅᑐᑦ ᖃᐅᔨᒪᔭᐅᖏᖅᑐᑦ ᖃᐅᔨᒪ-
ᔭᐅᔪᓪᓗ ᖃᐸᓗᓈᑦ ᓄᓇᖓᓐᓂ ᑮᓇᐅᔾᔭᒃᓴᖅᑕᐅᓕᖅᑲᓪᒥᖃ-
ᔭᖏᖅᑐᑦ ᖃᐸᓗᓈᑦ ᓄᓇᖓᓐᓃᓪᓚᐅᕐᐸᑕ, ᐅᑭᐅᖅᑕᖅᑐᒥ
ᑮᓇᐅᔾᔭᒃᓴᖅᑎᒃᓴᐅᖏᓪᓚᑦ ᐃᖏᖅᑲᖅᑕᕐᓂᕐᒧᑦ ᐊᑭᒥᔭᐅ-
ᓂᐊᕐᑐᑦ ᐱᔾᔪᑕᐅᐸᓗᑎᒃ.

ᐅᖅᓯᐊᓗᓕᕆᓂᕐᒧᑦ ᓚᔅᓕᕆᓂᕐᒧᓪᓗ, ᓄᓇᕐᑎᐊᕐᒥ ᐱ-
ᑕᖅᑲᐅᕆᕗᖅ ᓄᐊᒪᓐ ᕗᐃᔅ, ᐳᐃᑦ ᒪᐅᓐᑕᓐ, ᒪᑲᓐ-
ᓯ/ᑎᐅᑕ ᑑᑦᔮᕐᑐᐸ ᐃᒪᖓᓂ ᐊᒻᒪ ᖁᑎᒃᑐᒥᐅᓂ
ᑑᔾᔭᒥ. ᓄᐊᒪᓐ ᕗᐃᔅᒥ ᐊᒻᒪ ᐳᐃᑦ ᒪᐅᓐᑕᓐᒥ
ᓛᔅᓕᐅᖅᑲᖅᐳᑦ ᓄᐊᒪᓐ ᕗᐃᔅ ᑭᓯᒥ ᐅᖅᓯᐊᓗᓕᕆ-
ᕕᐅᐸᓗᓂ. ᑕᐃᒪᓘᓐᓃ, ᓄᐊᒪᓐ ᕗᐃᔅ ᑭᓯᐊᓂ
ᐊᖏᓪᓕᒋᐊᓚᐅᕐᑎᓪᓗᒍ ᐊᒻᒪ ᓯᐸᓗᐊᓗᓕᐅᓚᐅᕐᑎᓪᓗᒥᑦ
1985-ᒥ ᐅᑭᐅᖅᑕᖅᑐᒥ ᓄᓇᕐᑎᐊᕐᒥ ᐅᖅᓯᐊᓗᖏᒃ
ᑮᓇᐅᔾᔭᒃᓴᖅᑎᖅᑲᖅᑕᕐᓂᖅᓴᐅᓕᓚᐅᖅᐳᑦ ᐊᐅᓪᓚᕐᑎ-



The N.W.T. is becoming recognized as a world-class tourist destination.
ᓄᓇᕐᑎᐊᖅ ᐃᓕᑕᕆᔭᐅᓯᒪᕙᓪᓕᐊᓕᖅᐳᖅ ᓇᑯᐃᓐᓇᖅ ᐳᓚᕋᖅ-
ᑎᓂᑦ ᑎᑭᑕᐅᕙᓪᓕᐊᖅᑲᖅᑕᕐᓂᖏᓐᓂᒃ ᑕᑯᔭᖅᑐᑐᐃᓐᓇᖅᑐᓄᑦ.

The per capita costs of delivering government programs in housing, health, education, social services and recreation are the highest in the country. Every government program includes high direct and indirect transportation components.

The high cost and relative lack of access to transportation in the North also has important social impacts. There is a sense of isolation. There is restricted access to goods and services. There are fewer employment opportunities. The effectiveness of public programs in education, health care, social services and employment is reduced. As a result, the standard of living and opportunity for many Northerners is low. Furthermore, there are marked inequalities within the North. The more remote communities combine the highest costs, lowest per capita incomes and lowest levels of service.

The settlement of aboriginal claims will turn huge land areas over to native groups. Improvements in access to these lands will enhance their value and accessibility for both traditional and market-based management.

The interdependence of transportation and political development should not be underestimated. It is often natural or man-made transportation systems which shape the evolution of political, administrative and economic regions. Transportation policy decisions can have major impacts on the development of a nation or region. For example, the building of a national railway was a major factor in Canadian Confederation.

Without good transportation systems, a viable, self-supporting northern economy will never develop. Without a strong economic base, self-determination and a fully responsible government seem unlikely. The Northwest Territories has enormous potential. Northerners and Canadians want to see that potential harnessed in a rational and responsible manner.

One cannot suggest that transportation improvements will solve all our problems. However, transportation will play a major role in the future economic, social and political development of the Northwest Territories. Modern transportation development in the North has been driven by successive economic, social, and political imperatives. It has also stagnated in their absence.

What is needed now is a long-term strategy and resulting action to develop a transportation system for the twenty-first century. This must be done in a rational and balanced manner which will respond to the long-term needs and aspirations of the citizens of the North and Canada.

ᑕᐅᖅᑦᑕᓕᕐᓗᓂ ᕿᓇᐅᔭᒃᓴᕈᑕᐅᕙᓪᓕᐊᓂᓚᐅᕐᐳᖅ. ᑲᒻᐸᓂᐅᔪᑦ ᐊᒥᓲᔪᑦ ᖃᓂᒋᔭᖓᓂ 4 ᒥᓕᔭᓐ ᐊᑐᕐᓂ-ᐊᕐᐳᑦ ᐅᖅᓱᐊᓗᒃᓴᒥᒃ ᐃᖏᕐᕋᑎᑦᑎᓗᑎᒃ ᑐᒃᑐᔭᕐᑐᑉ ᐃᒪᖓᓂᑦ ᖃᑉᓗᓈᑦ ᓄᓇᖓᓐᓄᑦ ᓯᑉᓗᐊᓗᒃᑯᑦ ᐃᖏᕐᕋᔾ-ᔪᑎᒃᓴᐅᓂᐊᕐᑐᓂᒃ ᕿᓇᐅᔭᓂᒃ ᐊᑐᕈᒪᕗᑦ.

ᓄᓇᒥᐅᑕᓕᕆᓂᕐᒥ, ᓄᓇᕐᑎᐊᖅ ᐱᕈᕐᐸᓪᓕᐊᔾᔪᑎᖃᒻᒪ-ᕆᒍᓐᓇᕐᐳᖅ, ᐃᖃᓪᓕᐊᕐᓂᒃᑯᑦ, ᐊᒥᓕᕆᓂᒃᑯᑦ, ᓂᕐᔪ-ᑎᓕᕆᓂᒃᑯᑦ, ᐊᒻᒪ ᓇᐸᕐᑐᓕᕆᓂᒃᑯᑦ ᐃᒪᕐᒧᑦᓗ ᐆᒻ-ᒪᖅᑯᑎᖃᕐᓂᒃᑯᑦ. ᑭᓯᐊᓂ ᐃᓚᐃᓐᓇᖓ ᑕᒪᑐᒪ ᐊᒃᑐᕐ-ᑕᐅᓯᒪᕗᖅ. ᓄᓇᕐᑎᐊᕐᒥ ᐃᖅᑲᓗᓕᕆᓂᖅ ᑕᕆᐅᕐᒥᐅᑕ-ᐅᖏᑦᑐᓂᒃ ᐆᒃᑑᑎᒥᓗᒍ, ᕿᓇᐅᔭᒃᓴᕈᑕᐅᔪᓐᓇᕐᐳᖅ ᖃᑉᓗᓈᑦ ᓄᓇᖏᓐᓂ ᕿᓇᐅᔭᒃᓴᕈᑕᐅᕙᒃᑐᑦ ᐊᔾᔨᖓᓂᒃ ᐋᖅᑭᑭᐅᒪᔾᔪᓯᖅᑲᖅᑲᑕᐅᓗᓂ. ᑕᐃᒪᓐᓇᐃᒃᑲᓗᐊᕐᑎᓪᓗᒍ ᓄᓇᕐᑎᐊᕐᒥ ᓂᐅᕕᐊᒃᓴᖅᑲᖅᑲᑦᑐᑦ ᓂᕐᔪᑎᓂᒃ ᐆᒪᔪᓂᒡᓗ ᒥᑭᓐᓂᕐᓴᓪᒪᕆᐅᕗᑦ ᐋᑉᐸᑕᒥᑦ ᓵᖅᑐᕙᓐᒥᓪᓗ ᐊᒻᒪ ᒫᓂᑑᕙᒥᑦ ᒥᑭᓐᓂᖅᓴᐅᒃᑲᓐᓂᓪᒪᕆᒃᓗᑎᒃ. ᕿᓇᐅᔭᒃᓴ-ᐅᑕᐅᓇᔭᕐᑐᑦ ᐃᓚᐃᓐᓇᓪᒪᕆᑯᓗᒥᑦ ᐃᓚᐃᓐᓇᖏᑦ ᓴᖅᑭ-ᓯᒪᕗᑦ 'ᐱᓕᕆᕝᕕᒋᔭᐅᔪᓂ ᓴᖅᑭᑐᓐᓇᕐᑐᑦ ᑕᐃᒪᐅ-ᔪᓐᓇᕐᑎᐊᕐᑎᓪᓗᒋᑦ ᓄᖅᑲᖓᔾᔪᑕᐅᕗᖅ ᐃᖏᕐᕋᖅᑲᑦᑕᕐ-ᑐᓕᕆᓂᕐᒧᑦ ᐋᖅᑭᑭᐅᒪᖏᓐᓂᐅᔪᖅ ᑐᓗᕐᑕᕈᑕᐅᑉᓗᓂ.

ᓄᓇᕐᑎᐊᖅ ᐃᓕᑕᕆᔭᐅᕙᓪᓕᐊᓕᕐᐳᖅ ᓯᓚᕐᔪᐊᕐᒥ ᐃᖏᕐᕋᕝᕕᐅᖅᑲᑦᑕᕐᓗᓂ ᐳᓚᕋᕐᑎᓄᑦ. ᐅᑭᐅᑦᑕᕐᑐᖅ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᓲᖑᕗᖅ ᐅᑭᐅᒃᑯᑦ ᐊᐅᔭᒃᑯᓪᓗ ᑕᑯᔪᒥ-ᓇᕐᑐᓂᒃ, ᐃᖃᓪᓕᐊᕐᓂᕐᒥᒃ, ᐊᖑᓇᓱᒃᓂᕐᒥᒃ ᐊᒻᒪ ᑕᑯᔭᕐᑐᑐᐃᓐᓇᕐᓂᕐᒥᒃ ᐱᓕᕆᐊᖅᕕᐅᔾᔪᓇᓂᕐᓗᓂ. ᓯᓚ-ᓄᖅᑲᖑᕈᑎᖅᑲᓇᕗᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᒋᔭᐅᔪᑦ ᐊᑭ-ᑐᓗᐊᕐᑎᓪᓗᒋᑦ ᑕᒪᓐᓇ ᓄᖅᑲᖑᕈᑕᐅᒥᕗᖅ. ᑕᒪᒃᑯᐊ ᑭᓯᒥ ᐊᖅᑯᑎᒃᑯᑦ ᑎᑭᑕᐅᔪᓐᓇᕐᑐᑦ ᕿᓇᐅᔭᒃᓴᕝᕕᒃᑲᐅᓲᖑᕗᑦ ᐊᒥᒐᕐᑐᓄᑦ ᕿᓇᐅᔭᒃᓴᕝᕕᒃᓱᓄᑦ ᐅᒃᑯᐃᖑᖅᑲᑦᑕᒪᑕ.

ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐃᓚᖅᑲᕐᓗᓂ ᒥᑭᔪᓂᒃ ᓂᐅᕕᕝᕕᖕᓂᒃ ᐊᑭᑐᓗᐊᕈᑕᐅᓲᖑᕗᖅ ᕿᓇᐅᔭᒃᓴᕈᑎᒃᓴᓂᒡᓗ ᓄᖅᑲ-ᖑᑦᑎᑦᑎᓲᖑᑉᓗᓂ - ᓂᐅᕕᕐᕕᑦ ᐱᓕᕆᐊᖅᕕᐅᔪᑦ, ᐃᒡᓗᕐᔪᐊᓕᐅᕖᑦ ᐊᒻᒪ ᓇᓪᒥᓂᖅ ᐱᓕᕆᐊᖅᑐᑦ ᓄᖅᑲᖑᕈᑎᒋᓗᐊᕐᐸᒃᐸᖏᑦ ᐊᑭᑐᓗᐊᕐᑎᓪᓗᒋᑦ.

ᒐᕙᒪᒃᑯᑦ ᐱᓕᕆᐊᖑᓐᓂᒃ ᐃᓯᒪᖅᑲᓗᑕ ᑭᑐᑐᐃᓐᓇᐃᑦ ᒪᓕᒡᓗᒋᑦ ᐊᑐᐃᓐᓇᐅᕝᕕᐅᖅᑲᑦᑕᕐᓂᖏᑦ, ᐃᒡᓗᓕᕆᓂᕐᒧᑦ ᐱᓕᕆᐊᖅᑲᕈᑕᐅᔪᓄᑦ, ᐋᓐᓂᐊᕐᑐᓕᕆᓂᕐᒧᑦ, ᐃᓕᓐ-ᓂᐊᕐᑐᓕᕆᓂᕐᒧᑦ, ᐊᔪᕐᓴᕐᑐᓕᕆᔨᒃᑯᑦ ᐱᓕᕆᐊᖑᔪᑦ ᒪᓕᒡᓗᒋᑦ ᐱᓐᖑᐊᕐᑐᓕᕆᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᖑᔫᑦ ᒪᓕᒡ-ᓗᒋᑦ ᐊᑭᑐᓛᓪᒪᕆᐅᕗᑦ ᓇᓂᑐᐃᓐᓇᖅ ᑲᓇᑕᒥ ᑕᐃᒪᓐᓇ ᐊᑭᑐᑎᒋᖅᑲᑦᑕᕐᓚᑦ ᐱᓕᕆᐊᖑᔪᑦ. ᑕᒪᐃᓐᓂᒃ ᐱᓕᕆᐊᖑᔪᑦ ᒐᕙᒪᒃᑯᑦ ᐱᓕᕆᐊᕆᔭᖏᑦ ᐊᑭᑐᔪᓪᒪᕆᐊᓗᒃᓂᒃ ᓴᖑᔭᐅᓲᖑᕗᑦ ᑐᖅᓯᕕᐅᑉᓗᑎᒃ

2. WHAT DO WE WANT TO ACCOMPLISH ?

This is the key question in any strategic planning exercise. Having recognized the challenge, we must first define the goal or mission we are setting out to accomplish.

Our Goal is:

To ensure the safe, accessible and reliable movement of people and goods to meet the economic, social and political needs and aspirations of the people of the Northwest Territories and Canada.

We also need a framework to guide the decision-making process. This framework is defined by seven principles:

1. Facilities and services will be provided in a manner that ensures **public safety.**
2. Facilities and services will be provided in a manner that is consistent with current policies on **sustainable development.**
3. Planning and delivery of air, road and marine programs will be **integrated** to ensure provision of the most effective overall transportation services.
4. Programs will be provided in a manner that generates meaningful business and employment **opportunities for Northerners.**
5. Programs will take into account systemic **regional disparities** in transportation services and economic opportunities.
6. **Value for money** will be obtained from public investment.
7. The strategy must **balance** our long-term economic, social and political needs and aspirations.

This Strategy is intended to serve as a map to guide decisions on the future of transportation in the North. Each step we take in implementing the strategy should bring us closer to our goal and each should be consistent with the stated principles.

Of these principles, striving for balance may be the greatest challenge. We must recognize that our social, economic and political objectives are interdependent.

ᐊᑭᓖᖁᔭᐅᑉᓗᑎᒃ ᐊᑭᓕᕐᑐᕆᐊᖃᑦᑕᕆᐊᓂᒃ ᐊᑭᑐᓛᒻ-
ᒪᕆᖕᓂᒃ ᐊᑭᓕᕐᑐᐃᑎᑕᐅᓲᖑᔪᑦ ᐃᕆᖅᑲᖅᑕᕐᓂᕐᒧᑦ
ᐊᑭᓕᕐᑐᕆᐊᓕᖕᓂᒃ.

ᐊᑭᑐᒧᐊᕐᓂᕆᑦ ᐃᕆᖅᓯᐊᕼᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ ᑭᑐᑐ-
ᐃᓐᓇᐃᑦ ᐊᐃᕆᓐᓂᕆᓇᔭᕐᑕᕆᓐᓂᒃ ᓄᖅᑲᖖᕐᑎᕐᑎᓱ-
ᖑᕆᔪᑦ. ᓱᓇᑐᐃᓐᓇᐃᑦ ᐱᖁᑏᑦ ᐊᑐᐃᓐᓇᐅᔪᓐᓇᕐᑐᑦ
ᐱᓕᕆᐊᓪᓗ ᐊᑐᐃᓐᓇᐅᔪᓐᓇᕐᑐᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᓯ-
ᖑᕆᓪᓚᑦ. ᓴᓇᔾᔭᐃᑦ ᐊᒥᓱᕐᕆᓐᓂᕐᓴᐅᔪᑦ. ᐱᓕᕆᐊᑦ
ᐃᑲᔪᑎᖅᑎᐊᒃᓐᓇᕐᓂᕆᑦ ᐃᓕᓐᓂᐊᕐᑐᓕᕆᓂᕐᒧᑦ,
ᐋᓐᓂᐊᕐᑐᓕᕆᓂᕐᒧᑦ, ᑭᑐᐃᓐᓇᐃᑦ ᐱᓕᕆᐊᖑᓂᕆᓐᓄᑦ
ᓴᓇᓂᕐᒧᓪᓗ ᐊᑐᐃᓐᓇᐅᔪᓐᓇᕐᑐᑦ ᐊᑐᐃᓐᓇᐅᕆᓐᓂᕐ-
ᓴᐅᓰᖑᔪᑦ. ᑕᒪᓐᓇ ᐱᔾᔪᑎᒋᓪᓗᒍ, ᐃᓅᔾᔪᑕᐅᔪᑦ
ᐅᑭᐅᕐᑕᕐᑐᒥ ᖁᓪᓕᓯᓂᕐᓴᐅᓇᓱᖕᓗᐊᕐᓗᑎᒃ ᖁᓪᓕᓯ-
ᕆᓗᐊᖅᑕᕐᔪᑦ. ᐊᓪᓗ ᐅᑭᐅᕐᑕᕐᑐᒥ ᓱᓇᑐᐃᓐᓇᐃᑦ
ᐊᔾᔨᕆᓗᐊᕐᓂᕐᓴᐅᖅᑕᕐᔪᑦ ᐊᓯᐊᓂ ᓄᓇᓕᓐᓂ ᐋᖅᑭᐅ-
ᒪᓂᕐᓴᐅᔪᓐᓇᕐᓗᑎᒃ. ᓄᓇᖏᑦ ᐅᖓᓯᓐᓂᕐᓴᐃᑦ ᐊᑭᑐ-
ᓗᐊᕐᓂᕐᓱᓂᒃ ᐊᑭᓕᕐᑐᐃᒥᐊᖅᓯᔪᔪᑦ, ᕿᓇᐅᔭᓕᐅᕐᕕ-
ᖅᑭᓗᐊᓯᖁᐸᓗᑎᓗ ᐊᓪᓗ ᐱᓕᕆᐊᖁᔭᐅᔪᓂᒃ ᐊᑐᐃᓐ-
ᓇᐅᕚᐅᕆᓐᓂᕐᓴᐅᓯᖁᐸᓗᑎᒃ.

ᓇᕐᒥᓂᖅ ᓄᓇᖡᓐᓂᖅ ᓄᓇᖅᑐᑐᖅᑲᖅᓄᑦ ᐊᑐᕐᑕᐅᓕᕐᐸᑦ
ᐊᕆᔾᔭᒪᕆᒃ ᓄᓇᒥᒃ ᐊᑐᕈᑕᐅᓂᐊᕐᐳᖅ ᖃᐸᓗᓈᖑᕆᓪ-
ᑐᓄᑦ ᓄᓇᖅᑐᑐᖅᑲᖅᓄᑦ ᑲᑐᔾᔨᖅᑎᒥᓄᑦ. ᐋᖅᑭᒃᐸᓕᕐᑐᑦ
ᓄᓇᓂ ᖁᓪᓕᓯᒃᐸᓕᕈᑕᓕᕐᓂᐊᕐᐳᑦ ᐊᓪᓗ ᐊᑐᐃᓐᓇᐅ-
ᔪᓐᓇᕐᓂᖅᓴᐅᓕᕐᓂᐊᕐᓗᑎᒃ ᐃᓕᖅᑯᓯᑐᖅᑲᖅᓄᑦ ᐱᓕᕆᐊᑦ
ᐊᓪᓗ ᓂᐅᕕᐊᕐᓯᖅᑲᕐᓂᕐᒧᑦ ᐊᐅᓚᑕᐅᔪᑦ ᐊᔾᔨᓇᕆᓐᓂᕐᓴ-
ᐅᓕᕐᓂᐊᕐᓗᑎᒃ.

ᐃᑲᔪᕐᑐᖅᑐᑎᔾᔭᐅᓇᔭᕐᓂᖓ ᐃᕆᖅᑲᖅᑕᕐᓂᐅᑉ ᐊᓪᓗ
ᓚᕿᒪᒃᑯᑦ ᐱᕈᖅᐸᓕᐊᕐᓂᕆᑦ ᓴᐱᓇᔭᐅᕆᐊᖅᑲᕆᓪᓚᑦ.
ᐃᓕᖅᑯᓯᓇᔭᐅᓚᔾᔭᒪᑦ ᐊᑉᖁᑎᑐᖅᑲᐅᔭᑦ ᐅᕙᕙᓐᓂᓐᓂᑦ
ᓴᓇᔭᐅᔭᑦ ᐊᑉᖁᓯᐊᓇᔭᐅᑉᓗᑎᒃ ᐱᓯᐸᓕᐊᔭᓄᑦ ᐊᑐ-
ᑕᐅᓚᔾᔭᒪᑕ, ᐊᐅᓚᑦᑎᔾᔭᑕᐅᓚᔾᔭᒪᑕ ᓄᓇᓕᓐᓂ ᐊᕕᒃ-
ᑐᖅᓯᒪᓂᐅᔭᓂ ᕿᓇᐅᔭᓕᐅᕐᕕᒃᑐᐃᓐᓇ. ᐃᕆᖅᑲᖅᑕᖅ-
ᓂᕐᒧᑦ ᐊᑐᐊᓚᐃᑦ ᐱᓕᕆᐊᖑᓂᕆᓪᓗ ᐃᒃᐱᒋᔭᐅᔪᓪᓚᒪ-
ᐅᔭᓐᓇᕐᔪᑦ ᐱᓯᐸᓕᐊᔭᓄᑦ ᓇᓂᑐᐃᓐᓇᖅ ᐊᕕᒃᑐ-
ᓯᒪᓂᐅᔭᓗ ᓄᓇᓕᓐᓂ ᐱᓯᐸᓕᐊᔭᓄᑦ. ᐆᒃᑐᑎ-
ᒥᓗᒍ, ᓴᓇᔭᐅᓚᐅᕐᑐᖅ ᑲᓇᑕᓕᒫᑦ ᐊᐅᖁᑎᕐᔭᐊ-
ᓕᐊᖑᓚᐅᕐᑐᖅ ᓄᓇᒃᑯᐱᑎᕐᔭᐊᕐᒧᑦ ᑲᓇᑕᒥ ᐱᐹᑕ-
ᐅᒪᓂᓚᐅᕐᑐᖅ ᐃᕆᖅᑲᖅᑕᕐᓂᕐᒧᑦ.

ᐃᕆᖅᓯᔾᔭᑕᐅᔪᑦ ᑕᑎᒃᑲᐸᑕ ᐋᖅᑭᐅᒪᑎᐊᑐᒥᒃ
ᐃᕆᖅᓯᔾᔭᑎᓄᑦ ᐃᓕᖅᑯᓯᕐᓂᒃ, ᐃᕆᒥᒃ ᐃᕆᖅᓯᐊᓐ-
ᓇᑎᐊᑐᒥᒃ ᐅᑭᐅᕐᑕᕐᑐᒥ ᕿᓇᐅᔭᓯᐅᕐᑕᐅᔭᑐᒥᒃ
ᓴᖅᑭᑎᖅᑕᐅᓕᕐᓂᐊᕆᓚᖅ. ᕿᓇᐅᔭᓯᐅᑎᖅᑎᐊᕆᓕᐊᕐᑲᐸᑦ,
ᑐᓐᖓᕕᓕᔭᐅᓂᐊᕐᑐᒥᒃ, ᐃᕆᒥᒃ ᐃᕆᖅᓯᐊᕿᓕᐊᓂᐊᕐ-
ᑐᒥᒃ ᐱᑕᖅᑲᕐᐸᑦ ᐊᓪᓗ ᓇᕐᒥᓂᖅ ᓚᕿᒪᖅᑲᕐᓂᖅ ᐊᑐ-
ᑕᐅᓂᐊᕐᔭᕆᑎᐊᕐᐳᖅ. ᓄᓇᑎᐊᖅ ᐱᓯᐸᓕᐊᕙᕐᖅ-
ᐱᓐᓇᓪᓚᒃᐳᖅ ᐊᕆᔾᔭᒪᓇᐊᕐᒥᒃ. ᐅᑭᐅᕐᑕᕐᑐᒥᐅᑕᐃᑦ
ᑲᓇᑕᒥᐅᑕᐃᓐᓄᑦ ᑕᑯᓚᔪᑦ ᐱᓯᐸᓕᐊᑎᐊᕐᑐᒥᒃ ᑲᓚ-
ᒥᔭᕐᑎᐊᕐᑐᒥᓐᓄᑦ ᐱᓕᕆᐊᖁᔭᒥᒃ ᓴᐱᓯᐸᓕᐊᖁᔭᔪᑦ.

If our ultimate goal is the well-being of the individual and society as a whole, it cannot be achieved without a healthy economy, providing employment and revenue to fund our health, education and other social programs. Nor can we expect to achieve a full measure of political self-determination without a strong economy. Our transportation strategy must therefore balance its response to the immediate needs and demands of society against investment in our longer term economic health.

For example, Northerners do not wish to see the Northwest Territories depend solely on non-renewable resource exploitation. However, non-renewable resource exploration and development create direct employment for Northerners and a significant number of business and employment opportunities in secondary sectors. They may also provide the stimulus for infrastructure development, such as a new road. New roads will improve mobility and reduce costs. They will also lead to tourism, renewable resource development or other business and employment opportunities. As the responsibility for non-renewable resource activities devolves to the G.N.W.T., Northerners should expect a greater share of the employment, business and taxation benefits from development. The non-renewable resource sector will continue to be a major generator of government revenues which can be invested in a variety of public programs. Properly managed, the various economic sectors can support rather than compete with each other.

When we speak of balance then, we must consider:

- balancing short-term expenditures to meet immediate needs and long-term investment to meet our aspirations for the future.
- balancing our respect for traditional values and a recognition of current economic reality.
- balancing the responsible development of non-renewable resources and the protection of renewable resources and the environment.
- balancing the needs and desires of current generations and the legacy we provide to future ones.

ᐅᖃᕐᑐᖃᕆᓐᓇᖏᓕᖅ ᐃᖏᕐᕋᖃᕐᑕᕐᓂᖅ ᐊᑐᕐᑕᐅᓂᖅᓴᐅ-
ᓕᕐᐸᑦ ᓈᒻᒪᖏᕐᑐᑦ ᓯᓇᑐᐃᓐᓇᐃᑦ ᐋᖅᑭᐅᒪᓕᕐᓂᐊᕐᓂ-
ᖏᓐᓂᒃ. ᑭᓯᐊᓂ, ᐃᖏᕐᕋᖃᕐᑕᕐᓂᖅ ᐃᑲᔫᑎᖃᕐᑎᐊᒻᒪ-
ᓇᖕᓂᐊᕐᐳᖅ ᑮᓇᐅᔭᒃᓴᐅᑕᐅᓂᐊᕐᑐᓂ ᓯᕗᓂᑉᑎᓐᓂ,
ᑭᑐᑐᐃᓐᓇᕐᓄᑦ ᒐᕙᒪᒃᑯᓐᓄᓪᓗ ᐱᕆᕐᐸᓪᓕᐊᔪᓄᑦ ᐃᑲ-
ᔫᑎᖃᕐᑎᐊᕐᓂᐊᕐᐳᖅ ᓄᓇᕐᑎᐊᕿ. ᐅᑉᓗᒥᐅᔪᖅ ᐃᖏᕐ-
ᕋᖃᕐᑕᕐᓂᐅᓕᕐᑐᖅ ᐊᑐᕐᑕᐅᓕᕐᑐᖅ ᐱᕆᕐᐸᓪᓕᐊᒃᔪᑎᖃᕐ-
ᓯᒪᕗᖅ ᑮᓇᐅᔭᒃᓴᕐᓂᕐᒧᑦ ᐃᖏᕐᕋᕐᑎᐊᕐᑐᒃᑯᑦ, ᑭᑐ-
ᑐᐃᓐᓇᐃᑦ ᐊᒃᓲᕈᑎᒥᔭᖏᕐᑎᒍᑦ ᑲᔪᓯᒥᐊᕈᑎᖃᕆᓐᓇᕐᓗᑎᒃ
ᐊᒻᒪ ᒐᕙᒪᒃᑯᑦ ᐱᓕᕆᐊᖏᓐᓂᒃ ᑲᔪᓯᒥᐊᕈᑎᖃᕐᓗᑎᒃ.
ᓄᖅᑲᖑᖅᓂᑰᕗᕐᓗ ᑲᔪᓯᒥᐊᕐᑎᑕᐅᒥᐊᓚᐅᖏᓐᓂᖑᓂ.

ᒫᓐᓇᓕ ᓴᖅᑭᑦᑎᖃᓇᐊᖃᓕᕐᐳᖅ ᐸᕐᓇᒍᑕᐅᔪᒥᒃ ᐋᖅᑭ-
ᐅᒪᕐᑎᐊᕐᑐᒥᒃ ᐊᑯᓂ ᐱᓕᕆᐊᖑᓂᐊᕐᓗᓂ ᐸᕐᓇᒍᑕᐅᓯ-
ᒪᔪᒥᒃ ᓴᖅᑭᑦᑐᖃᓇᐊᖃᓕᕐᐳᖅ ᐊᒻᒪ ᐃᓕᖅᑯᓯᕐᓇᔭᐅᓂ-
ᐊᕐᑐᖅ ᓴᖅᑭᒥᐊᖃᓕᕐᐳᖅ ᐅᑭᐅᑦ ᐊᒥᓯᑦ ᐱᐊᓂᒃᐸᑕ
ᐃᓕᖅᑯᓯᕐᓇᔭᐅᓃᕐᑐᖅ. ᐱᓕᕆᐊᖑᓂᐊᕐᑐᖅ ᐋᖅᑭᐅᒪ-
ᔭᐅᑎᐊᕐᓗᓂ ᐋᖅᑭᒃᑕᐅᓯᒪᒥᐊᖃᕐᐳᖅ ᐊᑐᕐᑕᐅᒥᐊᖃᕐᑐᓂᒃ
ᑭᐅᑎᐊᕐᓗᓂ ᐅᑭᐅᕐᑕᕐᑐᒥᐅᑦ ᑲᓇᑕᒥᐅᓪᓗ ᐱᔪᒪᔭ-
ᖏᓐᓂᒃ ᑭᐅᑎᐊᕐᓗᓂ ᓴᖅᑮᔭᐅᓇᐊᖃᕐᐳᖅ.

We must balance our respect for traditional values with a recognition of current economic reality to ensure a sound legacy for future generations.

ᐃᓕᖅᑯᓯᑐᖃᓇᔭᐅᔪᑦ ᐃᒃᐱᒥᑦᑎᐊᓇᐊᖃᕐᐸᕗᑦ ᓴᓂᐊᓃᑎᓪᓗᒥᑦ
ᒫᓐᓇ ᑮᓇᐅᔭᒃᓴᐅᑕᐅᕙᒃᑐᑦ ᓯᕗᓂᒃᓴᓇᓂᐊᕐᑕᕗᑦ ᓴᓐᖏᓂᖃᑦᑎᐊ-
ᖑᕐᐸᓗᒍ ᓯᕗᓂᓇᓂᐊᕐᑕᕗᓪᓗ ᐃᓯᒪᒥᓗᒥᑦ.

3. WHAT ARE THE PROBLEMS?

In attempting to answer this question, we have enlisted the aid of a great many experts. Extensive consultations have been held with air carriers, trucking companies, marine shipping companies, resource developers and chambers of commerce. We have consulted territorial, federal and provincial politicians and agencies representing transportation, economic development, renewable resource, non-renewable resource and social services mandates. Perhaps most significantly, we have consulted with the community leaders and individuals who are the customers of the services provided by the companies and government agencies.

Everyone we talked to had his or her own perspective. Each had specific perceptions, suggestions and priorities. However, the sum of all the complaints we heard can be distilled into five broad problem statements:

2 ᓱᓇᒥᒃ ᐱᐊᓂᒃᑕᖃᕈᒪᕕᑕ?

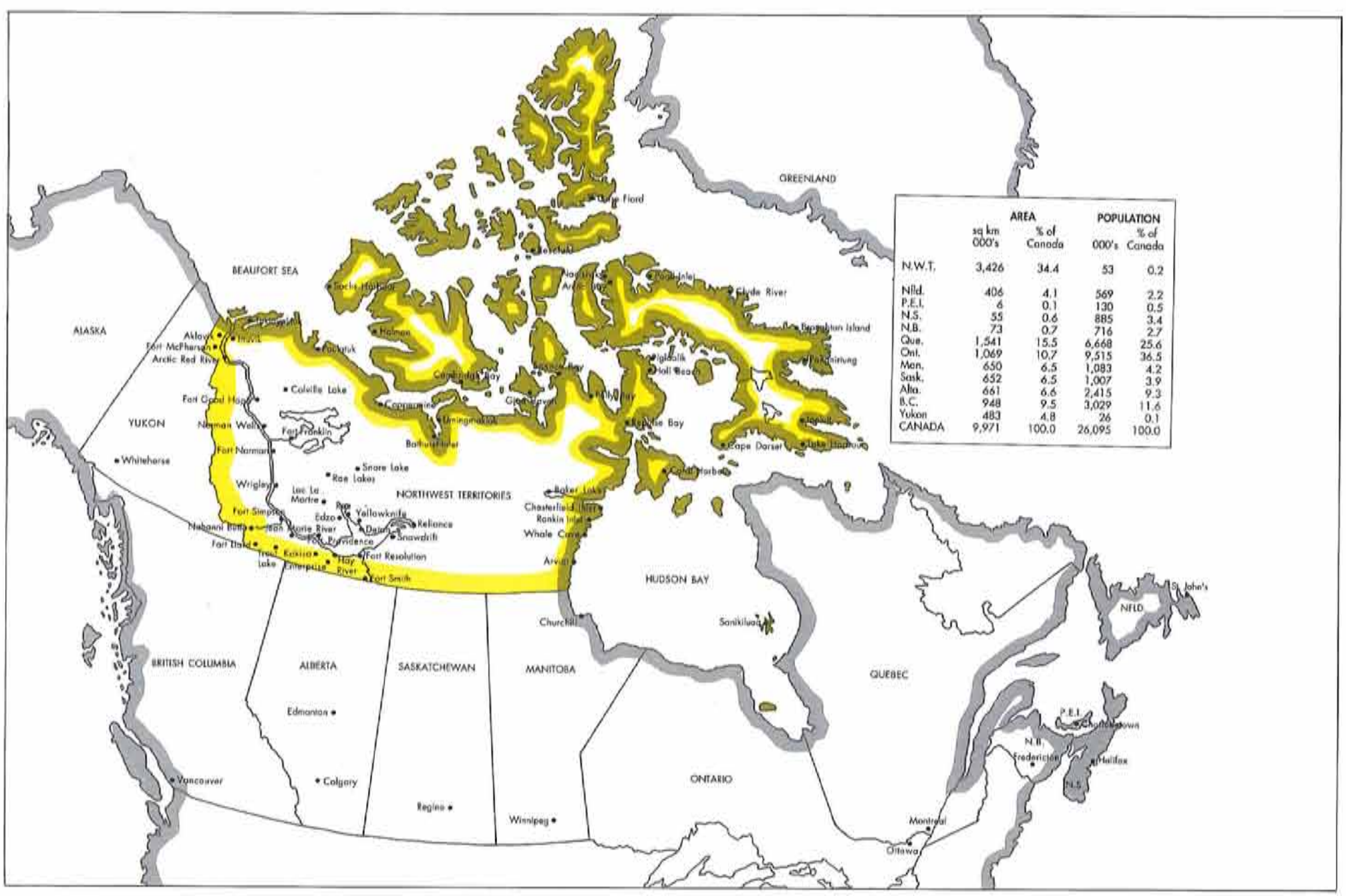
ᑖᓐᓇ ᐊᐱᖅᑯᑕᐅᓚᐧᒃᐳᖅ ᑭᑐᑐᐃᓐᓇᕐᓂᑦ ᐱᓕᕆᐊᖅᑐᓄᑦ ᑐᓵᕐᕕᖃᕈᒪᓪᓗᑎᒃ ᐃᓕᖅᑯᓯᓇᔭᐅᓂᐊᕐᑐᓂᒃ ᐱᓕᕆᖅᑐᓄᑦ. ᐊᒃᓱᕈᕐᓇᕐᓂᖓ ᑐᑭᓯᐊᓂᒃᓯᒪᓕᕐᓗᒍ, ᓱᕋᓪᓕᕐᒥᒃ ᓇᓗᓇᐃᕐᓯᒥᐊᖅᐳᒍᑦ ᑐᓵᕐᕕᒋᔪᒪᔭᑉᑎᓐᓂᒃ ᐱᓕᕆᐊᕆᔪᒪᔭᑉᑎᓐᓂᓪᓗ, ᐱᓕᕆᐊᕆᓂᐊᕐᑕᕗᓪᓗ ᐱᐊᓂᒍᒪᔭᕗᑦ ᓇᓗᓇᐃᕆᐊᖃᕐᐸᕗᑦ.

ᑐᓵᕐᕕᒋᔪᒪᔭᕗᑦ ᐅᕝᕙ:

ᐅᓗᕆᐊᓇᖅᑎᑦᑐᒥᒃ, ᐱᔭᕐᓂᕐᑐᒥᒃ ᐊᑐᐃᓐᓇᐅᔪᓐᓇᕐᑐᒥᒡᓗ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐊᑐᕆᐊᖃᕐᑕᖅᑎᓪᓗ ᐱᒍᑏᖅ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᔪᓐᓇᖁᓪᓗᒋᑦ ᐊᑐᕐᑕᐅᒋᐊᖃᕐᑐᑦ ᑮᓇᐅᔾᔭᒃᓴᖅᑕᐅᓗᑎᒃ ᓴᖅᑭᔮᕐᑎᐊᕈᓐᓇᖁᓪᓗᒋᑦ ᓄᓇᕐᑎᐊᒥ ᑲᓇᑕᒥᓗ.

ᐱᓕᕆᐊᒃᓴᖅᑕᓗ ᐋᖅᑭᒃᓯᒪᕆᐊᖃᕐᐸᕗᑦ ᐃᓱᒪᒃᓴᖅᓯᐅᕈ-

The Northwest Territories – One Third of Canada



	AREA		POPULATION	
	sq km 000's	% of Canada	000's	% of Canada
N.W.T.	3,426	34.4	53	0.2
Nfld.	406	4.1	569	2.2
P.E.I.	6	0.1	130	0.5
N.S.	55	0.6	885	3.4
N.B.	73	0.7	716	2.7
Que.	1,541	15.5	6,668	25.6
Ont.	1,069	10.7	9,515	36.5
Man.	650	6.5	1,083	4.2
Sask.	652	6.5	1,007	3.9
Alta.	661	6.6	2,415	9.3
B.C.	948	9.5	3,029	11.6
Yukon	483	4.8	26	0.1
CANADA	9,971	100.0	26,095	100.0

1. **The great distances and the lack of transportation systems and services contribute to high costs as well as inequities within the Northwest Territories.**

- Half the population depends solely on air transportation for year round access, and on marine transportation or winter roads for annual resupply.

Aircraft are the 'busses' of the North.
'ᐸᓯᒥᔭᐅᔫᑉ' ᑎᖏᕐᔫᑦ ᐅᑭᐅᑦᑕᕐᑐᒥᐅᓄᑦ.

Off-highway communities rely on the annual marine resupply for bulk goods.
ᐊᖁᑎᖃᐃᓐᖏᑦᑐᑦ ᐊᕿᒍᑕᓛᖅ ᑎᑭᑕᐅᒥᐊᖃᕐᑐᐸᑦ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᐱᖁᑎᖏᑦ ᑕᐃᒪᓐᓇ ᑭᓯᐊᓂ ᑎᑭᑎᑕᐅᓲᖑᒪᑕ.

- The community of Grise Fiord is 1,900 air kilometres north of the capital city, Yellowknife, which is located at the end of the road. This is the distance from Vancouver to Tijuana, Mexico.

- Living costs in the Northwest Territories average 150% of those in southern Canada, and run as high as 230%.

ᑕᐅᓂᐊᕐᑐᑦ ᒪᓕᒃᑕᒃᓴᖃᑦᑎᐊᕈᓇᖁᐸᓗᒥᑦ. ᑖᓐᓇ ᐱᓕᕆᐊᕚᓇᔭᕐᑐᖅ ᒪᓕᒃᑕᒃᓴᖃᕋᔭᕐᐳᖅ 7-ᙳᐊᓂᒃ ᐃᒪᓐᓇᐃᕐᑐᓂᒃ:

1. ᐱᓕᕆᐞᑦ ᐱᓕᕆᐊᓪᓗ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᓂᐊᕐᐳᑦ ᑭᑐᐃᓐᓇᐃᑦ ᐅᓗᕆᐊᓇᕐᑐᒥᒃ ᐊᑐᐃᓐᓇᐅᕝᕕᐅᓯᓪᓗᑎᒃ.

2. ᐱᓕᕆᐞᑦ ᐱᓕᕆᐊᓪᓗ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᓂᐊᕐᐳᑦ ᑭᑐᐃᓐᓇᐃᑦ ᐅᐸᓗᒥᐅᔪᖅ ᐊᑐᐊᓚᕐᓂᒃ ᐋᖅᑭᐅᒪᔪᓂᒃ ᒪᓕᒃᑐᓂᒃ ᐊᒻᒪ ᐱᔨᕐᑐᓂᒃ ᐱᔨᕐᐸᓪᓕᐊᔾᔪᑎᖃᕈᓐᓇᕐᓗᑎᒃ.

3. ᐸᕐᓇᒍᑕᐅᔪᑦ ᑎᓯᒥᔫᒃᑯᑦ ᐊᐸᖑᑎᒃᑯᑦ ᐃᒪᒃᑯᓪᓗ ᐱᓕᕆᐊᕚᔪᑦ ᑲᑎᑕᐅᓯᒪᓗᑎᒃ ᐸᕐᓇᒍᑕᐅᖃᑦᑕᕐᓂᐊᕐᐳᑦ ᐋᖅᑭᐅᒪᑦᑎᐊᕐᑐᓂᒃ ᓴᖅᑭᑦᑎᔪᓐᓇᕐᓂᐊᕐᒪᑕ ᐃᓱᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᕚᔪᓂᒃ.

4. ᐱᓕᕆᐊᕚᔪᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᓂᐊᕐᐳᑦ ᓇᓯᒥᓂᖅ ᐱᓕᕆᐊᕚᔪᑦ ᓴᖅᑭᐸᐸᓪᓕᐊᔾᔪᑎᒃᓴᓯᑦ ᐃᓱᒪᕆᔭᐅᓗᑎᒃ ᐊᒻᒪ ᐱᓕᕆᐊᒃᓴᐃᑦ ᐅᑭᐅᑦᑕᕐᑐᒥᐅᓄᑦ ᐱᓕᕆᐊᕚᔪᓐᓇᕐᑐᑦ ᓴᖅᑭᐸᐸᓪᓕᐊᔪᓐᓇᖁᔭᐅᓗᑎᒃ.

5. ᐱᓕᕆᐊᕚᔪᑦ ᐃᓱᒪᕆᔭᖃᖃᑦᑕᕐᓂᐊᕐᐳᑦ ᐊᐃᒃᑐᕐᓯᒪᓂᐅᔪᓂ ᓄᓇᓕᓐᓂ ᐊᔾᔨᒌᖏᑦᑐᓂᒃ ᐃᓱᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᑦ ᐊᔾᔨᒌᖏᓐᓂᖏᑦ ᐃᓱᒪᕆᔭᖃᑦᑕᕐᓂᐊᕐᐳᑦ ᐊᒻᒪ ᕿᓇᐅᔾᔭᒃᓴᕐᕕᐅᔪᑦ ᐊᔾᔨᒌᖏᓐᓂᖏᑦ ᐃᓱᒪᕆᔭᐅᖃᑕᐅᖃᑦᑕᕐᓂᐊᕐᐳᑦ.

6. ᕿᓇᐅᔭᑦ ᐊᑭᓪᓗᐊᓂᔭᖏᑦ ᐱᔭᐅᖃᑦᑕᕐᓂᐊᕐᐳᑦ ᑭᑐᐃᓐᓇᐃᑦ ᕿᓇᐅᔾᔭᒃᓴᕝᕕᔭᖏᓐᓂᑦ.

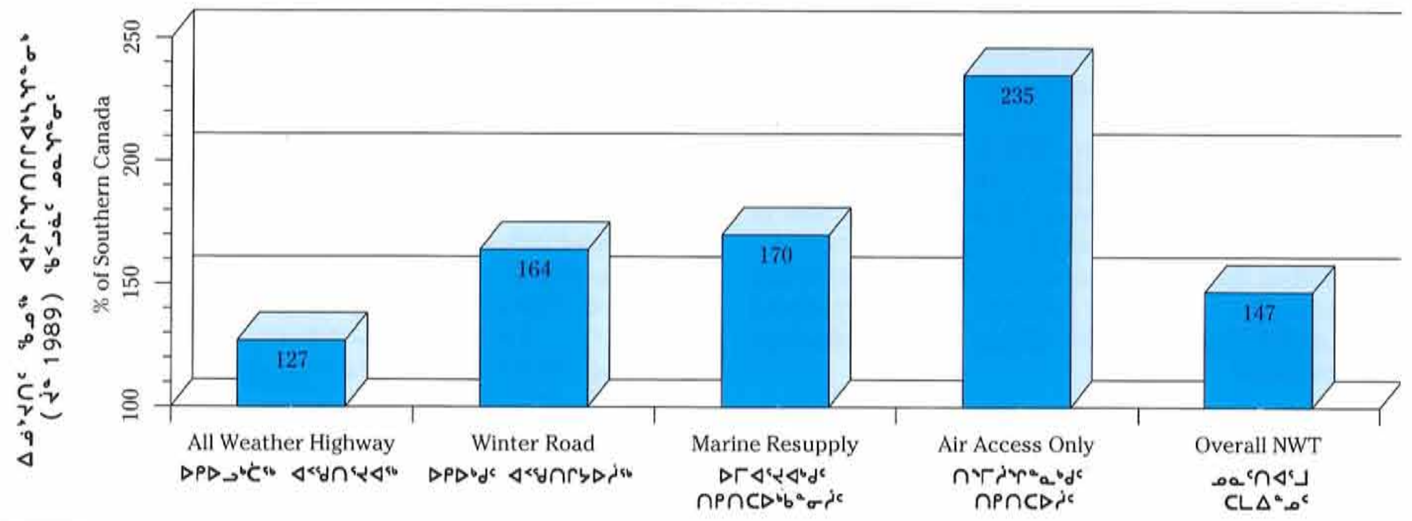
7. ᐃᓕᖅᑯᓯᕆᔭᐅᓂᐊᕐᑐᖅ ᓴᓂᓕᖃᕆᐊᖃᕐᐳᖅ ᕿᓇᐅᔾᔭᒃᓴᕈᑕᐅᔪᓐᓇᕐᑐᓂᒃ, ᑭᑐᐃᓐᓇᐃᑦ ᒐᕙᒪᒃᑯᓪᓗ ᐊᑐᕆᐊᖃᑦᑕᖏᑦ ᐱᔪᒪᔭᖏᓪᓗ ᐃᓚᐅᓗᑎᒃ ᓴᓂᓕᕆᔭᐅᖃᑕᐅᒥᐊᖃᕐᐳᑦ.

ᑖᓐᓇ ᐃᓕᖅᑯᓯᕆᔭᐅᓇᔭᕐᑐᖅ ᒪᓕᒃᑕᒃᓴᓕᐊᕆᔭᐅᓚᐅᕐᐳᖅ ᐃᓱᒪᒃᓴᖅᓯᐅᕈᑕᐅᓂᕐᐸᑕ ᐱᓕᕆᐊᕚᓇᔭᕐᑐᑦ ᐃᓱᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᒃᓴᐃᑦ ᑐᓐᖓᕝᕕᓯᔭᐅᖁᔭᐅᐸᓗᓂ ᓴᖅᑭᑎᑕᐅᓚᐅᕐᐳᑦ ᐃᓱᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐅᑭᐅᑦᑕᕐᑐᒥ ᐱᓕᕆᐊᕚᓂᐊᕐᑐᑦ ᐋᖅᑭᒃᓯᕐᑕᐅᓇᓯᓕᕐᐸᑕ. ᑕᒪᐃᓐᓂᒃ ᐱᓕᕆᐊᕆᔭᐅᑦ ᐊᑐᓕᕐᑎᑦᑎᕙᓪᓕᐊᑎᓪᓗᑕ ᐃᓕᖅᑯᓯᕆᔭᐅᖁᔭᐸᑎᓐᓂᒃ ᖃᓂᒡᓕᕖᓪᓕᐊᑎᑦᑎᕚᓇᕐᐳᖅ ᑑᑦᑐᕝᕕᓯᐊᒪᔭᐸᑎᓐᓄᑦ ᐊᒻᒪ ᑕᒪᐃᓐᓂᒃ ᐱᓕᕆᐊᕚᔪᑦ ᒪᓕᒃᑕᖃᕐᓗᑎᓪᓗ ᑑᑦᑕᕝᕕᖃᖃᑕᐅᕙᓪᓕᐊᕆᐊᖃᕐᐳᑦ ᖁᓖᓂ ᐱᓕᕆᐊᕚᓂᐊᑦᑎᓯᒪᔭᐸᑎᓐᓂᒃ.

ᑖᒃᑯᐊ ᐱᓕᕆᐊᕚᓂᐊᕐᑐᑦ ᐃᓱᒪᒋᓗᒋᑦ, ᐊᔾᔨᒋᔭᐅᕙᓂᒃ ᓴᖅᑭᑎᒃᑎᕙᒪᓂᖅ ᐊᒃᓯᕈᑕᐅᓛᕚᓇᔭᕐᑐᒃᓴᐅᔪᖅ. ᐃᓕᑕᕐᓯᒥᐊᖃᕐᐳᒍᑦ ᑭᑐᐃᓐᓇᐃᑦ, ᕿᓇᐅᔾᔭᒃᓴᕈᑏᑦ, ᒐᕙᒪᒃᑯᓪᓗ ᑑᑦᑕᕝᕕᒥᕙᒪᔭᖏᑦ ᐃᑲᔪᕐᑐᖃᐅᑎᒥᐊᖃᕐᓂᖏᓐᓂᒃ.

NWT Community Living Cost Differentials by Available Transportation Mode

ᓄᓇᓕᑦᑎᐊᕐᒥ ᓄᓇᖔᑦ ᐃᓅᔪᓯᑎᖏᑦᑕ ᖃᓄᖅ ᐊᔾᔨᖏᖏᑎᒋᐊᔅᓴᖏᓐᓂᒃ ᓇᒧᓇᐃᒃᑯᑕᖅ ᐃᖏᕐᕋᔪᑕᐅᔪᓂ



- These high costs restrict the viability of many business ventures. They also result in higher costs for the provision of public facilities and services.
- The effect of these high costs is compounded in the more remote communities, since these communities also tend to be economically isolated, with higher unemployment and lower per capita incomes.
- Of all transportation modes, only all-weather roads and, to a lesser extent, rail, provide low cost, year round transportation of bulk commodities. A road or rail terminus tends to become a transportation hub at which goods are delivered by these modes, and are transshipped by air, water or winter roads to more remote locations. In the western regions, hubs have evolved at Hay River, Yellowknife and Inuvik. The hubs for the Keewatin and Baffin Regions are outside the N.W.T., at Churchill, Manitoba and Montreal, Quebec.

2. Our airport facilities are largely inadequate.

- Travel in the Northwest Territories relies heavily on air service. For over 85% of us, it is the only year round means of access. Yellowknife, with a population of less than 15,000, ranks in the top 25 Canadian airports for scheduled flights and passenger volumes and is 13th for cargo volumes. Five other Northwest Territories airports rank in Canada's top 50 for cargo volume.

ᑐᕌᖕᕕᓕᕆᓂᐊᕐᑕᕗᑦ ᐃᓅᑦᑎᐊᕐᓂᕐᒧᑦ ᐃᓅᖃᑎᒌᑦᑎᐊᕐᓂᕐᒧᑦ ᑐᕌᖕᕕᓕᕙᒧᑉᑎᒍ, ᑲᔪᓯᕚᓪᓚᐊᔪᓐᓇᕐᓂᐊᖅᓯᓚᖅ ᖃᓄᐃᑦᓴᖏᖕᕕᐅᓇᓱᕐᑐᑦ ᓴᖅᑮᓱᑎᐊᖅᑎᑦᑐᒥᑦ, ᓴᓇᓱᖏᐃᑦ ᐊᑐᐃᓐᓇᐅᑎᐊᖅᑎᑦᑐᒥᑦ, ᐊᒻᒪ ᖃᓄᐃᓯᒍᑎᒥᓱᐅᕙᑦ ᐃᑲᔫᑕᐅᓇᓱᕐᑐᑦ ᓴᖅᑮᓱᖅᐸᑕ ᐋᓂᐊᕐᑐᓕᓐᓂᕐᒧᑦ, ᐃᓕᓐᓂᐊᕐᑐᓕᓐᓂᕐᒧᑦ ᐊᔾᔨᓐᖑᑦᑐ ᐃᓄᓕᓐᓂᕐᒧᑦ ᑑᕋᖕᒐᕙᓄᑦ ᐱᓕᓐᐊᓄᑦ ᐊᑐᕐᑐᖏᐃᑦ ᐊᑐᐃᓐᓇᐅᓂᐊᖅᐸᑕ. ᓂᓐᐅᒥᓱᖅᑲᓐᐊᖅᑲᖅᓚᒍᑦᑐ ᒐᕙᒪᒃᑯᓐᓂᒃ ᓇᖏᓂᖅ ᐱᕈᕐᐸᓪᓚᐊᒍᐃᑐᑕ ᖃᓄᐃᓱᖏᖕᕕᖏᖅᑲᑦᑎᐊᖅᑎᑦᑐᒥᑦ ᓴᙱᔪᒥᒃᑐ ᖃᓄᐃᓱᖏᖕᕕᖏᖅᑦ ᐱᑕᖅᑎᑦᑐᒥᑦ. ᐃᖅᑐᖅᑲᑕᕐᓂᕐᒧᑦ ᐃᓕᖅᑯᓯᓐᓱᐅᑎᑕᕗᑦ ᑭᐅᔾᔪᓐᓇᐊᖅᑐᖅ ᐊᑐᕐᑕᐅᔪᒪᔪᓂᒃ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᕚᓪᓚᐊᒍᓂ ᐊᒻᒪ ᓴᖅᑭᑦᑎᕚᓪᓚᐊᒥᐊᖅᑐᖅ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᔪᒪᔭᕐᖑᓂᒃ ᐋᖅᑭᐅᒪᑦᑎᐊᕐᑐᒥᒃ ᖄᓄᐃᓱᖏᓯᑎᓂᒃ ᓴᖅᑭᑦᑎᕚᓪᓚᐊᓂᖏᐅᒥᐊᖅᑲᕐᓂ.

Despite a population of less than 15,000, Yellowknife ranks among the 25 busiest airports in Canada.

ᐃᓄᐃᑦ ᐅᓄᕐᓂᖏᑦ 15,000-ᒧᑦ ᑎᑭᓯᒪᖏᖅᑲᐊᕐᑎᓪᓗᒋᑦ ᔪᓚᐃᕝᒥ ᒥᑦᑕᕕᖕᒥ ᐱᓕᕆᐊᖅᑲᐅᕈᖕᖓᑦ ᓄᖅᑲᓯᓐᓇᖏᓪᓗᑎᒃ ᑲᓇᑕᒥ ᒥᑦᑕᕖᑦ ᑕᐅᑐᖓᓗᒋᑦ.

- Some of our 55 airports have runways which are too short or are otherwise inadequate to handle modern aircraft economically. Of the 11 airports with jet service, only 6 are paved. Navigation aids and services do not meet current needs in many locations. Many airports cannot be certified while others are in conflict with community land use.

- Many of the aircraft currently in use are no longer being manufactured (DC-3, Twin Otter, HS748). The current generation of replacement aircraft is more efficient, more sophisticated and more expensive. Air carrier economics demand high utilization. Our current air facilities are not equipped to match these new aircraft and provide effective services.

Orderly expansion of growing communities is often restricted by airport location (Lac La Martre).
ᐱᕆᖅᐸᓪᓕᐊᓂᐅᔪᑦ ᐊᖏᓕᖅᐸᓪᓕᐊᓂᐅᔪᑦ ᓄᖅᑲᖑᖅᑎᑕᐅᓲᖑᔪᑦ
ᒥᖅᑕᖅᐱᖅᑲᖅᑎᐊᕐᓂᖅ ᐱᔾᔪᑎᒥᓗᒍ (ᓛᒃ ᓚ ᒫᑦ)

3. The Northwest Territories highway system is underdeveloped.

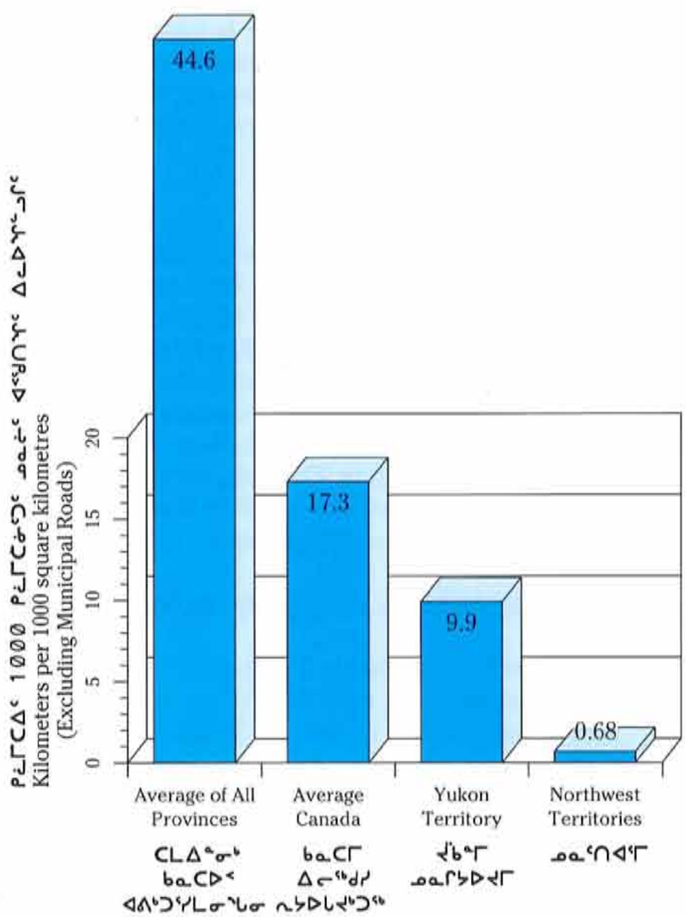
- Despite being the largest geographic jurisdiction within Canada, the Northwest Territories has a mere 2,200 kilometres of highway. Covering more than 600 times the area of Prince Edward Island, we have less than half the road length of that province. Even the Yukon has 14 times the road density of the Northwest Territories.

- Less than 10% of the Northwest Territories is within 100 kilometres of a highway.

- Only 13% of the population has year round highway access, with an additional 39% having service for 10 to 11 months of the year

ᑰᒃᑑᑎᒥᓗᒥᑦ, ᐅᑭᐅᖅᑕᖅᑐᒥᐅᑕᐃᑦ ᓄᓇᖅᑎᐊᕐᒥᒃ ᑕᑯ-
ᔪᒪᔾᔨᒻᒪᑕ ᐱᕆᒃᑲᓐᓂᕆᓐᓇᔾᔨᖅᑐᓂᒃ ᐃᓅᔾᔪᑎᑐᐊᖅᑲᕆ-
ᐊᒃᓴᔾᔨᓐᓂᒃ. ᑭᓯᐊᓂ, ᐱᕆᒃᑲᓐᓂᕆᓐᓇᔾᔨᖅᑐᑦ ᓄᓇᒥᐅ-
ᑕᐃᑦ ᓴᖅᑭᑦᑎᓂᕈᔾᒪᑕ ᕿᓂᖅᑕᐅᑎᓪᓗᒋᑦ ᓴᓇᔭᒃᓴᓂᒃ
ᐅᑭᐅᖅᑕᖅᑐᒥᐅᓄᑦ ᓴᓇᔭᒃᓴᓇᐅᔪᓂᒃ ᐊᒻᒪ ᐊᒥᓲᓂᒃ
ᐃᑲᔪᖅᑕᖅᑎᐊᕆᓐᓇᖅᑐᓂᒃ ᓇᕐᒥᓂᖅ ᐱᓇᓱᐊᒐᒃᓴᓂᒃ ᐊᒻᒪ
ᓴᓇᔭᒃᓴᓂᒃ ᓴᖅᑭᑦᑎᕈᔾᔨᕆᐸᓗᑎᒃ. ᐊᑐᐃᓐᓇᐅᑎᑦᑎᑐ-
ᐃᓐᓇᕆᐊᖅᑲᕆᕗᖅ ᑲᔪᓯᐊᕆᑕᐅᓂᐊᖅᑐᒥᒃ ᐱᓕᕆᐊᖑᔪ-
ᒪᔪᒧᑦ ᓃᕐᓗ ᓄᑖᓂᒃ ᐊᕙᑎᓕᐅᕆᑕᐅᔪᒃᓴᓂᒃ ᓴᖅᑭᑦ-
ᑎᔪᓐᓇᖅᐳᑦ. ᓄᑖᓂᒃ ᐊᕙᑎᑖᖅᐸᑕ ᓅᑉᐸᓕᐊᓂᖅ
ᐊᒻᒪ ᐊᑭᑭᐅᔪᑦ ᐋᖅᑭᐅᒪᓕᖅᓂᖅᓴᐅᓗᑎᒃ ᐊᑭᓗᒃ-
ᓯᓂᖅᓴᐅᑎᑦᑎᓂᐊᖅᐳᑦ. ᐳᓚᕋᖅᓂᖅᓗ ᐊᑐᖅᑕᐅᓂᖅᓴ-
ᐅᓕᖅᓂᐊᖅᓗᓂ, ᓄᓇᒥᐅᑕᐃᑦ ᐱᕆᒃᑲᓂᖅᐸᒃᑐᑦ ᐱᕆᖅ-
ᐸᓕᐊᓂᖅᓴᐅᓂᐊᖅᐳᑦ ᐊᒻᒪ ᓇᕐᒥᓂᖅ ᐱᓇᓱᐊᒐᖏᓴᐅ-
ᔭᓐᓇᖅᑐᑦ ᓴᖅᑭᐸᓪᓕᐊᓂᖅᓴᐅᔭᓐᓇᖅᓂᐊᖅᓗᑎᒃ ᐊᒻᒪ
ᐱᓕᕆᐊᒃᓴᐃᑦ ᐊᒥᓱᓐᖑᖅᓂᖅᓴᐅᓗᑎᒃ. ᓄᓇᒥᐅᑕᐃᑦ
ᐱᕆᒃᑲᓐᓂᕆᓐᓇᔾᔨᖅᑐᑦ ᐱᓕᕆᐊᖑᔪᑦ ᓄᓇᖅᑎᐊᑉ ᒐᕙᒪᒃ-
ᑯᖏᓐᓄᑦ ᐱᓕᕆᐊᖑᕙᓪᓕᐊᑎᓪᓗᒋᑦ, ᐅᑭᐅᖅᑕᖅᑐᒥᐅᑦ
ᓂᕆᐅᒋᐊᖅᐳᑦ ᐱᓕᕆᐊᓂᒃ ᑎᒍᓯᕙᓪᓕᐊᒋᐊᒃᓴᖅ ᐊᒻᒪ
ᑖᒃᓯᒃᑯᑦ ᐲᔭᖅᑕᐅᕙᓪᓕᐊᔪᒃᑯᑦ ᐃᑲᔫᑎᖃᕆᐊᒃᓴᖅ
ᓂᕆᐅᒋᔭᖃᕆᐊᖃᖅᐳᑦ. ᓄᓇᒥᐅᑕᐃᑦ ᐱᕆᒃᑲᓂᖃᑦᑕ-
ᕐᔪᑦ ᒐᕙᒪᒃᑯᓐᓄᑦ ᐃᑲᔪᖅᑐᕐᓇᖅᓂᐊᖅᑎᓪᓗᒋᑦ ᑮᓇᐅ-

Road Densities in Canada
ᑲᓇᑕᒥ ᐊᖅᑯᑏᑦ ᖃᓄᐃᓕᖓᓕᒋᐊᒃᓴᖏᓐᓂᒃ



4. **The highways that we do have are largely inadequate.**

- Fully 60% of the existing primary highway network fails to meet current design standards.
- Only 14% of existing highways are paved. The remaining 86% are gravel surfaced, dusty and generally narrow. Many sections built in the 1970's are worn out or deteriorating.

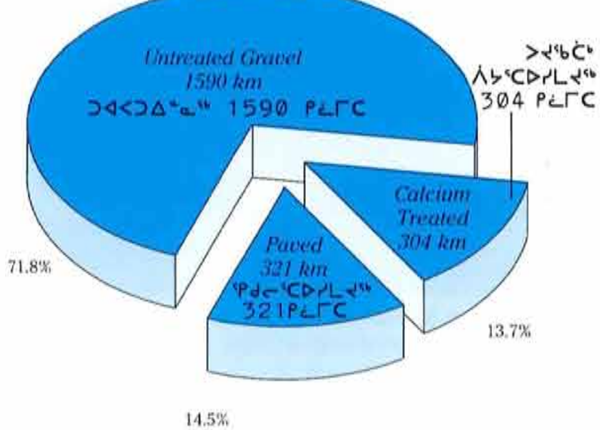
Most highways are gravel-surfaced, dusty and narrow (Yellowknife Highway).

ᐊᖅᑯᑎᕐᔪᐊᕐ ᑕᒪᐃᓐᓂᖅᑲᔭᖅ ᑐᐊᐸᐅᕗᑦ, ᐳᔪᖃᑖᕓᑉᓗᑎᒃ ᑐᐊᕐᑑᑉᓗᑎᒡᓗ (ᔭᓗᓇᐃᑉ ᐊᖅᑯᑎᕐᔪᐊᖓ).

- Complaints from the public and trucking companies are on the rise. Traffic accidents and discouraged highway tourism are being blamed on road conditions.

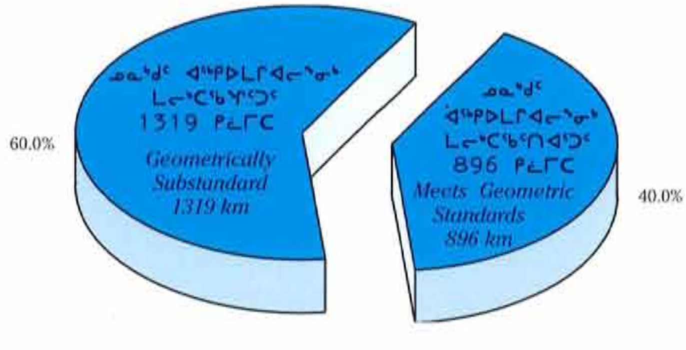
Northwest Territories Highway Surface Types

ᓄᓇᑦᑎᐊᕐᒥ ᐊᖅᑯᑎᕐᔪᐊᑦ ᖃᓄᐃᑦᑑᓕᐊᒃᓴᖓᓐᓂᒃ



Northwest Territories Primary Highway Standards

ᓄᓇᑦᑎᐊᕐᒥ ᐊᖅᑯᑎᕐᔪᐊᓄᑦ ᒪᓕᒃᑕᒃᓴᐃᑦ



ᔭᒐᐊᖏᓐᓄᑦ ᑰᓇᐅᔾᔭᒃᓴᕈᑕᐅᔪᓐᓇᕐᑎᓪᓗᒋᑦ ᒐᕙᒪᒃᑯᓐᓄᑦ ᐊᔾᔨᒌᖏᑦᑐᑎᒍᑦ ᐱᓕᕆᐊᖑᔪᒃᑯᑦ. ᐊᐅᓚᑕᐅᕐᑎᐊᕈᑎᒃ ᐊᔾᔨᒌᖏᑦᑐᑦ ᑰᓇᐅᔾᔭᒃᓴᕈᑕᐅᔪᓐᓇᕐᑐᑦ ᐃᑲᔪᕐᑐᕋᐅ-ᑎᔪᓐᓇᕐᐳᑦ ᑭᓇ ᐊᔪᖏᓐᓂᖅᓴᐅᓚᖓᑦ ᓵᓚᒃᓴᕈᑎᓇᓯ-ᖏᓚᕐᓗᑎᒃ.

ᐊᔾᔨᒋᖕᓂᕐᒥᒃ ᐅᖃᐅᓯᖃᕐᑎᓪᓗᑕ ᒪᑯᓂᖓ ᐅᖃᐅᓯᖃᕐᐳᒍᑦ ᐅᑯᐊ ᐃᓯᒪᒋᒋᐊᖃᕐᐸᕗᑦ:

- ᐋᖅᑭᐅᒪᑎᑦᑎᓇᓱᖕᓂᖅ ᐊᑐᕐᑕᐅᓂᐊᕐᑐᓂᒃ ᒫᓇ ᐊᑐᕐᑕᐅᒋᐊᖃᕐᑐᑦ ᑭᐅᔪᒪᓗᒋᑦ ᐊᒻᒪ ᖃᑯᒍ ᐊᑐᕐ-ᑕᐅᓂᐊᕐᑐᑦ ᓯᕗᓂᕐᑎᓐᓂ ᐸᕐᓇᒍᑎᒋᓯᒪᔪᒪᓗᒋᑦ.
- ᐃᒃᐱᒋᑦᑎᐊᕐᓗᒋᑦ ᐃᓕᖅᑯᓯᑐᖃᙱᐅᔪᑦ ᐊᒻᒪ ᐃᓕᑕᕆᓯᒪᓗᒋᑦ ᒫᓇ ᑰᓇᐅᔾᔭᒃᓴᕈᑕᐅᔪᓐᓇᕐᑐᑦ.
- ᐋᖅᑭᐅᒪᑎᑦᑎᓂᖅ ᐱᕚᓪᓚᐊᔪᓂᒃ ᓄᓇᒥᐅ-ᑕᐅᔪᓂᒃ ᐱᕙᒃᑲᓂᕙᓇᖏᑦᑐᓂᑦ ᐊᒻᒪ ᓴᐳᓐᓂ-ᐊᕐᑕᐅᓂᖏᑦ ᓄᓇᒥᐅᑕᐃᑦ ᐱᕙᒃᑲᓂᕐᐸᒃᑐᑦ ᐊᓯᐅᓗᒥᐅᑕᐃᓪᓗ.
- ᐋᖅᑭᐅᒪᑎᑦᑎᓂᖅ ᐊᑐᕐᑕᐅᒋᐊᖃᕐᑐᓂᒃ ᐱᔪᒪᔭᐅᔪ-ᓂᒡᓗ ᒫᓇ ᐊᒻᒪ ᐃᓯᒪᒋᔭᖃᑦᑎᐊᕐᓂᖅ ᐊᑐ-ᐃᓐᓇᐅᑎᑦᑎᓂᕐᑎᓐᓂᒃ ᒫᓇ ᐱᓕᕆᐊᕆᔭᕐᑎᓐᓂᒃ ᓯᕗᓂᒃᓴᕐᑎᓐᓄᑦ ᐊᑐᕐᑕᐅᓂᐊᕐᑐᓂᒃ.

3 ᓱᓇᑦ ᓈᒻᒪᖏᓐᓂᐅᕙᑦ?

ᑖᓐᓇ ᐊᐱᖅᑯᑕᐅᔪᖅ ᑭᐅᓇᓱᒡᓗᒍ, ᓴᖅᑭᑎᑦᑎᕗᒍᑦ ᐊᒥᒻᒪᓂᖕᓂᒃ ᐱᓕᕆᐊᖃᕈᓐᓇᕐᑐᓂᒃ ᐃᑲᔪᕐᑎᒥᒃᑲᕐᓯᒪ-ᔭᕐᑎᓐᓂᒃ. ᐅᖃᖃᑕᐅᑎᖃᑦᑕᕐᓂᖅ ᐊᑐᕐᓯᒪᕙᕗᑦ ᐅᖃ-ᖃᑎᖃᕐᓗᑕ ᑎᒥᖁᓕᓇᕐᓂᒃ, ᓄᓇᒃᑰᕈᑎᓂᒃ ᐅᓯᒃᑖᕐ-ᑎᓂᒃ ᑲᒻᐸᓂᓂᒃ, ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᑎᑭᑎᑦᑎᔩᓂᒃ ᑲᒻᐸ-ᓂᓂᒃ, ᐱᓕᓇᐊᓂᒃ ᐱᕚᓪᓕᐊᑎᑦᑎᕐᓂᒃ ᐊᒻᒪ ᐱᓇ-

5. There are few adequate marine facilities.

- Over 90% of our population lives on navigable waters. Almost 40% relies solely on the annual marine resupply for fuel and dry cargo. At many locations, receiving facilities, such as fuel handling, protected moorage and marshalling areas, are non-existent or inadequate.

Resupply facilities are non-existent at many locations (Iqaluit).
ᐱᕚᑎᓄᑦ ᑐᖅᑯᕐᓯᓯᒪᕝᕕᐅᓯᑦ ᐊᒥᓱᓂ ᓄᓇᓕᖕᓂ ᐱᑕᖃᐅᖏᓛᑦ (ᐃᖃᓗᐃᑦ).

- The Mackenzie, Canada's longest river, is the supply line for the Mackenzie Valley and Western Arctic communities. It has been the route of choice for supporting Beaufort Sea oil and gas exploration and could play an important role in the construction of a Mackenzie Valley gas pipeline. This river is in need of dredging at several locations where navigation is restricted.

- The indigenous population relies heavily on subsistence harvests of fish and marine mammals, yet there are few adequate community wharves.

- There are large and virtually untapped commercial stocks of fish and shellfish, particularly in the Eastern Arctic coastal waters. Yet there are no harbours or ports capable of handling commercial fishing fleets. Some 8,000 tonnes of shrimp are taken annually in Davis and Hudson Straits, yet none of this catch is landed or processed in the Northwest Territories. There are no facilities.

All of these problems are real. They can be attributed to the great distances, harsh conditions and sparse population in the North. The degree to which these challenges have been met and the problems solved is largely a function of public policy.

ᓱᐊᒐᕐᓂᒃ ᓇᖏᓂᖅ ᐱᓇᓱᐊᒐᕆᓯᐅᔪᓂᒃ ᑲᑐᔾᔨᖃᑎᒌᓂᒃ ᐅᖅᑲᑎᖅᑲᑦᑕᕐᓯᒪᕗᒍᑦ. ᐅᖅᑲᑎᖅᑲᑦᑕᕐᓯᒪᕗᒍᑦ ᓄᓇᑦᑎᐊᕐᒥ, ᑲᓇᑕᐅᑉ ᒪᓕᒐᒃᑯᓐᓂᓗ ᒪᓕᒐᓕᕆᔩᓂᒃ ᐱᓕᕆᓚᖓᓂᒃ ᐱᓕᕆᐊᖅᑲᔫᓂᒃ ᐃᖏᕐᕋᖅᑕᕐᑐᓕᕆᓂᕐᒥᒃ ᐱᕙᓪᓕᐊᔪᓕᕆᔾᔪᑯᓐᓂᒃ, ᓄᓇᒥᐅᑕᓕᕆᔾᔪᑯᓐᓂᒃ, ᐱᔾᔪᑲᓐᓂᕐᐸᒃᑐᓂᒃ ᐱᔾᔪᑲᓐᓂᕈᓐᓇᖏᑦᑐᓂᓪᓗ ᐊᒻᒪ ᐊᔭᕐᓴᕐᑐᓕᕆᔾᔪᑯᓐᓂᒃ. ᐃᒻᒪᖅ ᐱᒻᒪᕆᐅᓛᖑᔭᖅ, ᒫᓇᐅᕗᖅ ᓄᓇᓕᖕᓂ ᓯᕗᓕᖅᑎᐅᔭᑦ ᐅᖅᑲᑎᒥᖅᑲᑦᑕᕐᓯᒪᓚᑉᑎᒍ ᐊᒻᒪ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᓕᕆᐊᕗᔭᓂᒃ ᐊᑐᓲᑦ ᑲᒪᒃᐸᓃᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᕆᓐᓂᒃ ᐊᒻᒪ ᒪᓕᒐᒃᑯᑦ ᐱᓕᕆᐊᖏᑦᑕ ᐊᑐᐃᓐᓇᐅᑎᑕᕆᓐᓂᒃ.

ᑕᒪᐃᓐᓂᒃ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐅᖅᑲᑎᒥᔭᕗᑦ ᓇᖏᓂᖅ ᐃᓱᒪᒥᔭᖅᑐᐃᓐᓇᐅᓚᐅᕐᐳᑦ ᐃᓘᒃᑯᑦ. ᑕᒪᐃᓐᓂᒃ ᐅᖅᑲᑎᒥᔭᕗᑦ ᑐᑭᓯᐅᒪᓚᐅᕐᐳᑦ ᐊᕐᕌᒍᕐᑐᓂᒃ, ᓯᕗᓪᓕᐅᑎᑎᔪᒪᐸᓗᑎᒡᓗ ᐊᕐᕌᒍᕐᑐᓂᒃ. ᑭᓯᐊᓂ, ᑐᓴᕐᑕᕗᑦ ᓈᒻᒪᒥᔭᐅᖏᑦᑐᑦ ᐋᖅᑭᒃᓯᐸᑎᒍ ᑖᓪᓕᒪᐅᔪᓄᑦ ᐋᖅᑭᒃᑕᐅᔪᓐᓇᕐᐳᑦ ᓈᒻᒪᖏᑦᑐᑦ ᑖᓪᓕᒪᐅᓕᖖᓗᑎᒃ ᐅᓂᒃᑲᑕᐅᔪᓐᓇᕐᐳᑦ:

1. ᐅᖓᓯᖕᓗᐊᕐᓂᖏᑦ ᐊᒻᒪ ᐃᖏᕐᕋᔾᔭᑎᒃᓴᐃᑦ ᐊᑐᐃᓐᓇᐅᖏᓗᐊᕐᓂᖏᑦ ᐱᓕᕆᐊᓄᑦ ᖃᓄᐃᓐᓇᖅ ᐊᑭᑐᓗᐊᓕᕈᑕᐅᓯᕗᔭᑦ ᓄᓇᑦᑎᐊᕐᒥᓗ ᓱᓇᑐᐃᓐᓇᕐᓄᑦ ᐊᔾᔨᓕᔭᐅᖏᔭᑕᐅᓗᐊᕐᐸᖕᓂ.

- ᓇᑉᐸᓯᔭᖏᑦ ᓄᓇᑦᑎᐊᕐᒥᐅᑦ ᑎᖏᒥᒃᑯᑦ ᑎᑭᑕᐅᓂᖓᕐᒥᒃ ᐊᑐᓕᖁᔭᑦ ᐅᑭᐅᓗᒃᑖᖅ, ᐊᒻᒪ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᑎᑭᑕᐅᕙᓪᓗᑎᒃ ᐃᓚᖏᑦ ᐅᕝᕙᓘᓐᓃᑦ ᐅᑭᐅᒃᑯᑦ ᐊᐅᓪᓚᑎᒃᑯᑦ ᐊᕐᕋᒍᑕᒦᖅ ᐱᕚᑎᑦ ᐊᑐᕐᑕᐅᒥᐊᓂᑦ ᑎᑭᑎᑕᐅᕙᓪᓗᑎᒃ.

- ᓄᓇᒥᐅᔭᖅ ᐊᐅᓯᐃᑦᑐᒥ ᐅᖓᓯᓐᓂᖅᑳᖅ ᑎᖏᒥ-

There are few marine facilities to support local subsistence or commercial harvest (Pangnirtung).
ᐊᒥᓱᖏᑦᑐᑦ ᐃᒪᕐᒥᐅᑕᓂᕐᒧᑦ ᐱᓇᓱᐊᕐᓯᐅᓇᔭᕐᑐᑦ ᓄᓇᓕᖕᓂ ᓄᓇᖅᑐᑐᖅᑲᕐᓂ ᐃᑲᔪᖅᑕᐅᓇᔭᕐᑐᑦ ᓂᐅᕕᐊᕐᓴᓄᑦ ᓘᑦᓂᑦ ᐃᑲᔪᖅᑕᐅᓇᔭᕐᑐᑦ (ᐸᖕᓂᖅᑑᖅ).

Most of the transportation infrastructure in the North was built between the 1940's and 1970's in response to successive military/strategic, social and economic imperatives. Over the last 10 years, very little progress has been made. Without a significant shift in northern transportation policy, the future is even less promising.

National transportation systems emerged from the post-war boom in a relatively mature state. The focus has shifted to rationalization of services, capacity improvements on high density routes and rehabilitation of existing facilities. This shift has come decades too soon for the North.

For example:

- The federal Arctic Air Facilities Policy expired in 1983. Its objectives have not been fully achieved.
- The federal Northern Roads Policy expired in 1984. Many of the highways proposed in the 1960's have not been built and are no longer in the plans.
- Federal expenditure restraints are cutting both federal and territorial transportation infrastructure and subsidy programs.
- Despite the fact that federal Indian and Northern Affairs, Transport (Air), Transport (Coast Guard), National Defence and Fisheries and Oceans all have northern transportation mandates, there has never been a comprehensive federal northern transportation strategy or plan.

The ongoing devolution of infrastructure maintenance and rehabilitation programs to the G.N.W.T. and the creation of the territorial Department of Transportation will result in a more rational, comprehensive and integrated approach to delivery of these programs. However, these transfers and the funding provided are not adequate to address the upgrading and system expansion which will be required.

A new partnership and commitment of considerable resources by both the territorial and federal governments will be required in the coming decades.

4. FOUR STRATEGIC OBJECTIVES

The goal of the Northwest Territories Transportation Strategy bears repeating:

To ensure the safe, accessible and reliable movement of people and goods to meet the economic, social and political needs and aspirations of the people of the Northwest Territories and Canada.

ᓲᒃᑯᑦ 1,900 ᑮᓕᒥᑕᓂᒃ ᔭᓗᓇᐃᕝᒥᑦ ᐊᖓᔪᖅ-ᑳᖅᑲᖅᕕᐅᔪᒥᑦ ᓄᓇᕐᑎᐊᕐᒥ, ᐃᓱᒥᕙᕋᓗ ᐊᑐᖅᑕᐅᓲᑉ ᑎᕐᒥᓲᒃᑯᑦ. ᐅᖓᓯᖅᑯᓵᖅᐸᖓ ᕿᓐᑯᕙᒥᑦ ᑎᔾᔪᐊᓇ, ᒥᒃᓯᑯᒧᑦ.

- ᓄᓇᕐᑎᐊᕐᒥ ᐃᓅᔾᔪᑏᑦ ᖑᒻᕙᓯᕐᓂᖅᑳᖅᑕᖅᐳᑦ 150%-ᒥᒃ ᖃᐸᓗᓈᑦ ᓄᓇᕆᓐᓂ ᓴᓂᐊᓃᑎᓪᓗᒥᑦ, ᐃᓚᓐᓂ ᑎᑭᓯᒪᓲᖑᕗᑦ 230%-ᒧᑦ.

- ᑖᒃᑯᐊ ᑕᐃᒪᓐᓇ ᐊᑭᑐᓂᖅᓴᐅᑎᒋᓗᐊᖅᑎᓪᓗᒥᑦ ᐊᒥᓱᒪᖏᐅᔪᑦ ᓇᕐᒥᓂᖅ ᐸᓇᓯᐊᒐᖏᔭᐅᔪᓐᓇᖅᑐᑦ ᐃᕐᖑᕙᕐᕆᓚᖅ. ᐊᑭᑐᓂᖅᓴᐅᓲᖑᕆᕗᑦ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐊᑐᖏᐊᖃᖅᑕᕐᕆᑦ ᓴᖅᑮᔭᖅᑎᑕᐅᓂᕐᕆᑦ ᐊᒻᒪ ᐱᓕᖏᐊᑦ ᐱᓕᖏᐊᖑᓂᕐᕆᑦ ᐊᑭᑐᓂᖅᓴᐅᓲᖑᐸᓗᑎᒃ.

- ᑕᒪᒃᑯᐊ ᐃᒃᐱᒋᔭᐅᔪᑦ ᐊᑭᑐᓂᖅᓴᐅᓃᑦ ᐃᒃᐱᕐ-ᓇᖅᓂᖅᓴᒻᒪᖏᐅᓲᖑᕗᑦ ᓄᓇᓕᕐᓂ ᑎᑭᑕᐅᓴᕋᐃᕆᖅᑐᓂ ᓄᓇᓖᑦ ᐅᖓᓯᕐᓂᖅᓴᐃᑦ ᑮᓇᐅᔭᓕᐅᖅᕕᒃᑲᐅᕆᓐᓂᖅ-ᓴᐅᓲᖑᕐᒥᕐᒪᑕ, ᓴᓇᕆᖅᑐᓪᓗ ᐊᒥᓱᓂᖅᓴᐅᐸᓗᑎᒃ ᐊᒻᒪ ᑮᓇᐅᔭᓕᐊᓇᔭᐅᕚᓪᓗᐊᑦ ᐊᑭᓗᓖᓃᐸᒃᐸᓗᑎᒃ.

- ᑕᒪᐃᓐᓂᒃ ᐃᕐᖑᕐᔪᑎᑦ ᖁᒥᕈᓗᒥᑦ, ᐅᑭᐅᓗᒃᑖᖅ ᐊᑐᖅᑕᐅᔪᓐᓇᖅᑐᑦ ᐊᐸᖁᑏᑦ ᐊᒻᒪ, ᖃᐴᓐᓇᐅᓂᖅᓴᓄᑦ ᐊᑐᖅᑕᐅᔪᓐᓇᖅᑐᑦ ᓄᓇᒃᑰᕈᑎᖅᔪᐊᑦ ᐃᓂᖏᑦ ᐊᐸᖁ-ᑎᖏᑦ, ᐊᑭᓗᒃᑐᓂᒃ ᐊᑐᐃᓐᓇᐅᑎᖅᑎᔪᑕᐅᔫᓱ-ᖑᕗᑦ ᓂᐅᕕᐊᒃᓴᓂᒃ ᐊᕐᕋᒍᑕᒫᖅ ᐊᑐᐃᓐᓇᐅᑎ-ᑎᕙᒃᓗᑎᒃ. ᐊᐸᖁᑏᓪᓗᓐᓃᑦ ᐊᐸᖁᑎᖅᔪᐊᓪᓗᓐᓃᑦ ᐊᑐᖅᑕᐅᓚᔪᒃᓯᓲᖑᕗᑦ ᐃᕐᖑᕐᔪᑕᐅᐸᓗᑎᒃ, ᑎᕐᒥ-ᓲᒃᑯᑦ ᐃᕐᖑᕐᑎᑕᐅᒃᑲᓐᓂᕐᓂᐊᕐᑐᓄᑦ, ᐃᒪᒃᑯᑦ ᐅᑭᐅᒃᑯᓪᓗᓐᓃᑦ ᐊᐸᖁᑎᒃᑯᑦ ᓄᓇᓕᖕᓄᑦ ᑎᑭᑕᐅ-ᑲᐅᑐᕈᓐᓇᖏᕐᑐᓄᑦ. ᐅᐊᓕᓂᕐᒥ, ᑎᑭᑦᑕᕐᕕᖅᑲᓲ-ᖑᕗᑦ HA ᓇᕙᒥᒃ, ᔭᓗᓇᐃᕝᒥᒃ ᐃᓅᕕᖏᒻᒧ. ᑎᑭᑦᑕᕐᕕᐅᕙᒃᑐᑦᓕ ᑭᕙᓪᓕᕐᒥᒃ ᖃᑭᑦᑖᓗᖏᒧ ᓄᓇᕐᑎᐊᑉ ᓯᓚᑖᓂᑉᐳᑦ, ᑯᓪᔪᐊᕐᒥ, ᒫᓂᑑᕙᒥ ᒪᓐᑐᓇᔮᒥ, ᑯᐸᖏᒧ.

2. ᒥᑦᑕᕐᕕᖕᒥ ᐱᓕᕆᐁᕖᒃᐹᑦ ᐋᖅᑭᐅᒪ-ᖏᒻᒪᕆᖕᒪᑕ

- ᐃᕐᖑᕐᖃᑦᑕᕐᓂᖅ ᓄᓇᕐᑎᐊᕐᒥ ᐊᑐᒻᒪᕆᓲᖑᕗᖅ ᑎᕐᒥᓲᓂᒃ. ᐅᖓᑖᓄᑦ 85% ᐅᑭᐅᓗᒃᑖᖅ ᐊᑐᓲ-ᖑᕗᒍᑦ ᑎᕐᒥᓲᕐᕆᓐᓇᒃᑯᑦ ᑎᑭᑦᑕᕐᕕᐅᕙᓗᑕ. ᔭᓗ-ᓇᐃᕝ, ᐃᓄᒃᑲᓗᓂ ᑐᖕᖓᓂ 15,000, ᒥᑦᑕ-ᕕᕐᓂ 25-ᖑᔪᓂ ᐱᐅᓖᖑᖅᑲᑕᐅᔪᒥᒃ ᒥᑦᑕᕐᕕ-ᖃᕐᐸᖅ ᑲᓇᑕᒥ ᒥᑦᑕᕐᕕᐅᔪᓂ ᑎᑭᑎᑦᑎᓲᓂᒃ ᐃᓄᕐᓂᒃ ᐅᓯᔪᓂᒃ ᐊᒻᒪ ᐊᑐᖅᑕᐅᓚᔪᓖᖑᖅᑲᑕᐅᐸᓗᓂ

NORTHWEST TERRITORIES
TRANSPORTATION STRATEGY
Transportation Needs for the 21st Century
ᓄᓇᕐᑎᐊᕐᒥ ᐃᖏᕐᕋᑦᑕᕐᓂᕐᒧᑦ
ᐱᓕᕆᐊᖑᔪᒪᔪᒧᑦ ᐃᓕᖅᑯᓯᕆᔭᐅᔪᖅ
ᐃᖏᕐᕋᑦᑕᕐᓂᕐᒧᑦ ᐊᑐᕐᑕᐅᒥᐊᓖᑦ
ᐅᑭᐅᖑᓂᐊᕐᑐᓂ ᐊᑐᕐᓂᐊᓕᖅᑐᓂ

1. IMPROVING WHAT WE HAVE
Upgrading our existing airports, roads and marine facilities.
1 ᐋᖅᑭᐸᓪᓕᕐᑎᕐᑎᓂᖅ ᒪᓐᓇ ᐱᒋᔭᕐᑎᓐᓂᒃ
ᐋᖅᑭᐸᓪᓕᕐᑎᕐᑎᓂᖅ ᒪᓐᓇ ᒥᑦᑕᕝᕕᕐᑎᓐᓂᒃ, ᐊᑉᖁᑎᕐᑎᓐᓂᒃ ᐊᒻᒪᓗ ᐃᒪᕐᒥᐅᑕᓕᕆᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᓯᕐᓂᒃ

2. PUSHING BACK THE ECONOMIC FRONTIERS
Major new roads to open vast areas for responsible development.
2 ᑮᓇᐅᔾᔭᓴᐅᑏᑦ ᐊᑐᕐᑕᐅᕙᓪᓕᐊᓂᖏᑦ
ᓄᑖᑦ ᐊᖏᔪᑦ ᓯᕕᑐᔪᓄᑦ ᐊᑉᖁᑏᑦ ᐅᒃᑯᐃᕝᕕᔪᑕᐅᖁᔭᐅᓪᓗᒋᑦ ᓄᑖᓂᒃ ᐱᓕᕆᐊᖑᔪᓐᓇᕐᓂᐊᕐᑐᓂᒃ ᐱᕈᕐᕙᓪᓕᐊᔪᑕᐅᔪᓐᓇᕐᓂᐊᕐᑐᓂᒃ

3. FILLING THE GAPS
Transportation subsidies to reduce regional disparities
3 ᐱᑕᖃᖏᑐᑦ ᓴᖅᑭᑎᑕᐅᓂᖏᑦ
ᐃᖏᕐᕋᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᓘᔾᔨᒪᔾᔪᑏᑦ ᐃᑲᔪᕐᑕᐅᓂᖏᑦ ᓄᓇᓖᓐᓂ ᐊᑭᑐᓗᐊᕐᑐᓄᑦ

4. EXCELLENCE IN TRANSPORTATION PROGRAMS
Doing things well.
4 ᐋᖅᑭᐅᒪᑦᑎᐊᕐᑐᓂ ᐃᖏᕐᕋᑦᑕᕐᓂᕐᒧᑦ ᓴᖅᑭᑎᑦᑎᓂᖅ ᐱᓕᕆᐊᖑᔪᓂᒃ
ᐱᓕᕆᐊᖑᔪᑦ ᐱᓕᕆᐊᓕᐅᕐᑎᐊᕐᓂᖏᑦ

Pursuit of this goal will require attacking the problems on four fronts. These are the strategic objectives which represent the heart of the Transportation Strategy. Each of the four strategic objectives includes a series of specific program objectives.

Achieving these objectives will take time and a major investment of funds. This will demand a high degree of political determination and commitment. However, the investment will pay dividends to current and future generations.

1. Improving What We Have

Upgrading existing roads, airports and marine infrastructure will improve their safety, reliability and accessibility and will reduce costs and inequities.

Much of our existing air, road and marine infrastructure is inadequate and/or obsolete. Several factors have contributed to this situation:

- Some facilities were never built to standard in the first place.
- Larger, heavier trucks, larger boats and new generation aircraft have been introduced and traffic volumes have increased, rendering facilities obsolete.
- Much of our infrastructure is aging and overdue for rehabilitation.
- Expenditures on rehabilitation and upgrading have not kept pace with need.

ᐱᖁᑎᓄᓪᓕ 13 ᒥᔭᐅᑉᓗᓂ ᐱᐅᓛᖑᖅᑲᑕᐅᕗᖅ ᑎᑭᑦᑕᕝᕕᐅᕙᓐᓂᖓ. ᑖᓐᓇᓕᑦ ᓯᓂ ᓄᓇᓖᑦ ᖁᑦᑎᓛᖑᖅᑲᑕᐅᕗᑦ 50-ᖑᔪᓂ ᐃᓚᒥᔭᐅᑉᓗᑎᒃ ᐱᐅᓛᖑᔪᓂ ᐱᖁᑎᓂ ᑎᑭᑎᑦᑎᕙᒃᑐᓂ.

– 55-ᖑᑎᓪᓗᒋᑦ ᒥᑦᑕᕝᕕᒃᐸᑦ ᐃᓚᖏᑦ ᓇᐃᓗᐊᕐᑐᓂᒃ ᐋᖅᑭᐅᒪᖏᑦᑐᓂᒃᓗ ᒥᑦᑕᕝᕕᖃᐅᕐᐸᑦ ᑮᓇᐅᔾᔭᖅᓴ- ᐅᑕᐅᓇᔭᕐᑐᓂᒃ ᑭᐅᕐᓂᒍᑕᐅᔪᓐᓇᖏᓚᑦ ᐋᖅᑭᐅᒪ- ᖏᓐᓂᖏᑦ. ᒥᑦᑕᕝᕖᑦ 11-ᖑᑎᓪᓗᒋᑦ ᐃᓯᓂᖕᓄᑦ ᑎᑭᑕᐅᓲᑦ, ᐊᕝᕕᓂᖓᓐᓇᐃᑦ 6 ᑐᐃᓐᓇᐃᑦ ᕿᒍ- ᓂᑦᑕᐅᓯᒪᕗᑦ. ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᐃᑳᕐᑕᐅᓲᑦ ᐱᓂᕐ- ᐊᖑᕙᒃᑐᓪᓗ ᐊᓯᖏᓐᓂ ᐱᓂᕐᐊᖑᕙᒃᑐᓂ ᐊᒥᓱᓂ ᐋᖅᑭᐅᒪᖏᓐᓂᖅᓴᒪᕆᐅᕗᑦ. ᐊᒥᓱᒪᕆᐅᔪᓪᓗ ᒥᑦᑕᕝᕖᑦ ᓇᓗᓇᐃᒃᑯᑦᑖᕈᓐᓇᖏᓪᓗᑎᒃ ᐃᓚᖏᑦ ᓄᓇ ᐊᑐᕐᑕᐅᓂᐊᕐᓂᖓᓄᑦ ᑭᑐᑦ ᐊᑐᕐᓂᐊᕐᒪᖔᑕ ᓇᓗᓇᕐᑎᓪᓗᒍ ᓈᒪᖏᔾᔪᑎᖃᕐᓗᑎᒃ.

ᐊᒥᓱᒪᕆᐅᔪᑦ ᑎᖕᒥᓲᑦ ᐊᑐᕐᑕᐅᔪᑦ ᒫᓐᓇᐅᔪᖅ ᓴᓇᔭᐅᔪᓐᓃᕋᔅᓯᒪᖏᓚᑦ (DC-3, ᑐᐃᓐ ᐋᑕ, HS748). ᒫᓐᓇᐅᓕᕐᑐᖅ ᑎᖕᒥᓲᑦ ᐊᑐᕐᑕᐅᕙᒃᑐᑦ ᐋᖅᑭᐅᒪᓂᖅᓴᐅᕗᑦ ᓇᑭᕐᓂᖅᓴᐅᑉᓗᑎᒃ ᐊᑭᑐᓂᖅᓴ- ᐅᓕᕐᓗᑎᒡᓗ. ᑎᖕᒥᓲᒃᑯᑦ ᑎᑭᑦᑎᑦᑎᑕᐅᓲᑦ ᐊᑐᕐ- ᑕᐅᒪᓂᖏᓗᑎᐅᕆᐊᖃᕐᐸᑦ. ᒫᓐᓇ ᑎᖕᒥᓲᒃᑯᑦ ᑎᑭᑦ- ᑕᓲᑦ ᐱᓂᕐᐊᖑᔾᔪᑕᐅᓲᓪᓗ ᐱᑕᖃᐅᓯᐊᖃᕐᑐᓂᒃ ᓄᑖᖑᓕᕐᑐᓄᑦ ᑎᖕᒥᓲᓄᑦ ᐱᓂᕐᔪᑎᓂᒃ ᐱᖃᐅ- ᖏᓚᑦ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᔪᓐᓇᖅᓯᑎᓪᓗᒋᑦ ᐱᓂᕐ- ᐊᓂᒃ ᐋᖅᑭᐅᒪᓂᖅᓴᓂᒃ.

3. ᓄᓇᕐᑎᐊᕐᒥ ᐊᑉᖁᑎᕐᔪᐊᖅ ᓴᓇᔭᐅᕚᓂᒃ- ᓯᒪᖕᒥᒻᒪᕆᒃᐸᖅ

– ᑲᓇᑕᒥ ᓄᓇᒥᔭᐅᔪᓂ ᐊᖏᓛᒻᒪᕆᖕᒥᒃ ᓄᓇᕐᑎᐊᖅ

The solution is simple but expensive.

We must invest capital funds to eliminate the backlog of upgrading and rehabilitation projects required to bring our transportation infrastructure up to standard. We must also ensure that ongoing maintenance and rehabilitation funds are provided to keep it there.

We must invest capital funds in upgrading our existing infrastructure.
ᐊᑭᑐᕇᑎᓄᑦ ᐊᑐᕐᑕᐅᔪᖅᓴᐃᑦ ᑮᓇᐅᔾᔦ ᑐᖅᑯᕐᐸᓪᓕᐊᒥᐊᖄᕐᐸᕙᑦ ᐋᖅᑭᒥᐊᓯᕐᔪᑕᐅᓂᐊᕐᑐᑦ ᒫᓐᓇ ᐱᒋᑎᒥᔭᕐᑎᓐᓄᑦ.

Meeting the program objectives will require average annual capital expenditures of approximately **$60** million per year over the first five years, this being reduced to **$42** million per year for the following years. This represents a substantial increase over the current capital level of **$31** million.

Maintenance and operations of the expanding inventory and coping with growth in traffic will require a steady increase in expenditures.

The O & M need for the first five years will average **$58** million, up from the 1990 level of **$52** million. Over the 15 year future planning period, needs will increase further to average **$61** million per year.

2. Pushing Back the Economic Frontiers

Major new highway construction will reduce transportation costs and improve the prospects for tourism and renewable and non-renewable resource development.

The Northwest Territories road map illustrates just how underdeveloped the highway system is. Concentrated in the Mackenzie Valley, the network provides all-weather access to only 18 communities and half the population.

ᓄᓇᖄᖃᓗᐊᕐᑎᓪᓗᒍ, 2,200 ᑭᓛᒥᑕᑐᐃᓐᓇᕐᒥᒃ ᐊᖅᑯᑎᕐᔪᐊᖄᕐᐳᖅ ᓄᓇᕐᑎᐊᖅ. 600 ᒦᕐᑕᕐᓗᒍ ᐳᓇᔅ ᐃᐊᕐᕗᑦ ᐊᐃᕙᓐᑐᑦ ᐊᒥᖅᑎᒥᓇᔭᕐᑎᓪᓗᒍ, ᑕᐃᑲᓂ ᐊᖅᑯᑎᕐᔪᐊᙱᓂᑦ ᓇᕐᐸᓇᖏᑕᙱᓂᓪᓘᓐᓃᑦ ᐊᖅᑯᑎᖄᕐᐳᒍᑦ. ᕚᑲᓐᒥᐅᓪᓘᓐᓃᑦ 14-ᖏᕐᑕᕐᓗᑎᒃ ᑕᑭᓂᖅᓴᐅᔪᒥᒃ ᐊᖅᑯᑎᖄᕐᐳᑦ ᓄᓇᕐᑎᐊᕐᒥᐅᙱᓂᑦ.

- 10% ᑐᙱᓂ ᓄᓇᕐᑎᐊᕐᒥ ᓄᓈᑦ 100 ᑭᓛᒥ-ᑕᓂᒃ ᐃᖏᕐᖃᓗᑎᒃ ᑎᑭᕐᑐᓐᓇᕐᐳᑦ ᐊᖅᑯᑎᕐᔪᐊᒧᑦ.

- 13% ᑐᐃᓐᓇᐃᑦ ᐊᖅᑯᑎᕐᔪᐊᒃᑯᑦ ᑎᑭᑕᐅᓰᖑᕗᑦ ᐅᑭᐅᓗᒃᑖᖅ, ᐃᓚᖄᕐᓗᑎᒃ 39%-ᒥᒃ ᐱᓕᕆᐊ-ᖄᕐᕕᐅᓰᓂᒃ ᑕᖅᑭᓄᑦ 10-ᓄᑦ 11-ᓄᑦ ᐅᑭᐅᒥ.

4. ᐊᖅᑯᑎᕐᔪᐊᑦ ᓄᓇᕐᑎᐊᕐᒥ ᓇᒻᒥᓂᕆ-ᔭᖃᓗᐊᕐᐳᑦ ᐋᖅᑭᐅᒪᖏᒻᒪᕆᒃᑕᕐᐳᑦ

- ᖄᓂᒥᔭᙱᓂ 60% ᐊᖅᑯᑎᕐᔪᐊᑦ ᐅᐸᓗᒥᐅᔪᖅ ᐋᖅᑭᐅᒪᒥᐊᖄᕐᑐᓂᒃ ᒪᓕᒃᑕᒃᓴᓂᒃ ᒪᓕᒃᑕᖄᖄᑦ-ᑕᖏᓚᑦ.

- ᐅᐸᓗᒥ ᐊᖅᑯᑎᕐᔪᐊᖑᔪᑦ 14% ᑐᐃᓐᓇᖏᑦ ᕿᑯᓕᕐᑐᕐᑕᐅᓯᒪᕗᑦ. 86% ᒥᔭᖏᑦ ᑐᐊᐸᑐ-ᐃᓐᓇᐅᑎᓪᓗᒥᑦ, ᐳᔪᖄᑖᖑᓚᔪᒃᓗᑎᒃ ᑐᐊᕐᑐᓪ-ᒪᓇᐊᓘᐸᓗᑎᓪᓗ. ᐊᖏᔪᒻᒪᓇᐊᓗᒃ 1970-ᒥ ᓴᓇᔭᐅᓂᑯ ᓱᕈᕐᐸᓪᓕᐊᓕᕐᐳᖅ ᐃᖏᕐᖃᕝᕕᐅᓚᔪᓗᐊᕐ-ᓂᑯᒧᑦ ᐊᖅᑯᑎᓕᐊᖑᓂᑯᕕᓃᑦ.

- ᓈᒻᒪᒋᔭᐅᖏᕐᑐᑦ ᑭᑐᑐᐃᓐᓇᕐᓂᑦ ᐅᓯᑲᕐᑕᕐᑎᓂᓪᓗ ᓄᓇᒃᑯᕈᑎᕐᔪᐊᓂᑦ ᐅᖄᐅᓯᐅᓚᔪᒃᐳᑦ. ᓄᓇᒃᑯᕈᑎᓄᑦ ᐋᓐᓂᕈᑕᐅᔪᑦ ᑐᓗᕈᑕᐅᔪᑦ ᐊᒻᒪ ᐳᓚᖃᕐᑐᑦ ᐳᓚ-ᖃᖏᔾᔪᑕᐅᓂᖏᑦ ᐅᖄᐅᓯᐅᕗᑦ ᐊᖅᑯᑎᕐᔪᐊᑦ ᐋᖅᑭᐅ-ᒪᖏᓗᐊᕐᓂᖏᑦ ᓅᖅᑲᙳᕈᑕᐅᓂᖃᕐᓗᒥᑦ ᐱᕐᑎᐊᖏᔾᔪ-ᑕᐅᓂᖃᕐᓗᒥᓪᓗ.

5. ᖃᕐᔫᓐᓇᑯᓘᕗᑦ ᐃᒪᒃᑯᑦ ᐱᓕᕆᐅᔾᔪᑕᐅᔫᑦ ᐋᖅᑭᐅᒪᑦᑎᐊᕐᑐᑦ

- ᓄᓇᕐᑕ ᐅᖓᑖᓅᕐᑐᑦ 90% ᐃᒪᒃᑯᑦ ᑎᑭᑕᐅᔪᓐ-ᓇᕐᓗᑎᒃ ᓄᓇᐅᕗᑦ. ᖄᓂᒥᔭᙱᓂ 40% ᑎᑭᑕᐅ-ᖏᖑᕗᑦ ᑭᓯᒥ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᐅᖅᓯᐊᓗᖕᓂᒃ ᑎᑭᑎᑦ-ᑎᔪᓂᒃ ᐸᓂᕐᑐᓂᓪᓗ ᓯᓇᒃᑰᑕᓂᒃ. ᓇᓂᑐᐃᓐᓇᖅ, ᐱᓕᕆᐊᕝᕕᖄᐅᕐᑐᓂ, ᓲᖅᓗ ᐅᖅᓯᐊᓗᓕᕆᓂᕐᒧᑦ, ᑐᓚᒃᑕᕐᕕᖕᓂ ᐊᒻᒪ ᐅᓯᓕᕐᑐᐃᕝᕕᖕᓂ, ᐱᑕᖄᐅ-ᖏᓚᑦ ᐅᕙᓘᓐᓃᑦ ᐱᑕᖄᐅᖃᓗᐊᕐᐸᑕ ᐋᖅᑭᐅᒪ-ᖏᒻᒪᕆᒃᐳᑦ.

- ᒪᑲᓯ, ᑲᓇᑕᐅᑉ ᑰᖏᓐᓂ ᑕᑭᓛᒻᒪᕆᒃ, ᐊᖅᑯ-ᑎᒥᔭᐅᖑᕗᖅ ᒪᑲᓯᒥᐅᓄᑦ ᐅᐊᓕᓂᕐᒥᐅᓄᓪᓗ ᐅᑭᐅᕐᑕᕐᑐᒥ ᓄᓇᓕᖕᓄᑦ. ᐊᖅᑯᑎᒥᔭᐅᖄᕐᑕᕐᓯᒪᕗᖅ ᑐᒃᑐᔭᕐᑐᐸ ᐃᒪᙱᓄᑦ ᐅᖅᓯᐊᓗᓕᕆᓂᕐᒧᑦ ᓖᓕᕆ-ᓂᕐᒧᓪᓗ ᕿᓂᕐᓂᕐᒧᑦ ᐃᑲᕇᑎᖄᕈᓐᓇᕐᐳᕐᓗ ᓱᐸᓗ-ᐊᓗᓕᐅᕐᑕᐅᔪᒧᑦ ᒪᑲᓯ ᕚᓕᒥ ᓖᓯᒧᑦ ᓱᐸᓗᐊᓗᒃ-

Even if we discount the Arctic Islands, the Northwest Territories mainland covers about 2 million square kilometres. As a measure of remoteness, less than 340,000 square kilometres is within 100 kilometres of a highway.

Mineral and oil and gas exploration and development, renewable resource development and tourism all depend on transportation availability. The economics of these sectors are all adversely affected by 'remoteness'. All-weather highways providing low cost surface transport can make 'absolute' natural resources 'economic'. They can also greatly enhance the tourism potential of a region.

The economics of developing a rich mining property may allow for some construction of access roads. Depending on terrain, 100 kilometres of access road would cost 10 to 50 million dollars. It would appear unlikely that investment by a mining company in hundreds of kilometres of access road would be justified. Without roads, mine developers will have to rely on seasonal winter roads or seasonal marine access combined with a high degree of air support.

Other surface transportation alternatives (winter roads, marine routes and railways) do not provide a full measure of access or flexibility suitable for inter-community travel, goods transportation, resource development or tourism.

Five potential new roadway projects have been identified:

1. Extension of the Mackenzie Highway, Wrigley to Inuvik.
2. Extension of the Mackenzie Highway, Inuvik to Tuktoyaktuk.
3. Construction of an Arctic Highway, connecting the Central Arctic coast to Yellowknife.
4. Construction of a Keewatin Highway, connecting the Keewatin coast south to Manitoba and west to Yellowknife.
5. A road connection between Fort Smith, N.W.T. and Fort MacKay, Alberta.

These projects have a total estimated cost of **$3.2** billion of which **$2.7** billion is in the N.W.T. This appears to be a very large sum, but consider that it is less than the $4 billion plus price tag of the proposed Mackenzie Valley gas pipeline.

ᓴᒧᑦ. ᑖᓐᓇ ᑰᒐᕙᖅ ᐋᖅᑭᒋᐊᕐᑕᐅᒋᐊᖃᕐᐳᖅ ᐅᒥ-
ᐊᕐᕙᐊᑦ ᑎᑭᑲᐅᕐᑐᕈᓐᓇᖏᑎᓪᓗᒋᑦ.

- ᓄᓇᖃᕐᑐᑐᖃᐃᑦ ᐊᑐᓪᓚᕆᓲᖑᔪᑦ ᐃᖃᓗᒃᓂᒃ ᐃ-
ᒪᕐᒥᐅᑕᓂᒃ ᓂᕐᔪᑎᓂᒃ, ᑭᓯᐊᓂ ᖃᐸᔾᔪᓐᓇᖁᓗᔪᑦ
ᓄᓇᓕᒃᓂ ᑐᓚᒃᑕᕐᕕᐅᓰᑦ.

- ᐊᒥᓱᓪᓚᕆᐅᕙᑦ ᐊᒃᑐᕐᑕᐅᓯᒪᔪᕐᑐᑦ ᐃᖃᓗᐃᑦ
ᑕᐃᒪᐅᕗᑦ ᐊᓪᓚ ᓯᑎᕙᓂᒃ ᖄᖄᕐᑐᑦ ᓂᖅᑭᒃᓴᐅᕙᓐ-
ᓇᕐᑐᑦ ᐃᖃᓗᐃᑦ ᐃᓚᒋᔭᖏᑦ ᐃᒪᕐᒥᐅᑕᐃᑦ,
ᐱᓗᐊᕐᑐᒥᒃ ᐅᖅᑯᕐᒥᐅᑦ ᐃᒪᖏᑦᑕ ᓯᕐᔭᖏᓐᓂᕐᑐᑦ
ᑕᐃᒪᐅᕗᑦ ᐊᒃᑐᕐᑕᐅᓯᒪᖏᓪᒪᕆᒃᑐᑦ. ᑭᓯᐊᓂ
ᑐᓚᒃᑕᕐᕕᖏᒻᒥᒃ ᓴᖅᑮᕐᑐᖅᖏᓛᖅ ᐃᖃᓗᓕᕆᓂᕐᒧᑦ
ᐱᓕᕆᐊᖅᕕᐅᓇᔾᔪᓂᒃ. ᖃᓂᒋᔭᖓᓂ 8,000
ᑕᓐ ᐅᖁᒪᐃᓐᓃᑦ ᑭᖑᐃᑦ ᐊᕐᕌᒍᑖᖅ ᐱᔭᐅᕙᒃᐳᑦ
ᑕᐃᕕᑦ ᓯᑐᕚᕐᒥᑦ ᐊᓪᓚ Hᐊᕐᓴᓐ ᓯᑐᕚᕐᒦᑦ,
ᑭᓯᐊᓂ ᑖᕙᓐᖓᑦ ᐊᑕᐅᓯᕐᒦᓗᓐᓃᑦ ᐅᖁᒪ-
ᐃᓐᓂᕆᖏᒃ ᓄᓇᕐᑎᐊᕐᒥ ᐱᓕᕆᐊᖑᓗᓂ ᓂᐅ-
ᕕᐊᒃᓴᐅᕙᖏᓛᖅ. ᐱᓕᕆᕝᕕᖃᖏᓪᒪᑕ ᑕᐃᒪᓐ-
ᓇᐃᑐᓄᑦ.

ᑕᒪᐃᓐᓂᒃ ᑕᒪᒃᑯᐊ ᓈᓪᒪᖏᓐᓂᐅᕙᑦ ᐱᓪᒪᕆᐅᕗᑦ ᓱᓕ-
ᕚᕗᑦ. ᒪᓐᓇ ᐱᔾᔭᑕᐅᓂᕐᑕᐅᕙᓐᓇᕐᐳᖅ ᐅᖓᓯᒌᓗ-
ᐊᕐᓂᖏᑦ ᓄᓇᓖᑦ, ᓂᐅᕕᕐᑲᐅᓗᐊᕐᓂᖓ ᐊᓪᓚ ᐅᑭᐅᕐ-
ᑕᕐᑐᒥᐅᑦ ᐊᒥᓲᖏᓗᐊᕐᓂᖏᑦ ᓄᓇᓕᖕᓃᑦᑐᑦ. ᑕᒪᒃᑯᐊ
ᐋᖅᑭᐅᒪᖏᒃᑲᑕᐅᕙᑦ ᐋᖅᑭᒃᑕᐅᓇᓱᒍᑎᖏᑦ ᓵᖓᔭᖅᐳᑦ
ᓚᕙᒃᑯᑦ ᐊᑐᐊᓚᖁᑎᖏᓐᓂᒃ.

ᐃᖏᕐᕋᖅᑕᕐᓂᖅ ᐅᑭᐅᕐᑕᕐᑐᒥ ᑕᒪᐃᓐᓂᖅᑲᔭᖅ ᓴᓇᔭ-
ᐅᓂᑯᐳᖅ 1940-ᓂ ᐊᓪᓚ 1970-ᓂ ᑭᐅᔾᔭᑕᐅᓇ-
ᓱᒃᓱᓂ ᐊᑐᕐᑕᐅᒋᐊᖅᑐᓄᑦ ᐅᓇᑕᕐᑐᓴᓄᑦ/ᐱᓕᕆᐊᓄᑦ
ᑮᓇᐅᔭᖅᓴᕈᑕᐅᓇᔭᕐᑐᓄᑦ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᓕᕆᐊᖏᓐ-
ᓄᑦ. ᐅᑭᐅᖑᓚᐅᕐᑐᓂ ᖁᓕᐅᕙᓂ ᖃᓄᐃᑉᐸᓪᓕᕚᓪᓚᖏᓪ-
ᓚᕆᒃᐳᑦ. ᐅᑭᐅᕐᑕᕐᑐᒥ ᐃᖏᕐᕋᖅᑕᕐᓂᕐᒧᑦ ᐊᑐᐊᓚᐅᕙᖅ
ᖃᓄᐃᓕᕿᓪᓕᕐᓂᐊᖏᑎᓪᓗᒍ, ᓯᖁᓯᕐᓂᐊᖏᑉᐸᑦ ᓯᕗᓂᒃ-
ᓴᕐᑎᓐᓂ ᐋᖅᑭᒃᐸᓪᓕᐊᓂᐊᖏᕐᑎᐊᕐᐳᖅ.

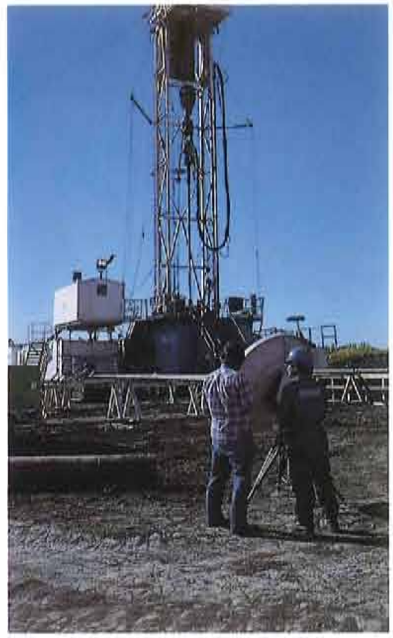
ᑲᓇᑕᓕᒥ ᐃᖏᕐᕋᖅᑕᕐᓂᕐᒧᑦ ᐃᓕᖅᑯᓯᕆᔭᐅᕙᑦ
ᐱᓕᕆᕙᓯᐅᕙᑦ ᓴᖅᑭᑉᐸᓪᓕᐊᓚᕐᐳᑦ ᐅᓇᑕᕕᒡᕙᐊᕐᓂᒃ-
ᑎᓪᓗᒋᑦ ᐱᓕᕆᐊᖑᕚᓪᓕᐊᕙᑦ ᓴᖅᑭᑉᐸᓪᓕᐊᓂᖏᓐᓂ
ᓴᖅᑭᑉᐸᓪᓕᐊᖅᑕᐅᓚᐅᕐᐳᑦ. ᐊᒃᓯᕈᑎᖅᑲᕐᓂᖅᓴᐅᓕᓚᐅᕐᐳᑦ
ᓯᓇᑐᐃᓐᓇᐃᑦ ᐊᕐᖁᑎᒋᔭᐅᕙᒃᑐᓪᓗ ᐋᖅᑭᐅᒪᓂᖅᓴᐅᖁᑉ-
ᓗᒋᑦ ᐱᓕᕆᐊᓪᓗ ᐋᖅᑭᐅᒪᓂᖅᓴᐅᖁᑉᓗᒋᑦ, ᐱᓕᕆ-
ᕕᐅᕙᓪᓗ ᐋᖅᑭᒃᐸᓪᓕᕐᑕᐅᓇᓯᓕᖅᓱᑎᒃ ᐱᔭᐅᓂᖅᓴᐅᓕ-
ᓚᐅᕐᐳᑦ. ᑕᒪᓐᓇ ᐅᑭᐅᕐᑕᕐᑐᒧᑦ ᓯᕗᕙᖕᒪᓗᐊᓚᐅᕐᒪᑦ
ᐱᓕᕆᐊᖑᕙᓪᓕᐊᓂᖓ.

ᐆᒃᑑᑎᒋᓗᒋᑦ:

- ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᑦᑕ ᐅᑭᐅᕐᑕᕐᑐᒧᑦ ᑎᕐᒥᓯᒃᑯᑦ
ᐱᓕᕆᕝᕕᖓᓄᑦ ᐊᑐᐊᒐᖁᑎᖓᑦ ᓄᖅᑲᕐᕕᖃᓚᐅᕐᐳᖅ
1983-ᒥ. ᑐᕌᕆᕙᒪᔭᖏᑦ ᐱᓕᕆᐊᓂᕙᒪᔭᖏᓐᓗ
ᐱᓕᕆᐊᖑᐊᓂᖏᑎᓪᓗᒋᑦ.

- ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᑦᑕ ᐅᑭᐅᕐᑕᕐᑐᒧᑦ ᐊᕐᖁᑎᓄᑦ

Assuming that all **4800** kilometres are constructed, the economic and social impacts would be enormous. All-weather road access (Within 100 kilometres) will be provided to an additional 850,000 square kilometres of land. This will stimulate mineral and petroleum exploration and development, renewable resource development and tourism.



New roads will stimulate non-renewable resource exploration and development.

ᓄᑖᑦ ᐊᖁᑏᑦ ᓄᓇᒥᐅᑕᓂ ᐱᔾᔪᑲᓐᓂᕈᓐᓇᖏᑦᑐᓂ ᐱᔪᕐᓗᒍ ᐊᔾᔨᑕᐅᔪᓂᒡᓗ ᐃᑲᔪᕐᓂᐊᕐᐳᑦ.

Road access will be available to an additional 9 communities or 12% of the N.W.T. population. This will reduce costs and improve mobility for residents of all regions, not just those served directly. New hubs will be established in the Keewatin and on the Central Arctic coast.

New roads can provide access to renewable resources and tourism opportunities.

ᓄᑖᑦ ᐊᖁᑏᑦ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᔪᓐᓇᕐᐳᑦ ᐊᖁᑎᒃᓴᓂᒃ ᓄᓇᒥᐅᑕᓄᑦ ᐱᔪᒃᑲᓂᕐᐸᒃᑐᓄᑦ ᐳᓚᕆᑦᑐᓕᕆᓂᕐᒧᓪᓗ ᐱᓇᓱᐊᕌᓂᕐᑐᓂᒃ.

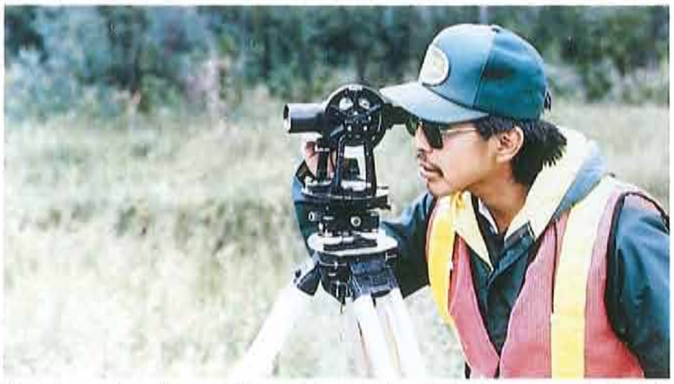
ᐊᑐᐊᒐᖁᑎᒋᔭᖓᑦ ᓄᖅᑲᑉᐱᖅᑲᓚᐅᕐᓗᓂ 1984-ᒥ. ᐊᒥᓱᒪᓇᐅᔪᑦ ᐊᑐᓂᖁᔭᐅᓚᐅᕐᑐᑦ 1960-ᓂ ᓴᓇᔭᐅᖁᔭᐅᑉᓗᑎᒃ ᓴᓇᔭᐅᓚᐅᖏᓚᑦ ᐊᒻᒪ ᐸᕐᓇᒍᑕᐅᔪᓂ ᐃᓚᐅᔪᓐᓅᖅᑲᒻᒥᖏᓪᓗᑎᒃ ᓴᓇᔭᐅᓂᐊᕐᑐᓂ.

- ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᑦᑕ ᑮᓇᐅᔭᓂᒃ ᐊᑐᓗᐊᕐᑕᐃᓂᒪᓂᖏᑦ ᑕᒪᐃᓐᓂᒃ ᓇᑲᑎᓭᓪᓂᐊᖄᑦ ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᓐᓂ ᓄᓇᕐᑎᐊᕐᒥᓗ ᐃᖏᕐᕿᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓇᓱᐊᕈᓂᐊᕐᑐᓂᒃ ᐊᑭᓗᒃᓯᓯᒪᔾᔪᑕᐅᔪᓂᓪᓗ.

- ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᓐᓂ ᐃᓄᓐᓇᕈᑐᖅᑲᒃᑯᑦ, ᐃᖏᕐᕿᖅᑲᑦᑕᕐᑐᓐᓇᕈᖏᑦ (ᑎᖕᒥᓚᒃᑯᑦ), ᐃᖏᕐᕿᖅᑲᑦᑕᕐᑐᓐᓇᕈᑦ, (ᓯᓪᔭᓐᓇᕈᑦ), ᐅᓇᑕᕐᑐᒃᓴᑦ ᐊᒻᒪ ᐃᒪᕐᒥᐅᑕᓐᓇᕈᒃᑯᑦ ᑕᒪᐃᓐᓂᒃ ᐅᑭᐅᕐᑕᕐᑐᒧᑦ ᐃᖏᕐᕿᑲᑕᖅᑲᑦᑕᕿᓗᐊᕐᑎᓪᓗᒥᑦ ᐱᓇᓕᓐᓂᒃ ᐱᓇᓱᐊᖅᑲᕐᓗᑎᒃ ᐸᕐᓇᒍᑕᐅᕐᑎᐊᕐᑐᒥᒃ ᐃᖏᕐᕿᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ ᓴᖅᑭᕐᑎᖅᑲᓚᐅᕐᓯᒪᖏᓚᖅ ᐱᓇᓱᐊᕈᓇᔭᕐᑐᒥᒃ.

ᑲᔪᓯᐅᒪᐃᓐᓇᕐᑐᖅ ᐃᓂᖅᑯᓯᓇᔭᐅᔪᓄᑦ ᐋᖅᑭᐅᒪᑎᑦᑎᓂᖅ ᐋᖅᑭᒋᐊᕐᓯᔾᔪᑕᐅᕚᒃᑐᓪᓗ ᐱᓇᓱᐊᕈᓂᖏᑦ ᓄᓇᕐᑎᐊᑉ ᒐᕙᒪᒃᑯᖏᓐᓄᑦ ᐊᒻᒪ ᐋᖅᑭᒃᑕᐅᓂᖓᓄᑦ ᐃᖏᕐᕿᖅᑲᑦᑕᕐᑐᓇᓂᕐᒧᑦ ᐱᓇᓖᑉ ᓴᖅᑭᑎᕐᑎᓂᐊᕐᐳᖅ ᐋᖅᑭᐅᒪᓂᖅᓴᒥᒃ ᐱᐅᓂᖅᓴᒥᒡᓂ ᐱᓇᓱᐊᓄᑦ ᐃᓂᖅᑯᓯᓇᔭᐅᓂᐊᕐᑐᓂᒃ. ᑭᓯᐊᓂ, ᑕᒪᒃᑯᐊ ᓄᒃᑎᕐᑕᐅᔪᑦ ᑮᓇᐅᔭᓪᓗ ᑭᐅᔾᔪᑕᐅᖃᓂᒍᓐᓇᕐᓂᐊᖏᒻᒪᑕ ᐋᖅᑭᒋᐊᕐᓯᔾᔪᑕᐅᔪᒪᔪᓄᑦ ᐱᓇᓱᐊᕈᒥᐊᖅᑐᓄᑦ ᐃᓚᒥᐊᕐᑕᐅᒥᐊᖅᑐᓅᓪᓗ ᑭᐅᔾᔪᑕᐅᔪᓐᓇᖏᓪᓗᑎᒃ.

ᐱᓇᓱᖅᑎᒌᖕᓂᖅ ᐊᒃᓱᕈᑎᖅᑲᕐᓂᕐᓗ ᓴᖅᑮᔭᕐᑎᑕᐅᒥᐊᖅᑲᕐᓂᐊᕐᐳᖅ ᓄᓇᕐᑎᐊᕐᒥ ᑲᓇᑕᐅᑉᓗ ᒐᕙᒪᒃᑯᖏᓐᓂ



Road construction will provide substantial direct and indirect employment opportunities.

ᐊᐸᕐᖁᑎᓕᐅᕐᑕᐅᓂᐊᕐᑐᖅ ᓴᓇᔪᓕᕐᐸᑦ ᐊᑐᐃᓐᓇᐅᑎᕐᑎᓂᐊᕐᐳᖅ ᓴᓇᔪᖕᓴᓂᒃ ᐊᐸᕐᖁᓯᐅᕐᓂᒃᑯᑦ, ᐊᓯᐊᒍᓪᓗ.

ᐅᑭᐅᖑᓂᐊᕐᑐᓂ ᐊᑐᕐᓂᐊᕐᑕᑉᑎᓐᓂ ᐊᒥᓱᓂ ᐊᑐᕐᓂᐊᓕᕐᑕᑉᑎᓐᓂ.

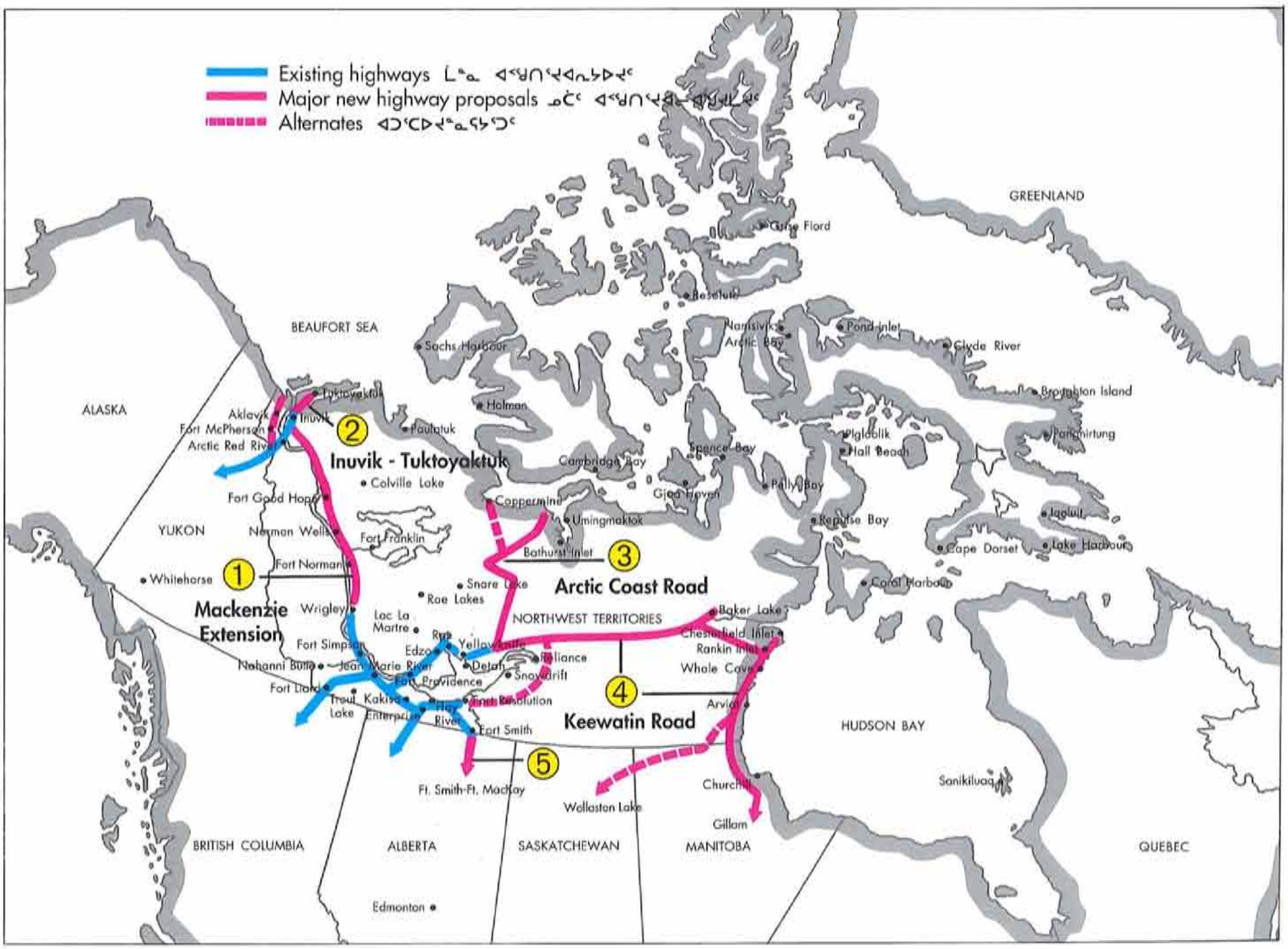
4. ᓯᑕᒪᐅᔪᑦ ᑑᕐᕿᒥᔭᐅᔪᒪᔪᑦ

ᓄᓇᕐᑎᐊᑉ ᐃᖅᑯᕐᕿᕐᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᓂᒃᓴᖓ ᑑᕐᕿᕐᑲᕈᒪᒍᖅ ᐆᒥᖓ ᐅᑎᕐᑕᐃᓐᓇᕐᑐᒥᒃ:

> ᐅᓗᕆᐊᓇᖕᕐᑐᒥᒃ, ᑎᑭᑕᐅᔪᓐᓇᕐᑐᒥᒃ, ᐃᖅᑯᕐᕿᑦᑎᐊᕐᑐᒥᒃ ᐃᖅᑯᕐᕿᓂᕐᑲᕐᖁᐸᓗᒋᑦ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᖁᑏᓪᓗ ᑮᓇᐅᔭᒃᓴᕐᓂᕐᒧᑦ ᐊᑐᕐᑕᐅᔪᓐᓇᕐᑐᑦ ᓴᖅᑭᔾᔭᕐᖁᐸᓗᒋᑦ ᒪᓂᒪᓕᕆᓂᕐᒧᓪᓗ ᐊᑐᕐᑕᐅᒋᐊᓖᑦ ᓄᓇᕐᑎᐊᕐᒥᐅᓄᑦ ᑲᓇᑕᒥᐅᓄᓪᓗ ᓴᖅᑮᔭᕐᑎᐊᕈᓐᓇᕐᖁᐸᓗᒋᑦ.

ᐱᓕᕆᐊᖑᔪᖅ ᑑᕐᕿᒥᔭᐅᔪᒪᑎᓪᓗᒍ ᑕᑎᕐᑲᓇᐊᕐᑲᕐᓂᐊᕐᐳᑦ ᓯᑕᒪᐅᔪᓂᒃ. ᑖᒃᑯᐊ ᓯᑕᒪᐅᔪᑦ ᑐᓐᖓᕕᒋᔭᐅᓂᐊᕐᐳᑦ ᐃᖅᑯᕐᕿᕐᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᓄᑦ ᐃᓕᖅᑯᓯᕆᔭᐅᔪᓄᑦ. ᑕᒪᐃᓐᓂᒃ ᑑᕐᕿᒃᓴᕐᑲᐅᕐᓗᑎᒃ ᐃᓛᒃᑯᑦ ᓯᑕᒪᐅᖕᒥᐅᓂᒃ.

Pushing Back the Economic Frontiers
ᑮᓇᐅᔾᔭᒃᓴᕆᑕᐅᔪᑦ ᐊᑐᕐᑕᐅᕙᓪᓕᐊᓂᖕᒋᑦ



Construction and maintenance of these roads will provide a considerable economic boost as well as jobs. The private sector activities stimulated by the roads will multiply this effect, increasing incomes and government revenues, while reducing unemployment and social assistance payments.

The impending settlement of major aboriginal land claims will have several effects. Government will have to consult with claimants where projects impact their lands. There will be cost implications. On the other hand, land owners can benefit significantly from improved access.

It is proposed to construct this road network over the next 30 years at an annual cost of $125 million per year. By way of comparison, this is equal to less than 3% of the combined annual budgets of the Federal Departments of Indian and Northern Affairs and Transport and the G.N.W.T.

Of course, each project will be subject to detailed engineering, socio-economic and environmental studies prior to final approval. However, with approval-in-principle, these studies should commence immediately. Even so, and assuming final approval, construction could not commence on the first projects for 3 to 5 years.

Opening up the Keewatin and Mackenzie Districts of the Northwest Territories to road access will push back the economic frontiers of the North. It is inconceivable that this will not be done eventually. The only real question is; when? By starting the detailed planning and consultation now and by targeting construction to start in 3 to 5 years, we can ensure a rational and staged expansion which will minimize the adverse impacts and maximize the economic and social benefits to Northerners.

We will bring this vast and rich area into the economic mainstream for the long-term benefit of Northerners and Canadians.

The proposed program will involve capital expenditures of $1 to $3 million for the first three years, increasing steadily with implementation to $125 million per year beyond the 20 year horizon. The total recommended 20 year capital is $1.8 billion.

O & M expenditures will average $0.4 million over the first 5 years, increasing steadily thereafter as construction projects are completed and handed over for maintenance.

ᑖᒃᑯᐊ ᑐᕋᕐᕕᐅᔪᒪᔪᑦ ᑐᕋᕐᕕᐅᓇᓱᒃᓂᖏᑦ ᐱᔭᕆᐊᑐᓂ-ᐊᕐᐳᑦ ᐊᒻᒪ ᐊᖏᔪᒻᒪᕆᐊᓗᒃᒥᒃ ᑮᓇᐅᔭᒥᒃ ᐊᑐᕐᓂ-ᐊᕐᓗᑎᒃ. ᐊᒃᓱᕈᑕᐅᑎᐊᖃᒻᒪᕆᙱᓐᓂᐊᕐᐳᖅ ᒐᕙᒪᓂᕆᔫᑦ ᑲᔪᓯᐅᒪᐃᓐᓇᕈᑕᐅᓇᓯᐃᓐᓇᕐᓗᓂᓗ. ᑭᓯᐊᓂ ᑕᒪᓐᓇ ᐊᒃᓱᕈᑕᐅᔪᖅ ᓯᕗᓂᕐᑎᓐᓂ ᐃᑲᔫᑎᖃᑦᑎᐊᕐᓂᐊᕐᐳᖅ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᓗᓂ ᓯᕗᓕᕆᓂᐊᕐᑕᕐᑎᓐᓄᑦ ᐋᖅᑭᐅᒪᑦ-ᑎᐊᕐᑐᓂᒃ ᑮᓇᐅᔾᔭᖅᓯᑎᖅᓂᒃ ᐊᕐᕕᑎᖅᓂᒡᓗ.

1. ᐋᖅᑭᒃᐸᓪᓚᐊᑎᑦᑎᓂᖅ ᐱᓯᔭᕐᑎᓐᓂᒃ

ᓄᑖᙳᕆᐊᕐᑎᑦᑎᓂᖅ ᒫᓐᓇ ᐊᕐᕕᑎᒥᔭᐅᔪᓂᒃ, ᒥᑦᑕᕐ-ᕕᖕᓂᒃ ᐃᒪᓕᕆᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᓂᒃ ᐋᖅᑭᒃᐸᓪᓕᕐᑎᑦ-ᑎᓂᐊᕐᐳᖅ ᐅᓗᕆᐊᙳᓕᕐᑎᑦᑎᕚᓪᓕᕐᓗᓂ, ᐊᑐᕐᑕᐅᒥ-ᐊᖅᑐᓂᒃ ᓴᖅᑭᑎᑦᑎᕚᓪᓕᕐᓗᓂ ᐊᑐᐃᓐᓇᐅᓕᕐᑎᑦᑎ-ᕚᓪᓕᕐᓗᑎᒃ ᐊᑭᓗᒃᓯᓯᕚᓪᓕᕐᑎᑦᑎᓂᐊᕐᐳᓪᓗ ᐊᒻᒪ ᐊᔾᔨᓕᕐᑎᑦᑎᓂᖅᓴᐅᓗᑎᒃ.

ᒫᓐᓇᐅᔪᖅ ᑎᒻᒥᓲᒃᑯᑦ, ᐊᕐᕕᑎᒃᑯᑦ ᐃᒪᒃᑯᓪᓗ ᐱᓕᕆ-ᔪᓯᐅᕙᒃᑐᑦ ᐋᖅᑭᐅᒪᙱᓚᑦ/ᐊᒻᒪᓗ ᐅᕝᕙᓘᓐᓃᑦ ᐱᑕᖃ-ᙱᓚᑦ. ᐊᑕᐅᓯᐅᙱᑦᑐᒥᒃ ᐱᔾᔪᑎᖃᕐᐳᑦ ᑕᒪᒃᑯᐊ:

- ᐃᓚᖏᑦ ᐱᓕᕆᐊᕕᐅᔪᑦ ᐋᖅᑭᐅᒪᙱᑉᐸᒦᒃᐳᑎᒃ ᓴᖅᑭᑎᑕᐅᓚᐅᕐᐳᑦ.

- ᐊᖏᓂᖅᓴᐃᑦ, ᓄᓇᒃᑯᕈᑏᑦ, ᐊᖏᓂᖅᓴᐃᑦ ᐅᒥᐊᑦ ᐊᒻᒪ ᓄᑖᖑᓂᖅᓴᐃᑦ ᑎᒻᒥᓲᑦ ᐊᑐᕐᑕᐅᒥᐊᓕᕐᐳᑦ ᐃᖏᕐᕋᔪᑕᐅᕙᒃᑐᓪᓗ ᐊᒥᓱᓂᖅᓴᐅᓕᕐᓗᑎᒃ, ᐱᕙᓖᑦ ᓄᑖᖑᙱᑦᑐᑦ ᐊᑐᕐᑕᐅᔾᔮᓕᕐᓗᑎᒃ.

- ᐃᓕᖅᑯᓯᕆᔭᐳᑦ ᒫᓐᓇ ᓄᑕᐅᖏᓕᕐᐸᓪᓕᐊᐳᑦ ᐊᒻᒪ ᐋᖅᑭᒋᐊᕐᑕᐅᒋᐊᖃᓕᖅᑲᒻᒥᙱᓚᑦ ᐱᓕᕆᔪᓰᑦ.

- ᐊᑐᕐᑕᐅᔪᑦ ᑮᓇᐅᔭᑦ ᓄᑖᙳᕆᐊᕐᑎᑦᑎᔾᔪᑕᐅᔪᑦ ᐋᖅᑭᒋᐊᕐᓯᔾᔪᑕᐅᔪᓪᓗ ᐊᑐᕐᑕᐅᒋᐊᖃᕐᑐᓂᒃ ᑭᐅᔾ-ᔪᑕᐅᓗᑎᒃ ᓴᖅᑭᑎᑕᐅᕙᓪᓕᐊᓗᐊᖏᓚᑦ.

ᑭᐅᔾᔪᑎᖃᖓ ᓇᓗᓇᙱᑦᑎᐊᕐᐳᖅ ᑭᓯᐊᓂ ᐊᑭᑐᓗᐊᕐᐳᖅ.

ᐊᑭᑐᔫᑎᓄᑦ ᐊᑐᕐᑐᖃᓂᒃ ᑮᓇᐅᔭᕐᑖᕆᐊᖃᕐᐳᖢᑦ ᐋᖅᑭ-ᒋᐊᕐᓯᔾᔪᑕᐅᓂᐊᕐᑐᓂᒃ ᐱᓕᕆᐊᖑᔪᑕᐅᓂᐊᕐᑐᓂᒃ ᓄᑖ-ᖑᕐᑎᑦᑎᓂᕐᒧᑦ ᐅᑉᐸᒥᐅᔪᖅ ᐃᓕᖅᑯᓯᕆᔭᐅᒥᐊᖃᕐᑐᓂᒃ ᐃᓕᖅᑯᓯᖃᕐᓂᐊᕐᒪᑕ ᐃᖏᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᔾᔪᓯ-ᕆᔭᐅᔪᑦ. ᐊᒻᒪᓗ ᖃᐅᔨᒋᐊᕐᓯᒥᐊᖃᕐᐳᒍᑦ ᐋᖅᑭᐅᒪᑎᑦ-ᑎᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᑦ ᓄᑖᖑᕐᑎᕆᓂᕐᒧᓪᓗ ᑮᓇᐅᔭ-ᕈᑎᒥᔭᐅᔪᑦ ᐊᑐᕐᑐᖅᓴᑦ ᑲᔪᓯᐅᒪᐃᓐᓇᕈᑎᖅᓴᑦ ᐊᑐ-ᐃᓐᓇᐅᓴᒪᖕᒪᑕ ᖃᐅᔨᓇᓱᒋᐊᖃᕐᐳᒍᑦ.

ᐱᓕᕆᐊᖑᔪᒪᔪᑦ ᐱᓕᕆᐊᖑᕆᐊᕐᓂᐊᕐᐸᑕ ᐊᑐᕆᐊᖃᕐᓂ-ᐊᕐᐳᑦ $60 ᒥᓕᐊᓐᓂᒃ ᐅᑭᐅᒥ ᐅᑭᐅᑦ ᑕᓪᓕᒪᐅ-ᑎᓪᓗᒥᑦ, ᐊᑭᓗᒃᓯᒥᐊᕐᑕᐅᕙᓗᓂ $42 ᒥᓕᐊᓐᒧᑦ ᐅᑭᐅᓄᑦ ᑐᓴᕆᐊᖅᓯᔪᓄᑦ. ᐃᓚᒥᐊᕐᓂᖅᐳᖅ ᐊᑭᑐᔫᑎᑦ ᐊᑐᕐᑕᐅᔪᑎᖅᓯᖏᓐᓄᑦ $31-ᒥᓕᐊᓐᒥᒃ.

ᐋᖅᑭᐅᒪᔪᐅᓂᖏᑦ ᐊᐅᓚᑕᐅᓂᖏᓪᓗ ᒫᓐᓇ ᐱᔨᑎᕆᔭᐅ-

3. Transportation Subsidies - Filling the Gaps.

A comprehensive subsidy/equalization program will lower the transportation costs and rates for off-highway communities. The result will be a rational and balanced approach to correcting regional inequities in access, mobility and costs of transportation services.

Costs in the North are high as a result of the great distances between communities and our remoteness from sources and markets. This is compounded by lower traffic densities and higher operating costs, which result in higher rates. In other words, we have to travel twice as far and pay four times as much.

Both rates and costs of air travel are higher in the off-highway communities located outside of the Mackenzie Valley. Road, rail and/or marine shipping costs are highest in the Kitikmeot and Keewatin. There is a strong correlation between the cost and accessibility of transportation and the relative economic well-being of our communities.

There are a wide variety of direct and indirect transportation subsidy programs in place. However, these programs are not generally universal or well coordinated.

A subsidy program will be developed which will meet 3 criteria:

1. Equity in transportation rates
2. Universal - applies to all residents
3. Administratively simple

The benefits will include increased mobility for all residents in remote regions, lower and more equitable costs for materials, goods and fuel, and a more 'level playing field' for the tourism and small business sector.

The options and costs of this program are being developed. Given that Northern expenditures on transportation services exceed $200 million per year, the program costs will likely be high. However, much of the expenditure is made directly by government in staff travel, employee benefits and goods transportation. Government also pays much of the cost indirectly in the form of higher construction and housing program costs, social assistance payments and as a component of the cost of delivering virtually every program and service.

The net cost to government will therefore be only a fraction of the program cost.

ᔦᑦ ᐊᒻᒪ ᐱᕈᕐᐸᓪᓕᐊᔦᑦ ᑭᐅᒪᔭᐅᔾᔦᓯᒻᒥᑦ ᐱᓕᕆ-ᐊᕚᔾᔦᓯᒻᒥᑦ ᐊᑐᓇᐊᖃᕈᑕᐅᒻᒥᓐᓇᕐᓂᐊᕐᐳᑦ ᑰᓇᐅᔭᓂᒃ ᐃᓚᕚᓪᓕᐊᒥᐊᖃᕐᑐᓂᒃ.

ᐊᐅᓚᕐᑎᔾᔦᑏᑦ ᐋᖅᑭᐅᒪᐃᓐᓇᕈᑏᑦ ᐊᑐᕐᑕᐅᒥᐊᓖᑦ ᐅᑭᐅᕚᓂᐊᕐᑐᓂ ᓯᕗᓪᓕᐅᔦᓂ ᑕᓪᓕᒪᐅᔦᓂ ᕿᓂᒥᔭ-ᓃᓐᓂᐊᕐᐳᖅ $58 ᒥᓕᔭᓐ, ᐃᓚᒥᐊᕐᓂᖃᕐᓗᓂ $52 ᕚᓚᐅᕐᓗᓂ 1990-ᒥᑦ. ᐅᑭᐅᑦ 15 ᐸᕐᓇᒍᑕᐅᔦᑦ ᒪᓕᒡᓗᒥᑦ, ᐊᕐᕋᒍᑕᓛᖅ ᐊᑐᕐᑕᐅᒥᐊᖃᕐᑐᑦ ᐊᑭᖃᓕᕐ-ᓂᐊᕐᐳᑦ $61-ᒥᓕᔭᓐᓂᒃ.

2. ᑮᓇᐅᔾᔭᒃᓴᐅᑏᑦ ᐊᑐᕐᑕᐅᕙᓪᓕᐊᓂᖕᒥᑦ

ᐊᖕᒥᔦᑦ ᐊᐸᕐᖁᑎᓕᕆᓂᕐᒧᑦ ᐱᓕᕆᐊᕚᓂᖕᒥᑦ ᐊᑭᓗᒃᓯ-ᑎᑦᑎᓂᐊᕐᐳᑦ ᐃᖕᒥᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᒥᔭᐅᔦᓂᒃ ᐳᓚᕋᕐ-ᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᒃᓴᐃᑦ ᐃᓚᕖᓪᓕᕐᓯᒪᓕᕐᓂᐊᕐᓗᑎᒃ ᐊᒻᒪ ᓄᓇᒥᐅᑕᐃᑦ ᐱᔪᒃᑲᓐᓂᖃᑦᑕᕐᑐᑦ ᐱᔪᒃᑲᓐᓂᕈᓐ-ᓇᖕᒥᑦᑐᓪᓗ ᐊᑐᕐᑕᐅᓂᕐᓴᐅᓕᕐᓂᐊᕐᓗᑎᒃ.

ᓄᓇᑦᑎᐊᕐᒥ ᓄᓇᒃᑯᑦ ᐊᐸᕐᖁᑕᐅᔦᖅ ᓴᖅᑮᔭᕐᑎᑦᑎᕗᖅ ᖃᓄᑎᒥ ᐱᐊᓂᒃᑕᐅᓯᒪᖕᒥᑦᑐᖅ ᐊᐸᕐᖁᑦ ᐱᐊᓂᒃᓯᒪᖕᒥᑎ-ᒥᒥᐊᒃᓴᖕᖓᓂᒃ. ᒪᒃᑲᓯᕖᓕᒥ, ᖃᖕᖑᑐᐃᓐᓇᖅ ᐊᐸᕐᖁᑦ ᐊᑐᕐᑕᐅᔦᓐᓇᕐᑐᖅ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᔫᕕᖅ ᑎᑭᑎᑕᐅ-ᕙᒃᑐᓂᒃ ᑎᑭᑎᑦᑎᔫᕕᑦ ᓄᓇᓕᖕᓄᑦ 18-ᑐᐃᓐᓇᕐᓄᑦ ᐊᒻᒪ ᓇᐸᑐᐃᓐᓇᖕᒥᓐᓄᑦ ᑖᒃᑯᐊ ᓄᓇᓖᑦ ᐃᓄᖕᒥᑦᑕ ᐊᑐᕐᑕᐅᔦᒃᓴᓂᒃ ᑎᑭᑎᑦᑎᔫᕙᓗᑎᒃ.

Subsidies are required to reduce regional inequalities caused by high transportation costs.

ᐊᑭᓗᒃᓯᒥᐊᕐᓯᒪᔾᔦᑕᐅᕙᒃᑐᑦ ᓄᓇᓕᖕᓂ ᐊᑐᕐᑕᐅᒥᐊᖃᕐᑏᕗᑦ ᐊᑭᑐᓗᐊᕐᑐᑦ ᐱᔾᔦᑎᒥᑉᓗᒥᑦ ᐃᖕᒥᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᕐᑐᓇᐊᕈᑕ ᐅᓯᒪᔦᑦ.

ᐅᑭᐅᕐᑕᕐᑐᒥ ᕿᑭᕐᑕᐃᑦ ᐃᓚᐅᑎᓐᖕᒥᒃᑲᓗᐊᕈᐸᑎᒍᓘᓐᓃᑦ ᓄᓇᑦᑎᐊᕐᒥ ᓄᓇ ᐊᖕᒥᓂᖃᕐᐳᖅ 2 ᒥᓕᔭᓐ ᓯᑯᐊ ᑭᓷᒥᑕᓂᒃ. ᑎᑭᑕᐅᕙᔦᖕᒥᑦᑐᑦ ᐃᓯᒪᒥᓗᒥᑦ ᖃᓄᖅ ᐊᒃᑎᒥᒥᐊᒃᓴᖕᒥᓐᓂᒃ, ᑐᖕᖓᓂ 340,000 ᓯᑯᐊ ᑭᓷᒥᑕᒥᒃ ᐅᖕᖓᓯᕐᓂᖃᕐᐳᑦ ᐊᐸᕐᖁᑎᕐᔦᐊᑦ 100 ᑭᓛᒥᑕᒥᒃ ᐅᖕᖓᓯᕐᓂᖃᕐᐅᕐᓗᑎᒃ.

ᐅᔭᕆᒃᓴᕐᓯᐅᕐᓂᖅ ᐅᖅᓱᐊᓗᒃᓴᕐᓯᐅᕐᓂᕐᓗ ᐊᒻᒪ ᐱᔪᓐᓇᓂ-ᐊᑎᑦᑎᓂᖅ, ᓄᓇᒥᐅᑕᓕᕆᓂᕐᒧᑦ ᐱᔪᓐᓇᓂᐊᑎᑦᑎᓂᖅ

4. Excellence in Transportation Programs.

The first three transportation objectives described in this strategy are about what we need to do. It is equally important to be clear on how we want to do it.

Our strategic objectives of upgrading existing infrastructure, expanding our highway system and rationalizing transportation subsidies will, by themselves, guide us to accomplish our goal.

Achieving excellence in how we do things means constant improvement in effectiveness and efficiency. It means being aware of a social, economic and physical environment and the impacts, both positive and negative, that transportation programs can have. It means improving our service to the public.

Promoting public safety includes legislation and awareness programs.

ᑭᑐᑐᐃᓐᓇᐃᑦ ᐅᓗᕆᐊᓇᕐᑐᒥᒃ ᐊᑐᕐᑕᐃᓕᒪᔭᐅᓂᖏᑦ ᒪᑯᑎᒎᓇ ᐋᖅᑭᔅᓯᒪᔩᖑᕗᑦ ᒪᓕᒐᕐᑎᒍᓪᓗ ᐃᓕᓐᓂᐊᕐᑎᑦᑎᔾᔪᑕᐅᔪᒃᑯᓪᓗ.

Providing safe facilities for public transportation is paramount. Promoting public safety includes public awareness programs, especially in the area of highway safety. We must also establish the necessary legislation and regulations and provide for licensing, compliance and enforcement programs to protect public safety and facilities.

We must, of course, comply with legislation, regulations and policies established for environmental protection. We should go beyond simple compliance and, where possible, enhance our physical environment and support efforts in sustainable development of renewable resources.

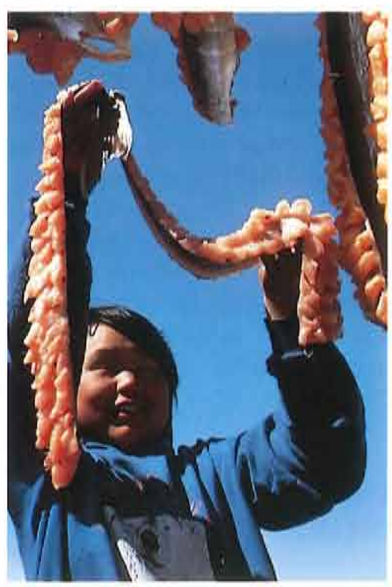
We must examine all transportation options from a local and regional perspective, ensuring that federal, territorial, local government and private sector plans are

ᐊᒻᒪ ᐳᓚᕋᕐᑐᓕᕆᓂᖅ ᑕᒪᐃᓐᓂᒃ ᑐᓐᖓᕕᖕᑐᐃᓐᓇᐅᕗᑦ ᐃᓯᕐᕋᖕᑦᑕᕐᓂᕐᒥᒃ. ᑕᒪᐃᓐᓂᒃ ᑲᔪᓯᐊᕈᓐᓇᕐᓂᓯᑦ ᐊᒃᑐᕐᑕᐅᓯᒪᔪᒃᑖᖑᑉᔪᑎᒃ 'ᐅᖓᓯᕆᕐᓂᕐᒥᑦ'. ᐊᑉᕌᑎᕐᔪᐊᑦ ᓴᖅᑭᑕᐅᔪᓐᓇᕐᐸᑕ ᖄᖓᒥᐊᖅ ᐅᑭᐅᒃᑯᑦ ᐊᑐᕐᑕᐅᔪᓐᓇᕐᑐᑦ ᕿᓇᐅᔾᔭᒃᓴᕆᑕᐅᔪᓐᓇᕐᑐᓂᒃ ᓴᖅᑭᕐᑎᔪᓐᓇᕐᐳᑦ. ᓄᓇᓕᖕᓂᒧ ᐊᕕᒃᑐᕐᓯᒪᓂᐅᔪᓂ ᐳᓚᕋᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᓂᒃ ᖁᕝᕙᕐᐸᓪᓕᐊᔾᔪᑕᐅᔪᓐᓇᕐᓗᓂ.

ᐅᔭᕋᕐᓂᐊᕐᑐᓕᕆᓂᖅ ᐱᓕᕆᐊᖑᓇᔭᕐᐸᑦ ᕿᓇᐅᔾᔭᒃᓴᐅᑕᐅᑦᑎᐊᕐᓗᓂ ᓴᖅᑭᑦᑎᔾᔪᑕᐅᔪᓐᓇᕐᐳᖅ ᐊᑉᕌᑎᓂᒃ ᐃᑲᔫᑎᖄᕈᓐᓇᕐᑐᓂᒃ. ᓄᓇᐅᑉ ᐃᓕᖅᑯᓯᖓ ᒪᓕᓪᓗᒍ, 100 ᑭᖨᒥᑕᐃᑦ ᐊᑉᕌᑏᑦ ᐊᑭᕐᑲᕋᔭᕐᐳᑦ 10-ᒥᑦ 50 ᒥᓕᔭᓐᑖᓚᓄᑦ. ᕿᓇᐅᔾᔭᒃᓴᕈᑎᖃᕐᑐᑦ ᐅᔭᕋᖕᓂᐊᕐᕕᖕᒥᑦ ᐃᓱᒪᖕᓇᖏᓪᓚᑦ ᑕᐃᒪᓐᓇ ᐊᖏᑎᒋᔭᒥᒃ ᕿᓇᐅᔭᐃᕈᒪᓇᔭᕆᐊᒃᓴᖏᓐᓂᒃ ᐊᑉᕌᑎᓕᐊᖑᓇᔭᕐᑐᓄᑦ ᐊᑐᕐᑕᐅᓂᐊᕐᑐᓂᒃ. ᐊᑉᕌᑎᖅᑭᖏᑎᓪᓗᒥᑦ ᐅᔭᕋᖕᓂᐊᕐᑐᓕᕆᓃᑦ ᐱᕈᕐᐸᓪᓕᐊᑎᕐᑎᓁᖏᑦ ᐊᑐᕆᐊᖅᑲᕐᐳᑦ ᐅᑭᐅᒃᑯᑦ ᐊᑉᕌᑎᓂᒃ ᐅᕙᓘᓐᓃᑦ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᑎᑭᑎᑕᐅᕙᒃᑐᓂᒃ ᐃᑲᔪᕐᑕᐅᓗᑎᒃ ᑎᖏᒦᒃᑯᑦ ᑎᑭᑎᑕᐅᕙᒃᑐᓂᒃ.

ᐊᓯᖏᑦ ᓄᓇᒃᑯᑦ ᐊᑉᕌᑎᒥᔭᐅᕙᒃᑐᑦ ᐊᑐᕐᑕᐅᓃᑦ (ᐅᑭᐅᒃᑯᑦ ᐊᑉᕌᑏᑦ, ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᐃᖖᑦ ᐊᒻᒪ ᓄᓇᒃᑰᕈᑎᕐᔪᐊᒃᑯᑦ) ᐊᑐᐃᓐᓇᐅᑎᑦᑎᕙᖏᒻᒪᑕ ᑕᒪᐃᓐᓄᑦ ᐃᖏᕐᕋᕝᕕᐅᒥᐊᖅᑐᓄᑦ ᐃᖏᕐᕋᔾᔪᑎᒃᓴᓂᒃ ᓄᓇᓕᖕᓄᓪᓗ ᑎᑭᑦᑕᕈᑕᐅᓇᔭᕐᑐᓂᒃ ᐊᑐᐃᓐᓇᐅᑎᑦᑎᓯᐃᑦᑑᖓᒪᑕ, ᐱᕗᑏᑦ ᐃᖏᕐᕋᑎᑕᐅᓂᖏᓐᓄᑦ, ᐱᓕᕆᐊᑦ ᐱᕈᕐᐸᓪᓕᐊᑎᑕᐅᓂᖏᓐᓄᑦ ᐊᒻᒪ ᐳᓚᕋᕐᑐᓕᕆᓂᕐᒧᑦ ᐃᑲᔫᑕᐅᓇᔭᕐᑐᓂᒃ ᓴᖅᑭᑦᑎᖃᑦᑕᖏᒻᒪᑕ.

ᑕᓪᓕᒪᐅᔪᑦ ᐊᑉᕌᑎᓄᑦ ᐱᓕᕆᐊᖑᓇᔭᕐᑐᑦ ᓇᓗᓇᐃᕐᑕᐅᓯᒪᕗᑦ:



Any developments must respect our fragile environment.

ᖃᓄᐃᓐᓇᖅ ᐱᕈᕐᐸᓪᓕᐊᔪᑦ ᐱᓕᕆᐊᖑᕙᓪᓕᐊᔪᓪᓗ ᐃᒃᐱᒋᔭᖃᑦᑎᐊᕆᐊᖃᕐᐳᑦ ᐊᕙᓗᒥᐅᑕᐃᑦᓂᒃ ᐊᒃᑕᓇᕐᑐᓂᒃ.

co-ordinated. This includes sensitivity to inter-modal competition and displacement.

The methods for evaluating benefits and setting priorities must continue to include factors for regional and local disparities in employment and access to transportation services.

The size, distribution and scheduling of projects can be tailored to maximize opportunities for northern business and workers and minimize the leakage. Contracting policies can further enhance northern content. Training programs and hiring policies can promote northern employment in construction, maintenance and operation of transportation facilities.

Training programs can help to maximize Northern participation in economic activity.
ᐃᓕᓐᓂᐊᕐᑎᕐᑎᔾᑕᐅᔪᑦ ᐃᑲᔫᑎᖃᕈᓐᓇᕐᐳᑦ ᐅᑭᐅᕐᑕᕐᑐᒥᐅᓂᒃ ᐃᓚᐅᑎᕐᑎᓂᖅᓴᐅᓗᑎᒃ ᑮᓇᐅᔾᔭᒃᓴᕐᕕᐅᔪᓂ ᐃᓚᐅᑎᕐᑎᓂᖅᓴᐅᓗᑎᒃ.

We must continue to research and develop new and better ways of designing, constructing and maintaining transportation facilities. This includes exchange of ideas, experience and expertise. We can also promote effectiveness through local involvement and decentralization, especially in community-based facilities.

The proposed budget for this objective amounts to less than 1% of total transportation expenditures. It includes $1 million per year in capital for research and development initiatives, plus $1 million per year for training and improvements in public services such as testing and licensing.

5. HOW WILL THIS STRATEGY CHANGE THINGS?

Implementation of this strategy will have profound effects on the economic, social and political future of the Northwest Territories. It will also have a substantial impact on the Canadian economy.

1. ᐊᖏᓪᓕᕆᐊᑦᑕᐅᓂᖓ ᒪᑲᓐᓯᑉ ᐊᑉᖁᑎᕐᔪᐊᖓᑕ, ᓇᓪᓕᒥᑦ ᐃᓅᕕᖕᒧᑦ.

2. ᐊᖏᓪᓕᕆᐊᑦᑕᐅᓂᖓ ᒪᑲᓐᓯᑉ ᐊᑉᖁᑎᕐᔪᐊᖓᑕ, ᐃᓅᕕᖕᒥᑦ ᑐᒃᑑᓴᕐᑐᒧᑦ.

3. ᐅᑭᐅᕐᑕᕐᑐᒥ ᐊᑉᖁᑎᕐᔪᐊᖅ ᓴᓇᔭᐅᓂᖓ, ᐅᑭᐅᕐᑕᕐᑐᑉ ᕿᑎᖓᓂᑦ ᔭᒍᓇᐃᓐᒧᑦ ᐊᑉᖁᓯᐅᕐᑕᐅᓂᖅ.

4. ᑭᕙᓪᓕᕐᒥ ᐊᑉᖁᑎᕐᔪᐊᖅ ᓴᓇᔭᐅᓂᖓ, ᑭᕙᓪᓕᐅᑉ ᓯᓪᔭᖓ ᐊᑦᑕᑕᑦᑎᑕᐅᓂᖓ ᒫᓂᑰᕙᒧᑦ ᐊᒻᒪ ᔭᒍᓇᐃᑉ ᐅᐊᓕᓂᖓᓄᑦ.

5. ᐊᑉᖁᑦ ᓴᓇᐅᔭᓂᖓ ᐊᑯᓐᓂᖓᓂᑦ ᕗᐊᑦ ᓯᒥᑦ ᓄᓇᕐᑎᐊᑉ ᐊᒻᒪ ᕗᐊᑦ ᒪᑲᐃ, ᐋᓪᐸᑕ.

ᑖᒃᑯᐊ ᐱᓕᕆᐊᖑᓇᔭᕐᐸᑕ ᐊᑭᕐᑲᓪᓗᐊᕋᔭᕐᐳᑦ $3.2 ᒥᓕᔭᓐᓂᒃ ᑕᓪᕙᓐᖓᑦ $2.7 ᒥᓕᔭᓐ ᓄᓇᕐᑎᐊᕐᒦᓪᓗᓂ. ᐊᑭᑐᔪᒻᒪᓇᐊᓘᔭᕐᑑᓗᐊᖅ ᑭᓯᐊᓂ ᐃᓯᒪᒥᒥᐊᒃᑲᓐᓂᕐᓗᒍ, ᐊᑭᓗᓐᓂᖅᓴᐅᕗᖅ $4 ᐱᓕᔭᓐ ᐅᖓᑖᓂᑦ ᒪᑲᓐᓯ ᕌᓕᒥ ᓯᐸᓗᐊᓗᖕᒧᑦ ᓴᓇᔭᐅᔪᒪᔪᒥᑦ.

ᑕᒪᐃᓐᓂᒃ 4800 ᑭᓛᒥᑕᐃᑦ ᓴᓇᔭᐅᓇᔭᕐᐸᑕ, ᑮᓇᐅᔭᓕᐊᖑᓇᔭᕐᑐᑦ ᐊᒻᒪ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐃᒃᐱᒋᔭᓇᔭᕐᑕᖏᑦ ᐊᖏᔪᒪᓇᐅᓇᔭᕐᐳᑦ. ᐊᑉᖁᑎᒥᔭᐅᓇᔭᕐᑐᑦ ᐅᑭᐅᒃᑯᑦ ᖃᖓᒥᐊᖅ ᐊᑐᕐᑕᐅᓇᔭᕐᑐᑦ (100 ᑭᓛᒥᑕᒥᒃ ᐅᖓᓯᖕᓂᕐᑲᕐᑐᑦ) ᐊᑐᐃᓐᓇᐅᑎᑕᐅᓂᐊᕐᐳᑦ ᓄᓇᒧᑦ ᐊᖏᓂᕐᑲᕐᑐᒧᑦ ᐃᓚᒋᔭᐅᓗᑎᒃ 850,000 ᓯᑭᐊ ᑭᓛᒥᑕᓄᑦ. ᑖᓐᓇ ᐃᑲᔫᑎᕐᑲᐳᓐᓇᕐᐳᖅ ᐅᕐᓯᐊᓗᓕᓇᓂᕐᒧᑦ ᐱᕈᕐᐸᓪᓕᐊᔪᓄᑦ, ᓄᓇᒥᐅᑕᓕᓇᓂᕐᒧᑦ ᐱᕈᕐᐸᓪᓕᐊᔪᓄᑦ ᐊᒻᒪ ᐸᓚᕿᑐᓕᓇᓂᕐᒧᑦ ᐱᓕᕆᐊᓄᑦ.

ᐊᑉᖁᑏᑦ ᐊᑐᐃᓐᓇᐅᓕᕐᓂᐊᕐᐳᑦ 9 ᑲᓐᓂᕐᓄᑦ ᓄᓇᓕᖕᓄᑦ ᐊᒻᒪ ᓄᓇᕐᑎᐊᑉ 12% ᒥᔭᖓᓄᑦ ᐃᓄᖕᓄᑦ. ᐊᑭᓗᒃᓯᕚᓪᓕᕐᑎᕐᑎᓇᔭᕐᐳᖅ ᐋᖅᑭᐅᒪᓕᕐᑎᕐᑎᕚᓪᓕᕐᓗᓂᓗ ᐃᖏᕐᕋᔾᔪᑎᓄᑦ ᑭᕙᓪᓕᕐᒧᑦ, ᕿᑎᕐᒥᐅᓄᑦ, ᐃᓅᕕᖕᒧᑦ ᑕᒪᒃᑯᓄᖓᑐᐃᓐᓇᐅᖏᕐᑐᖅ ᐊᑐᐃᓐᓇᐅᕝᕕᐅᔪᓄᑦ ᐊᑭᓗᒃᓯᕚᓪᓕᕐᑎᕐᑎᒻᒪᓇᓚᔭᕐᐳᖅ. ᓄᑖᑦ ᑎᑭᑦᑕᕐᕕᐅᓇᔭᕐᑐᑦ ᐋᖅᑭᒃᑕᐅᓇᔭᕐᐳᑦ ᑭᕙᓪᓕᕐᒥ ᐊᒻᒪ ᕿᑎᕐᒥᐅᑦ ᓯᔭᖓᓂ.

ᓴᓇᔭᐅᓂᖏᑦ ᐋᖅᑭᐅᒪᔭᐅᓂᖏᓪᓗ ᑖᒃᑯᐊ ᐊᑉᖁᑏᑦ ᑮᓇᐅᔭᓕᐅᕈᑎᒃᓴᓂᒃ ᓴᖅᑭᑦᑎᒻᒪᓇᖕᓂᐊᕐᐳᑦ ᓴᓇᔭᒃᓴᓂᓪᓗ ᓄᑖᓂᒃ ᓴᖅᑭᑦᑐᑎᒃ. ᓇᕐᒥᓂᖅ ᐱᓇᓯᐊᓚᖓᑦ ᐱᓕᕆᐊᖏᑦ ᐃᑲᔫᑦᑐᑦᑕᐅᓕᕈᑎᒃ ᐊᑉᖁᑎᓄᑦ ᐃᑲᔫᕐᓂᖅᓴᐅᓕᕐᓂᐊᓇᕗᑦ ᑮᓇᐅᔭᓕᐊᓇᔭᖏᑦ ᐊᖏᓪᓕᕆᐊᕐᓗᑎᒃ ᒐᕙᒪᒃᑯᓪᓗ ᑮᓇᐅᔭᓕᐊᖏᑦ ᐃᑲᔫᑦᑕᐅᓂᖅᓴᐅᓕᕐᓗᑎᒃ, ᓴᓇᖏᔾᔪᑎᑖᕐᐸᒃᑐᑦ ᓴᓇᖏᕐᑐᓪᓗ ᐊᒥᓱᖏᓐᓂᖅᓴᐅᓕᕐᑎᑕᐅᕙᓪᓕᐊᓗᑎᓪᓗ.

ᒫᓐᓇ ᓄᓇᕐᑲᕐᑐᑐᕐᑲᐃᑦ ᓄᓇᑖᕋᓯᐊᕐᓂᖏᑦ ᐊᖏᔪᒪᓇᖏᑉ ᐃᒃᐱᒋᔭᐅᓂᐊᕐᐳᑦ. ᒐᕙᒪᒃᑯᑦ ᐅᕐᑲᕐᑲᑎᕐᑲᓇᐊᕐᑲᕐᓂᐊᕐᐳᑦ ᓄᓇᑖᕐᓂᐊᕐᑐᓂᒃ ᐃᒃᐱᒋᔭᐅᓂᐊᕐᑐᑦ ᐱᔾᔪᑎᒋᓗᒋᑦ. ᑮᓇᐅᔦᑦ ᐊᑐᕐᑕᐅᒥᐊᕐᑲᕐᓂᖏᑦ ᐃᓯᒪᒋᔭᐅᒥᐊᕐᑲᕐᓂᐊᕐᐳᑦ. ᐊᒻᒪᓗ, ᓄᓇᒥᒃ ᓇᕐᒥᓂᕐᑲᕐᑐᑦ ᐃᑲᔫᑦᑕᐅᕚᓪᓕᒪᓇᖏᓂᐊᕐᓗᑎᒃ ᐋᖅᑭᒃᐸᓪᓕᕐᓯᒪᓪᓕᕐᑐᒥᑦ.

- Transportation facilities will be safer and services more reliable, while transportation costs will be reduced significantly for consumers, business and government. Residents will enjoy increased mobility and access to the mainstream of Canadian society.

Transportation facilities will be safer.
ᐃᖏᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᔾᔪᑕᐅᔪᑦ ᐅᓗᕆᐊᓇᖕᒋᓐᓂᖕᓴᐅᓂᐊᕐᐳᑦ.

- Vast areas will be opened up for mineral and oil and gas exploration and development. Tourism potential and activity will increase for the North and for neighbouring provinces. Renewable resources will be more accessible while the costs of harvesting and transporting them are reduced. Business opportunities will expand in virtually every sector of the economy.

Vast areas of the North will be opened up for balanced economic development.
ᐅᑭᐅᕐᑕᕐᑐᒥᐅᑦ ᐅᒃᑯᐃᖕᒐᓚᐅᖏᑦᑐᑦ ᐅᒃᑯᐃᕐᑕᐅᓂᐊᕐᐳᑦ ᑮᓇᐅ-
ᔭᒃᓴᐅᑎᒃᓴᐃᓐᓄ ᓴᖅᑭᑎᑕᐅᓂᐊᕐᓴᐅᓗᑎᒃ.

- Over a period of 20 years, the construction of these transportation facilities will generate an average of over 700 person years of direct employment annually. Of these, an estimated 42% will be available to Northern residents. Approxi-

ᑖᓐᓇ ᐊᑉᖁᓯᐅᕐᑕᐅᓂᐊᕐᑐᖅ ᐅᑭᐅᖑᓂᐊᕐᑐᓂ 30-ᓂ ᐊᑐᕐᓂᐊᕐᑐᓂ ᐊᕐᕋᒍᑕᒫᖅ ᐊᑭᖃᕐᓂᐊᕋᓱᒋᔭᐅᕗᖅ $125 ᒥᓕᔭᓐᓂᒃ. ᓴᓂᐊᓃᑦᑐᒍ, ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᑦᑕ ᐃᓄᓕᕆᔩᑐᖃᒃᑯᑦ ᐃᖏᕐᕋᖃᑦᑕᕐᑐᓕᕆᔩᒃᑯᓐᓄ ᐊᒻᒪ ᓄᓇᕐᑎᐊᑉ ᒐᕙᒪᒃᑯᖏᑦᑕ ᐊᑐᕐᐸᒃᑕᖏᑦᑕ ᓴᓂᐊᓃᑦᑐᒥᑦ ᑐᖕᒐᓃᑉᐳᑦ 3% ᑮᓇᐅᔭᐃᑦ ᐊᑐᕐᐸᒃᑕᖏᑦᑕ.

ᓲᖅᑲᐃᓪᓗ ᑕᒪᐃᓐᓂᒃ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᑦ ᐋᖅᑭᒃᓯᕗᓪᒪ-ᓇᖕᓄᑦ ᐋᖅᑭᒃᑕᐅᒥᐊᕐᓂᐊᕐᐳᑦ, ᑭᑐᑐᐃᓐᓇᐃᑦ ᑮᓇ-ᐅᔭᑎᒍᓪᓗ ᐃᒃᐱᒋᓂᐊᕐᑕᖏᑦ ᐊᕙᓗᒋᐅᑕᐃᓪᓗ ᖃᐅᔨ-ᓴᕐᑕᐅᓂᖏᑦ ᐱᓕᕆᐊᕆᔭᐅᔪᓗᒃᑖᖑᓂᐊᕐᐳᑦ ᐊᖏᕐᑕᐅᓚ-ᐅᖏᓐᓂᖏᓐᓂ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᑦ. ᑭᓯᐊᓂ ᐊᖏᕐᑕᐅᑐ-ᐊᕐᐸᑕ, ᐱᓕᕆᐊᖑᒥᐊᕐᓂᕆᓇᔭᕐᑕᖏᑦ ᑲᔪᓯᒋᐊᕐᓂᐊᖏᓚᑦ ᐅᑭᐅᑦ ᐱᖕᒐᓱᑦ ᑕᑦᑕᓕᒻᒪᖕᒎᓃᑦ ᐊᓂᒍᓚᐅᖏᓐᓂᖏᓐᓂ.

ᑭᕙᓪᓕᕐᒧ ᒪᑲᓐᓯᒥᒧ ᐊᕕᒃᑐᕐᓯᒪᓂᐅᔪᒥ ᐅᒃᑯᐃᕐᓯᒃᐸᑕ ᐊᑉᖁᑎᒃᑯᑦ ᑮᓇᐅᔭᒃᓴᖃᕐᓃᑦ ᐊᑐᕐᑕᐅᕙᓪᓕᐊᓂᐊᕐᐳᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ. ᓇᓗᓇᕐᓕᖅ ᑕᒪᓐᓇ ᑕᓪᕙᑲᐅᑎᒥ ᐱᐊ-ᓂᒃᑕᐅᓯᒪᓂᐊᖕᓂᖕᒐᓂᒃ. ᑭᓯᐊᓂ ᐊᐱᕆᐊᖃᕐᐳᒍᑦ ᖃᓄᒍ? ᒫᓇ ᐸᕐᓇᒍᑕᐅᕙᓪᓕᐊᔪᑦ ᑲᔪᓯᐊᕐᑎᑕᐅ-ᑎᓪᓗᒋᑦ ᐅᖃᖃᑕᐅᑎᓂᕐᓗ ᑲᔪᓯᐊᕐᑎᑕᐅᑎᓪᓗᒍ ᐊᒻᒪ ᓴᓇᔭᐅᒥᐊᕐᓂᐊᕐᑐᑦ ᑲᔪᓯᐊᕋᔭᕐᐸᑕ ᐅᑭᐅᑦ ᐱᖕᒐᓱᑦ ᐱᐊᓂᒃᐸᑕ ᑕᑦᑕᓕᒻᒪᖕᒎᓃᑦ, ᓂᕆᐅᒋᔭᖃᕈᓐᓇᕐᐳᒍᑦ ᐃᒃᐱᒋᔭᐅᓇᔭᕐᑐᑦ ᐃᒃᐱᒋᔭᐅᓗᐊᕐᓂᐊᖏᑦᑕᕆᐊᒃᓴᖏᓐᓂᒃ ᑮᓇᐅᔭᒃᓴᖃᕐᑕᐅᔪᓐᓗ ᑭᑐᑐᐃᓐᓇᕐᓄᑦ ᐅᑭᐅᕐᑕᕐᑐᒥᐅᓄᑦ ᐊᖏᒡᓕᓂᖕᒍᐅᓇᔭᕐᓗᑎᒃ.

ᑕᒪᓐᓇ ᑮᓇᐅᔭᒃᓴᖃᕐᑕᐅᔪᓐᓇᕐᓂᖕᒐ ᑲᔪᓯᑎᑉᐸᓪᓕᐊᓂ-ᐊᕐᐸᕗᑦ ᐅᑭᐅᕐᑕᕐᑐᒥᐅᓄᑦ ᐊᑯᓂ ᑲᓇᑕᒥᐅᓄᓪᓗ ᐃᑲᔪᕐᓂᖃᕐᑎᓪᓗᒍ.

ᐊᑐᓕᖁᔭᐅᔪᑦ ᐱᓕᕆᐊᕐᖁᔭᐅᑉᓗᑎᒃ ᐊᑭᖃᕐᓂᐊᕐᐳᑦ ᐊᑭᑐᔫᑎᓂᒃ $1 - $3 ᒥᓕᔭᓐᑖᓚᓂᒃ ᓯᕗᓪᓕᐅᔪᓄᑦ ᐊᑭᐅᓄᑦ ᐱᖕᒐᓱᓄᑦ, ᐃᓚᕙᓪᓕᐊᓗᓂ ᑎᑭᓪᓗᒍ ᐊᑭᒥ-ᓂᐊᕐᑕᖕᒐ $125 ᒥᓕᔭᓐᒧᑦ ᐅᑭᐅᑦ ᐊᕙᑎᑦ 20 ᐱᐊᓂᒃᐸᑕ. ᐅᑭᐅᑦ ᐊᕙᑎᑦ ᐊᓂᒍᕐᐸᑕ ᐊᑭᑐᔫᑎᓄᑦ ᐊᑭᒥᔭᓂᐊᕋᓱᒋᔭᐅᔪᖅ $1.8-ᒥᓕᔭᓐᒦᓐᓇᔭᕐᐳᖅ.

ᐊᐅᓚᕐᑎᔾᔪᑏᑦ ᐋᖅᑭᐅᒪᐃᓐᓇᕈᑏᑦ ᐊᑐᕐᑕᐅᔪᑦ ᐅᓄᕐᓂ-ᖃᕐᓂᐊᕐᐳᑦ $0.4-ᒥᓕᔭᓐᓂᒃ ᐅᑭᐅᖑᓂᐊᕐᑐᓄᑦ ᓯᕗᓪ-ᓕᐅᔪᓄᑦ ᑕᑦᑕᓕᒪᓄᑦ, ᐃᓚᕙᓪᓕᐊᖏᓐᓇᕐᓗᑎᒃ ᐱᓕᕆ-ᐊᕆᔭᐅᕙᓪᓕᐊᔪᑦ ᐱᐊᓂᒃᐸᓪᓕᐊᑎᓪᓗᒋᑦ ᐋᖅᑭᐅᒪᑎᑦ-ᑎᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᕙᓪᓕᐊᓗᑎᒃ.

3. ᐃᖏᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᓗᒃᓯᓯᒪᑎᑦᑎᔾ-ᔪᑏᑦ - ᐱᑕᖃᖕᒋᑦᑐᑦ ᓴᖅᑭᑕᐅᕙᓪᓕ-ᐊᓂᖕᒋᑦ

ᐊᑭᓗᒃᓯᒪᑎᑦᑎᓂᕐᒧᑦ ᐊᔾᔩᒃᑎᑦᑎᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᖑᔪᑦ ᓴᖅᑭᑉᐸᑕ ᐃᖏᕐᕋᖃᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᔾᔪᓯᕐᓂᒃ ᐊᑭᓗᒃ-ᓯᓯᕙᓪᓕᕐᑎᕐᑎᓂᐊᕐᐳᑦ ᐊᒻᒪ ᐱᓕᕆᐊᖑᓲᓄᑦ ᐊᑉᖁᑎᕐᔪᐊ-ᖃᖕᒋᑐᓂ ᓄᓇᓕᖕᓂ ᐊᑭᓗᒃᓯᓯᒪᑎᑦᑎᓂᕐᓴᐅᓂᐊᕐᐳᑦ. ᐱᓕᕆᐊᖑᔪᑦ ᐋᖅᑭᐅᒪᑦᑎᐊᕐᓂᐊᕐᐳᑦ ᓄᓇᓕᖕᓂᓗ ᐋᖅ-ᑭᐅᒪᖕᒋᓗᐊᕐᑐᑦ ᐋᖅᑭᐅᒪᓕᕐᓂᖕᓴᐅᓂᐊᕐᓗᑎᒃ, ᓅᖃᑦ-

mately 180 ongoing operations and maintenance jobs will also be created for Northerners. The resulting resource development, tourism and other business activity will multiply these effects.

- Costs for delivering public programs will be reduced while their effectiveness is enhanced. The jobs and income created will significantly reduce social assistance and unemployment payments. Government revenues in the form of personal, business and consumer taxes and resource royalties will increase. In the long run, revenues may well outstrip expenditures.

- Increased G.N.W.T. revenues will reduce N.W.T dependence on federal financial assistance. With a strong economic base, the N.W.T. can proceed towards greater self-reliance and self-determination and assert itself as a full partner in Confederation.

- The economic occupation of our northern frontier will solidify Canadian arctic sovereignty far more effectively than military occupation.

In summary, this Transportation Strategy will be a catalyst for the economic, social and political development of the Northwest Territories into the twenty-first century. It will benefit current generations of Northerners and Canadians and establish a legacy for the future.

We can wait cautiously and react to whatever the future brings. Or we can have the vision, courage and commitment to shape the future to fit our aspirations.

6. COSTS

The following tables illustrate the capital and O & M funding which will be required over the next 20 years to implement the Transportation Strategy.

In the first five years, the major emphasis on capital is upgrading existing facilities. During this catch-up period, average annual expenditures are almost **$69** million, more than double the current capital base.

It is towards the end of the first 5 years that significant expenditures on major new road construction begin. Annual capital expenditures rise steadily to a level of **$167** million per year by the 10th year.

O & M expenditures on facilities are seen to rise gradually with traffic growth, expansion of inventory and increases in service availability. Estimated expenditures

The Strategy will provide enormous opportunities in virtually every sector of the economy.
ᐃᓕᖅᑯᓯᕐᔪᐅᑎᑕᐅᓂᐊᕐᑐᖅ ᐱᓕᕆᐊᖕᓂᒃ ᐊᔾᔨᓂᒃ ᐊᒥᓱ ᓂᒡᓗ ᓴᖅᑭᑦᑎᓂᐊᕐᐳᖅ ᑕᒪᐃᓐᓂ ᖃᓄᐃᓐᓇᖅ ᑮᓇᐅᔾᔭᖕᓴᐅᑕᐅᔪᓐᓇᕐᑐᓂ ᓴᖅᑭᑦᑎᓂᐊᕐᐳ.

ᑕᕐᓂᖅ ᐃᖕᒋᕐᕋᑕᖕᓂᖅ ᐊᑭᑦᔭᐅᔪᓪᓗ ᐃᖕᒋᕐᕋᖅᑦᑕᕐᓂᕐᒧᑦ ᓈᒻᒪᒃᓯᓂᖅᓴᐅᓂᐊᕐᓗᑎᒃ.

ᐊᑭᑦᔭᐅᔪᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ ᒪᓕᒃᑕᖅᓵᖑᕗᑦ ᐅᖓᓯᒌᓗᐊᕐᑐᓂᒃ, ᓄᓇᓕᖕᓂ, ᑎᑭᑕᐅᓴᕋᐃᖕᒋᓗᐊᕐᑐᓂ ᐊᒻᒪ ᓂᐅᕕᖅᕕᖕᓂ ᐊᑭᑦᔭᐅᔪᓂᒃ. ᑕᒪᓐᓇ ᑕᐃᒪᓐᓇᐃᑎᓪᓗᒍ ᓱᒃᑲᐃᓐᓂᖅᓴᒃᑯᒃ ᐃᖕᒋᕐᕋᔾᔪᑕᐅᓲᑦ ᐊᑐᕐᑕᐅᓲᖑᕗᑦ ᐊᑭᑐᓂᖅᓴᐅᐸᓗᑎᒃ ᐊᐅᓚᕐᑎᔾᔪᑕᐅᔪᑦ, ᐊᑭᑐᓂᖅᓴᓂᒃ ᓴᖅᑭᑦᑎᓯᒪᔾᔪᑕᐅᓲᖑᕗᑦ ᐊᑭᓕᕐᑐᕐᑕᐅᒥᐊᖅᑐᓂᒃ. ᐱᖅᑖᒍᑦ ᐅᖃᐅᓯᕆᓗᒍ ᐅᖓᓯᖕᓂᖅᓗᑦ ᒪᕐᕈᐃᕐᑕᕐᓗᐊᕐᓗᒍ ᐃᖕᒋᕐᕋᒥᐊᖅᑳᕐᐳᒍᑦ ᐊᑭᓕᕐᑐᐃᓂᖅᑲᕐᓗᑕ ᐊᑭᑐᓂᖅᓴᐅᑎᒥᔪᓂᒃ ᓯᑕᒪᐃᕐᑕᕐᓗᐊᕐᓗᒍ ᐊᑭᓕᐅᑕᐅᓇᔭᕐᑐᑦ ᒪᓕᒡᓗᒥᑦ.

ᑕᒪᐃᓐᓂᒃ ᐊᑭᓕᕐᑑᑕᐅᕙᒃᑐᑦ ᑎᖕᒥᓲᒃᑯᓪᓗ ᐃᖕᒋᕐᕋᔪᑦ ᐊᑭᓕᐅᑎᒥᕙᒃᑕᖕᒋᑦ ᐊᕝᕙᑎᕐᔪᐊᖑᖕᒋᕐᑐᒥ ᓄᓇᓕᖕᓂ ᓯᓚᑖᓃᓯᖑᕗᑦ ᒪᑲᓐᓯ ᕚᓕᐅᐸ. ᐊᕝᕙᑎᒃᑯᑦ, ᓄᓇᒃᑯᕈᑎᕐᔪᐊᐸ ᐃᓂᖕᒋᕐᑎᒧᑦ/ᐊᒻᒪᓗ ᐅᕙᓗᓐᓃᑦ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ ᑎᑭᑎᑕᐅᓲᒃᑯᑦ ᐊᑭᓕᐅᑕᐅᓲᑦ ᐊᑭᑐᑦᓯᒪᓇᐅᖅᑳᕐᐳᑦ ᖁᑎᕐᒥᐅᓂ ᑭᕙᓪᓕᕐᒥᓗ. ᑕᒪᓐᓇ ᓄᖅᑲᖑᕈᑕᐅᒪᓇᖅᑳᕐᐳᖅ ᐃᖕᒋᕐᕋᔪᑎᓄᑦ ᐊᑭᑐᔭᑕᐅᒪᒪᓇᒃᓱᓂᓗ ᓄᓇᖑᑎᒥᔭᑎᓐᓂ ᑮᓇᐅᔾᔭᖕᓴᕈᑕᐅᓇᔭᕐᑐᓄᑦ ᓄᖅᑲᖑᕈᑕᐅᕙᒃᐳᖅ.

ᐊᒥᓲᑉ ᐃᖕᒋᕐᕋᖅᑦᑕᕐᓂᒃᑯᑦ ᐃᑲᔪᕐᑐᕈᑕᐅᓲᑦ ᐊᑭᓗᒃᓯᓯᒪᔾᔪᑕᐅᔭᕐᓗᑎᒃ ᐱᓕᕆᐊᖑᔪᑦ ᒫᓐᓇ. ᑭᓯᐊᓂ ᑕᒪᒃᑯᐊ ᐱᓕᕆᐊᖑᔪᑦ ᓇᓂᑐᐃᓐᓇᖅ ᐊᑐᕐᑕᐅᓗᐊᕐᐸᖕᒋᒻᒪᑕ ᐊᐅᓚᑕᐅᕐᑎᐊᓗᐊᕐᐸᖕᒋᓪᓗᑎᒡᓗ.

ᐊᑭᓗᒃᓯᓯᒪᑎᑦᑎᔾᔪᑕᐅᓂᐊᕐᑐᖅ ᐱᓕᕆᐊᖑᔪᖅ ᐋᖅᑭᒃᑕᐅᓂᐊᕐᐳᖅ ᐱᖑᓱᓄᑦ ᐃᓕᖅᑯᓯᕐᓄᑦ ᑭᐅᔾᔪᑕᐅᓂᐊᕐᑐᖅ:

1. ᐊᔾᔨᒦᓕᑦᑎᑦᑎᔾᔪᑕᐅᓗᓂ ᐃᖕᒋᕐᕋᖅᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᓕᐅᑕᐅᑎᑕᐅᓲᓄᑦ
2. ᐃᓚᐃᓐᓇᖕᒋᓐᓅᖕᒋᕐᑐᖅ ᐊᑐᕐᑕᐅᓗᓂ – ᑕᒪᐃᓐᓄᑦ ᓄᓇᓕᖕᓄᑦ ᐊᑐᕐᑕᐅᓕᕐᑎᑕᐅᓗᓂ
3. ᐊᐅᓚᑕᐅᓂᖅᑲᕐᓗᓂ ᓇᓗᓇᖕᒋᕐᑎᐊᕐᑐᒥᒃ

ᐃᑲᔫᑕᐅᓂᐊᕐᑐᑦ ᓄᓇᓕᖕᓄᑦ ᐃᖕᒋᕐᕋᓂᕐᒧᑦ ᐋᖅᑭᒃᐹᓪᓕ

ᕈᑕᐅᓂᐊᕐᐳᑦ ᑕᒪᐃᓐᓂ ᓄᓇᓕᖕᓂ ᑎᑭᑕᐅᓴᕋᐃᖕᒋᕐᑐᓂ ᐊᑭᓗᒃᓯᑎᕐᑎᓂᖅᓴᐅᓗᑎᒡᓗ ᐊᔾᔨᒦᓕᕐᑎᕐᑎᓂᖅᓴᐅᓂᐊᕐᓗᑎᒡᓗ ᐊᑭᒥᔭᐅᕙᒃᑐᓂᒃ ᓱᓇᑐᐃᓐᓇᕐᓄᑦ, ᐱᖁᑎᓄᑦ ᐅᖅᓱᐊᓗᒃᑯᑦ, ᐊᒻᒪ 'ᐃᑲᔫᑎᖃᕐᓂᖅᓴᐅᓕᕐᓗᓂ' ᐳᓚᕋᕐᑐᓕᓇᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᓄᑦ ᒥᑭᔪᓄᒡᓗ ᓇᖕᒥᓂᖅ ᐱᓇᓱᐊᓚᓇᔭᐅᔪᓄᑦ.

ᐊᑭᒥᔭᐅᓇᔭᕐᑐᑦ ᐱᓕᕆᐊᖑᓇᔭᕐᑐᒡᓗ ᐋᖅᑭᒃᓱᕐᑕᐅᕙᓪᓕᐊᕗᑦ. ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᓕᖅᑑᑕᐅᓯᑦ ᖃᓂᒥᔭᖓᓃᑎᓪᓗᒥᑦ $200 ᒥᓕᔭᑦ ᐊᕐᕋᒍᑕᒦᖅ, ᐱᓕᕆᐊᖑᓂᐅᓂᐊᕐᑐᑉ ᐊᑭᒥᓇᔭᕐᑕᖓ ᖁᓪᓚᓯᒃᑐᓪᓚᕆᐅᓂᐊᕐᑑᔭᕐᐳᖅ. ᑭᓯᐊᓂ, ᐊᑐᕐᑕᐅᕙᒃᑐᑦ ᑮᓇᐅᔭᑦ ᐊᑐᕐᑕᐅᓲᖑᔾᔪᑦ ᒪᓕᒃᑯᑦ ᐃᖏᕐᕋᑲᑕᖏᓂᖏᕐᑎᒍᑦ, ᓴᓇᕈᑦ ᐃᑲᔫᑎᖏᕐᑎᒍᑦ, ᐱᖁᑏᑦ ᐊᐅᓪᓚᕐᑎᑕᐅᓂᖏᕐᑎᒍᑦ. ᒪᓕᒃᑯᑦ ᐊᑭᓖᓱᖏᕆᔾᔪᑦ ᑕᒪᐃᓐᓂᖅᑲᔭᖅ ᐊᑭᓕᕐᑐᕐᑕᐅᓱᓂᒃ ᐃᓗᕐᔪᐊᓕᐅᕐᓂᕐᒧᑦ ᐊᑭᓕᕐᑐᕐᑕᐅᔾᔪᑎᒃᑯᑦ, ᐃᓗᓕᓇᓂᒃᑯᑦ ᐱᓕᕆᐊᖑᔪᒃᑯᑦ, ᐊᔪᓴᕐᑐᓕᓇᕈᒃᑯᑦ ᐱᓕᕆᐊᖏᕐᑎᒍᑦ ᐊᒻᒪᓗ ᐊᑭᓕᕐᑐᐃᓂᒃᑯᑦ ᐱᓕᕆᐊᓂᒃ ᐱᓕᕆᔾᔪᓯᐅᔪᓂᒡᓗ.

ᐊᑭᒥᔭᐅᔪᑦ ᒪᓕᒃᑯᓐᓄᑦ ᐊᑭᓕᕐᑕᐅᒥᐊᓖᑦ ᒥᑭᔪᑯᓗᓂᐊᕐᐳᑦ.

4. ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᓂ ᐋᖅᑭᐅᒪᕐᑎᐊᕐᑐᑦ

ᐱᒡᒍᓯᔪᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᑐᕌᕝᕕᐅᔪᒪᔪᑦ ᓯᕗᓕᐅᔪᑦ ᐱᓕᕆᐊᓇᒥᐊᖅᑲᕐᑕᕗᑦ. ᐱᓪᓚᕆᐅᓂᐊᕆᕗᖅ ᖃᓄᖅ ᐱᓕᕆᐊᖅᑲᐱᓚᒥᐊᖅᓯᑎᓐᓂᒃ.

ᑐᕌᕝᕕᒋᕙᓪᓕᐊᔪᒪᔭᕗᑦ ᓄᑖᖑᕐᑎᓇᓂᕐᒥᒃ ᒫᓐᓇ ᐱᓕᕆᕝᕕᐅᔪᓂᒃ, ᐃᓚᕙᓪᓕᐊᔪᒪᔭᕗᑦ ᐊᑉᖁᑎᕐᔪᐊᑦ ᐱᕐᔪᑎᒥᓗᒥᑦ ᐊᒻᒪ ᐊᑭᓗᒃᓯᓯᒪᕐᔪᑕᐅᖁᔭᕗᑦ, ᑐᕌᕝᕕᒋᕙᓪᓕᐊᔪᒪᔭᑉᑎᓐᓄᑦ ᐃᖏᕐᕋᖃᕙᓪᓕᐊᔪᕐᑕᐅᓂᐊᕐᐳᑦ.

ᐱᓕᕆᐊᓇᔭᕗᑦ ᐋᖅᑭᒃᐸᓪᓕᐊᑎᓪᓗᑎᒍ ᑐᑭᖃᕐᐳᖅ ᐋᖅᑭᒃᓯᕙᓪᓕᐊᖕᓇᓇᐊᖃᕐᓂᐸᑎᓐᓂᒃ ᐱᐅᓯᑎᕐᑎᕙᓪᓕᐊᖕᓇᐅᔭᓇᐊᖃᕐᓂᐸᑎᓐᓂᒃ. ᑐᑭᖃᕐᐳᖅ ᐃᓄᓕᓇᓂᒃᑯᑦ ᑮᓇᐅᔭᓕᓇᓂᒃᑯᑦ ᑎᒥᒃᑯᓪᓗ ᐊᕙᓗᒥᐅᑕᒃᑯᑦ ᐱᓕᕆᐊᖑᒥᐊᖃᕐᑐᓂᒃ ᐃᒃᐱᒍᓯᕐᑎᐊᕐᓂᒥᒃ, ᑕᒪᐃᓐᓂᒃ ᐋᖅᑭᐅᒪᔪᓂᒃ ᐋᖅᑭᐅᒪᖕᕐᑐᓂᒡᓗ, ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᓇᔭᕐᑐᑦ ᐃᓕᖅᑯᓯᓇᕙᒃᑕᖏᑦ ᐃᓕᖅᑯᓯᓇᔪᓐᓇᕐᑕᖏᓪᓗ ᒪᓕᒡᓗᒋᑦ. ᑐᑭᖃᕐᐳᖅ ᑭᑐᑐᐃᓐᓇᕐᓄᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᕗᑦ ᐋᖅᑭᒃᐸᓪᓕᐊᔭᐅᓂᖏᓐᓂᒃ ᐋᖅᑭᒃᐸᓪᓕᐊᒥᐊᖃᕐᓂᖏᓐᓂᒃ.

ᐱᓕᕆᕝᕕᐅᔪᑦ ᐋᖅᑭᐅᒪᕐᑎᐊᕐᑐᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᕗᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐅᓗᕆᐊᓇᕐᑐᖃᕐᑐᑦ ᐱᓪᓚᕆᐅᖃᑕᐅᓃᖓᕗᑦ. ᑭᑐᑐᐃᓐᓇᐃᑦ ᐅᓗᕆᐊᓇᖏᑦᑐᓂᒃ ᐊᑐᖁᔭᐅᓂᖏᑦ ᐃᓚᖃᖅᑯᓯᖏᕗᑦ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐃᓕᖕᓂᐊᕐᑎᑕᕙᓪᓕᐊᓂᖏᓐᓂᒃ ᐱᓕᕆᐊᓂᒃ, ᐱᓗᐊᕐᑐᒥᒃ ᐊᑉᖁᑎᔪᐊᒥ ᐅᓗᕆᐊᓇᕐᖃᕐᑕᐃᓕᒪᓂᖅ. ᐅᔾᔨᕐᑐᕆᐊᖃᕐᓂᖏᑦ ᒪᓕᒐᐃᑦ ᐊᑐᕐᑕᐅᒥᐊᖅᑐᑦ ᐊᑐᐃᓐᓇᐅᒥᐊᓖᑦ ᐊᑐᐃᓐᓇᐅᑎᑕᐅᑎᐊᕆᐊᖑᓴᕐᓂᒃ ᓚᐃᓴᓐᓯᑎᑕᐅᔪᑕᐅᔪᓗ ᐊᑐᓕᕐᑎᕐᑎᒥᐊᕈᓐᓗ ᐋᖅᑭᒃᑕᐅᕐᑎᐊᓪᒪᖔᑕ ᖃᐅᔨᓴᐃᒥᐊᖅᐳᑦ ᓴᐳᓐᓂᐊᕈᒪᑉᓗᒥᑦ ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᓕᕆᕝᕕᖏᑦ ᐅᓗᕆᐊᓇᖏᑦᑐᒥᒃ ᐊᑐᖁᑉᓗᒥᑦ ᐱᓕᕆᕝᕕᓪᓗ ᓴᖅᑭᔭᑉᓗᒥᑦ.

ᓱᖃᐃᓪᒪ ᐅᐱᓐᓇᕋᓂ, ᒪᓕᒥᐊᖅᐳᑦ ᒪᓕᒐᕐᓂᒃ, ᐊᑐᐊᒐᕐᓂᒃ ᒪᓕᒃᑕᒃᓴᓕᐊᓂᒃ ᐋᖅᑭᒃᑕᐅᔪᓂᒃ ᓴᐳᓂᐊᕈᑕᐅᖁᔭᐅᑉᓗᑎᒃ ᐊᕙᓗᒥᐅᑕᓄᑦ. ᐱᓕᕆᐊᓇᒥᐊᖅᑲᑉᑕ ᐅᖓᑖᓄᑦ ᐃᓱᒪᓗᑕ ᖁᓪᓚᑉᐸᓪᓕᐊᑎᑎᓇᓯᒥᐊᖅᐳᑦ ᐊᕙᓗᒥᐅᑕᑉᑎᓐᓂᒃ ᐃᑲᔫᑎᓗᑕᓗ ᐱᕐᐸᓪᓕᐊᖁᔭᐅᓗᑕ ᓄᓇᒥᐅᑕᓂᓪᓗ ᐱᕐᐸᓪᓕᐊᔪᓐᓇᕐᑐᓂᒃ.

ᖃᐅᔨᓴᐃᒥᐊᖅᐳᑦ ᑕᒪᐃᓐᓂᒃ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᖕᓇᕐᑐᓂᒃ ᐃᓱᒪᒥᔭᖅᓗᑕ ᐃᓕᖅᑯᓯᓇᔭᐅᓂᐊᕐᓂᒃ ᓄᓇᓕᖕᓂ ᐊᕕᒃᑐᖅᓯᒪᓂᐅᔪᓂ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᓂᒃ ᐃᓱᒪᒥᔭᖅᓗᑕ, ᐊᒻᒪ ᖃᐅᔨᓇᓯᒥᐊᖅᐳᑦ ᑲᓇᑕᐅᑉ ᓄᓇᕐᑎᐊᑉ ᐊᒻᒪ ᓄᓇᓖᑦ ᒪᓕᒃᑯᖏᑦ ᓇᒥᓂᕐᓗ ᐱᓇᓱᐊᓚᖅᕝᕕᐅᔪᑦ ᐸᕐᓇᒍᑎᒥᔭᖏᑦ ᐊᐅᓚᑕᐅᕐᑎᐊᕐᒪᖔᑕ. ᐃᓚᐅᓗᒥᑦ ᓄᓇᓕᖕᓂ ᐃᒃᐱᒋᔭᐅᕐᑎᐊᓇᐊᖅᓂᖏᑦ ᐱᓕᕆᐊᖑᕙᓪᓕᐊᔪᑦ ᐃᓇᖏᕐᑕᐅᕙᓪᓕᐊᔪᓗ.

ᖃᐅᔨᓴᕈᑕᐅᔪᑦ ᐃᑲᔫᑕᐅᔪᓂᒃ ᓯᕗᓪᓕᐅᑎᑕᐅᖁᔭᐅᔪᓄᑦ ᐋᖅᑭᒃᓯᔾᔪᑕᐅᕙᒃᑐᑦ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᓄᑦ ᑲᔪᓯᐅᒪᐃᓐᓇᕐᓗᑎᒃ ᐊᕕᒃᑐᖅᓯᒪᓂᐅᔪᓂ ᐱᓕᕆᐊᒍᓕᐊᖅᐳᑦ ᓄᓇᓕᖕᓂᓗ ᓴᓇᓂᖕᖓ ᑐᕌᖓᔪᑦ ᐱᓕᕆᐊᖑᔪᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᓗ ᑐᕌᖓᔪᑦ ᐊᔾᔨᒌᑦᑐᒥᒃ ᐋᖅᑭᐅᒪᓂᖃᓇᐊᒃᓴᖏᓐᓂᒃ ᖃᐅᔨᓴᕐᑕᐅᖏᓐᓇᕐᓇᖅᑕᓇᐊᖅᐳᑦ.

ᐊᖏᓂᖏᑦ, ᐱᓕᕆᐊᖁᕙᓪᓕᐊᓂᖏᓪᓗ ᐱᓕᕆᐊᓇᔭᐅᔪᑦ ᓴᖅᑭᑎᑕᐅᕙᓪᓕᐊᓂᖏᑦ ᑲᔪᓯᑎᑕᐅᕙᓪᓕᐊᓂᖏᓪᓗ ᐋᖅᑭᒃᓯᕐᑕᐅᔭᓐᓇᕐᐳᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᐅᓄᑦ ᐃᑲᔫᑎᖃᖅᑎᑕᐅᓗᑎᒃ ᓇᒥᓂᖅ ᐱᓕᕆᐊᖃᕐᑐᓄᑦ. ᑳᓐᑐᖅᑕᐅᔪᓄᑦ ᐊᑐᐊᒐᐃᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᐅᓂᒃ ᖁᓪᓚᕐᐸᓪᓕᖅᑎᑎᔭᓐᓇᕐᐳᑦ. ᐃᓕᓐᓂᐊᕐᑎᕐᑎᔪᑕᐅᔪᑦ ᐊᑐᐊᒐᓕᕆᔪᒡᓗ ᓴᓇᕈᑖᕐᓂᒧᑦ ᖁᓪᓚᕐᐸᓪᓕᐊᕐᑎᕐᑎᔭᑕᐅᔭᓐᓇᕐᐳᑦ ᐅᑭᐅᖅᑕᖅᑐᒥ ᐃᓗᔪᐊᓕᐅᕐᓂᒃᑯᑦ, ᐋᖅᑭᒪᑎᕐᑎᓂᒃᑯᑦ ᐊᐅᓚᑦᑎᓂᒃᑯᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᕝᕕᖕᓂᒃ.

ᑲᔪᓯᐅᒪᐃᓐᓇᕆᐊᖅᐳᑦ ᕿᓃᓐᓇᖅᓗᑕ ᓄᑖᓂᒃ ᐱᕈᕐᐸᓪᓕᐊᕐᔪᑕᐅᓇᔭᕐᑐᓂᒃ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᔪᓗ ᖁᓪᓚᕐᐸᓪᓕᐊᕐᔪᑎᒃᓴᐅᔭᓂ ᐋᖅᑭᐅᒪᑎᑎᔭᐅᑲᓂᕈᓐᓇᕐᑐᓗ. ᒪᓐᓇ ᐃᓚᐅᒥᐊᖅᐳᖅ ᐃᓱᒪᒋᔭᐅᔪᑦ ᐃᖏᕐᕋᑎᐊᕈᑕᐅᔪᓐᓇᕆᐊᖃᕐᓂᖏᑦ ᖃᐅᔨᒪᔭᐅᔪᑦ ᐊᒻᒪ ᐱᓕᕆᐊᕆᔭᐅᒪᔪᑦ ᐊᒥᖅᑲᖅᑕᐅᒥᐊᖃᕐᓂᖏᑦ. ᖁᓪᓚᕐᐸᓪᓕᐊᑎᑦᑎᓇᓂᐊᕐᐳᑦ ᐱᐅᓯᕙᓪᓕᐊᑎᑦᑎᓗᑕ ᓄᓇᖓᑦ ᐃᓚᐅᓂᖏᓐᓂᒃ ᐊᒃᓱᕈᖅᑲᖅᑲᕕᒃᑖᕐᓂᒃᑯᑦ, ᐱᓗᐊᕐᑐᒥ ᓄᓇᓕᖕᓂ ᓴᖅᑭᑎᑉᐸᓪᓕᐊᓂᒃᑯᑦ ᐱᓕᕆᕝᕕᐅᓇᔭᕐᑐᓂᒃ.

ᑮᓇᐅᔭᑦ ᐊᑐᕐᑕᐅᔪᒪᔪᑦ ᐱᓕᕆᐊᖑᔪᒪᔪᒧᑦ ᑐᕐᖓᓂᐳᑦ 1% ᐊᑐᕐᑕᐅᓇᔭᕐᑐᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᓇᔭᕐᑐᓄᑦ. ᐃᓚᐅᓗᒥᑦ $1 ᒥᓕᔭᖕ ᐊᑭᒥᔭᐅᓇᔭᕐᑐᑦ ᐊᕐᕋᒍᑕᒦᖅ ᐊᑭᑐᔫᑎᓄᑦ ᖃᐅᔨᓴᐃᓂᕐᒧᑦ ᐱᕈᕐᐸᓪᓕᐊᑎᕐᑎᓂᕐᒧᑦ ᑲᔪᓯᒥᐊᕈᑕᐅᔪᑦ, ᐊᒻᒪ $1 ᒥᓕᔭᖕ

on transportation subsidy programs are shown phasing in, commencing in 1992.

7. FINDING THE INVESTMENT DOLLARS

The Strategy includes major program initiatives and substantial financial commitment. At our current levels we would spend some **$1.65** billion over the next 20 years on transportation. Achieving the four strategic objectives will require expenditures of **$4.32** billion, representing an increase of **$2.67** billion dollars.

How will we finance this increase?

The G.N.W.T. has assumed a significant role in the northern transportation mandate. Northerners will be major recipients of the economic, social and political benefits of the Transportation Strategy. The G.N.W.T. must therefore be prepared to contribute a substantial share of the required investment. However, we are not alone.

The Government of Canada still has the mandate for new highway construction in the North. Various federal departments also retain responsibility in marine and airport programs. In fact, the federal mandate covers 80% of the increase in expenditures required for strategy implementation. The benefits to Canada as a whole are also impressive. The resulting economic and employment benefits will increase federal revenues and reduce both social costs and N.W.T. financial dependence.

Provincial governments will have to participate in those projects which are wholly or partly within their boundaries. The potential economic benefits for the provinces are enormous. Increased economic activity in the North will stimulate the manufacturing, construction, service, retailing and tourism sectors for neighbouring provinces.

A recent study by the Conference Board of Canada shows the strong economic linkages between the Northwest Territories and the provinces of Alberta, Ontario, Quebec and British Columbia, in particular. There is a potential for Manitoba to gain substantially from stronger transportation links with that province.

Every dollar of N.W.T. Gross Domestic Product (GDP) results in over 60 cents GDP for the provinces. While the N.W.T labour force is 20 thousand, more than 22 thousand jobs in the rest of Canada depend on

ᐊᕐᕆᒍᑕᒫᖅ ᐃᓕᓐᓂᐊᕐᑎᕐᑎᓂᕐᒧᑦ ᐋᖅᑭᒃᑳᓪᓕᕐᑎᕐᑎᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᖑᓂ ᐊᑐᕐᑕᐅᖃᑦᑕᕙᕐᑐᖅ, ᓵᖅᓗ ᖃᐅᔨᓴᐃᓂᕐᒧᑦ ᓚᐃᓴᑖᕐᑎᕐᑎᓂᕐᒧᓪᓗ.

5 ᖃᓄᖅ ᑕᒪᓐᓇ ᐃᓕᖅᑯᓯᐅᓂᐊᕐᑐᖅ ᐊᓯᐊᓐᖑᕐᑎᕐᑎᓂᐊᕐᐸ?

ᐃᓕᖅᑯᓯᓇᔭᐅᓂᐊᕐᑐᖅ ᐊᑐᓕᕐᑎᑕᐅᓪᓕᐊᑎᓪᓗᒍ ᐃᒃᐱᕆᔭᐅᕐᑎᐊᕐᓂᐊᕐᐳᖅ ᖄᓇᐅᔾᔭᒃᓴᕐᓂᒃᑯᑦ, ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᓕᕆᐊᕆᔭᕆᕐᑎᒍᑦ ᒪᓕᒐᓕᕆᓂᕐᒧᓪᓗ ᓄᓇᕐᑎᐊᕐᒥ ᐱᓕᕆᐊᕐᕗᔦᓄᑦ ᐃᒃᐱᖕᓇᕐᓂᖅᑕᕐᑎᐊᕐᓂᐊᕐᐳᖅ. ᑲᓇᑕᒥᓗ ᖄᓇᐅᔾᔭᒃᓴᕐᓂᕐᒧᑦ ᐃᒃᐱᕆᔭᐅᕐᑎᐊᕐᓂᐊᕐᓗᓂ ᐊᕐᕆᔦᒻᒪᕆᐊᓗᖕᒥᒃ.

- ᐃᖕᕆᕐᕿᑲᕐᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᔾᔨᐅᔦᑦ ᐅᓗᕆᐊᓇᕐᕆᓐᓂᕐᓴᐅᓂᐊᕐᐳᑦ ᐋᖅᑭᐅᒪᓂᖅᓴᒻᒪᕆᐅᓗᑎᒡᓗ, ᐃᖕᕆᕐᕿᑲᕐᑕᕐᓂᕐᒧᑦ ᐊᑭᓖᕐᑐᑕᐅᑎᑕᔦᑦ ᐊᑭᓗᖕᓂᕐᓴᒻᒪᕆᐅᓂᐊᕐᓗᑎᒃ ᐃᖕᕆᕐᕿᑲᕐᑕᕐᑐᓄᑦ, ᓇᖕᒥᓂᖅ ᐱᓇᓱᐊᕈᓕᖕᓄᑦ ᒪᓕᒃᑯᓪᓄᓪᓗ. ᓄᓇᖃᕐᑐᑐᖃᐃᑦ ᐃᖕᕆᕐᕿᑲᕐᑕᕐᓂᕐᒧᑦ ᐋᖅᑭᐅᒪᓂᖅᓴᓂᒃ ᐊᑐᐃᓐᓇᐅᕙᕕᐅᓕᕐᓂᐊᕐᐳᑦ ᑲᓇᑕᒥᓗ ᓄᓇᓖᑦ ᑎᑭᑦᑕᕐᕕᐅᔪᓐᓇᕐᓂᖅᓴᐅᓕᕐᓂᐊᕐᓗᑎᒃ.

- ᐊᕐᕆᔦᒻᒪᕆᐅᔦᑦ ᐅᔭᕋᕐᓂᐊᕐᕕᐅᔪᓐᓇᕐᑐᑦ ᐅᖅᓯᐊᓗᒃᓴᖅᑖᕐᕕᐅᔪᓐᓇᕐᑐᑦ ᐱᕈᕐᐸᓪᓕᐊᕚᕕᐅᔪᓐᓇᕐᑐᓪᓗ ᐅᒃᑯᐃᕐᑕᐅᓂᐊᕐᐳᑦ. ᐅᑭᐅᕐᑕᕐᑐᒥ ᐳᓚᕋᕐᑐᓕᕆᓂᖅ ᐱᓕᕆᐊᕐᕗᔦᓪᓗ ᐅᑭᐅᕐᑕᕐᑐᒥ ᐃᓚᒋᓪᓕᕐᓂᐊᕐᐳᑦ ᓄᓇᒥᔭᐅᔦᓄᑦ ᖃᓂᕐᑐᓄᑦ ᑎᑭᑦᑕᕐᓃᑦ ᐊᑐᕐᑕᐅᓕᕐᓂᕐᓴᐅᓂᐊᕐᐳᑦ. ᓄᓇᒥᐅᑕᐃᑦ ᐱᑦᔪᑲᓐᓂᕐᐸᒃᑐᑦ ᐊᑐᕐᑕᐅᔦᓐᓇᕐᓯᓂᕐᓴᐅᓂᐊᕐᐳᑦ ᐃᖕᕆᕐᕿᑎᑕᐅᓂᕐᒥᑦ ᐊᑐᕐᑕᐅᓂᕐᒥᓪᓗ ᒥᒃᓴᓕᕐᓕᕐᓂᕐᓴᐅᓗᑎᒃ ᐊᑭᓗᒃᓯᓕᕐᓕᕐᓂᕐᓴᐅᓇᔭᕐᓗᑎᒃ. ᓇᖕᒥᓂᖅ ᐱᓇᓱᐊᕈᓐᔭᐅᓇᔭᕐᑐᑦ ᐃᓚᓕᕐᓕᐊᓂᐊᕐᐳᑦ ᑕᒪᐃᓐᓂ ᖄᓇᐅᔾᔭᒃᓴᕐᕕᐅᔦᓐᓇᕐᑐᑦ ᓇᓂᑐᐃᓐᓇᖅ ᓴᖅᑭᑉᐸᓪᓕᐊᓂᐊᕐᐳᑦ.

- ᐅᑭᐅᑦ ᐊᕙᑎᑦ ᐊᓂᒍᕐᐸᑕ ᓴᓇᔭᐅᓂᕐᒥᑦ ᐱᓕᕆᐊᕕᒃᓴᐃᑦ ᓴᖅᑭᑎᕐᑎᓂᐊᕐᐳᑦ ᐃᖅᑲᓇᐃᔭᕐᑐᒃᓴᓂᒃ 700 ᐅᖓᑖᓄᑦ ᐊᕐᕆᒍᒧᑦ ᐃᖅᑲᓇᐃᔭᕐᑎᓂᒃ ᐊᕐᕆᒍᑕᒫᖅ ᐱᓕᕆᐊᖃᖃᑦᑕᕐᓂᐊᕐᓗᑎᒃ ᑖᒃᑯᐊ ᐃᖅᑲᓇᐃᔭᕐᑏᑦ. ᑕᐃᒪᓐᖓᑦ ᖃᓂᒋᔭᖓᓂ 42% ᐱᓕᕆᐊᒃᓴᑦ ᐊᑐᐃᓐᓇᐅᓂᐊᕐᐳᑦ ᐅᑭᐅᕐᑕᕐᑐᒥᐅᓄᑦ. ᐅᑭᐅᕐᑕᕐᑐᒥᐅᓪᓗ ᓴᖅᑭᕚᐅᓂᐊᕐᐳᑦ 180-ᓂᒃ ᐋᖅᑭᐅᒪᐃᓐᓇᕐᑎᕐᑎᓂᕐᒧᑦ ᐊᐅᓚᕐᑎᓂᕐᒧᓪᓗ ᐱᓕᕆᐊᒃᓴᓂᒃ. ᐱᓕᕆᕙᑦ ᐱᕙᕐᓕᕆᐊᑎᓪᓗᒥᑦ, ᐳᓚᕋᕐᑐᓕᕆᓂᕐᓗ ᐱᕙᕐᓕᕆᐊᑎᓪᓗᒍ ᐊᓯᖕᒥᓪᓗ ᐱᓇᓱᐊᒐᓇᔭᐅᔦᑦ ᓴᖅᑭᑉᐸᓪᓕᐊᑎᓪᓗᒥᑦ ᓴᓇᔭᒃᓴᐃᑦ ᐊᒥᓱᒻᒪᕆᐊᓘᓕᕐᓂᐊᕐᐳᑦ.

- ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᓕᕆᐊᕆᔭᕆᕐᑕ ᐊᐅᓚᑕᐅᓂᕐᒥᑦ ᐊᑭᓗᒃᓯᕙᓪᓕᐊᑎᓪᓗᒥᑦ ᐊᓯᕐᒥᑦ ᓯᓇᑐᐃᓐᓇᐃᑦ ᖁᕝᕙᕐᐸᓪᓕᐊᓂᐊᕐᐳᑦ. ᓴᓇᔭᐅᔦᑦ ᓴᖅᑭᑕᐅᓂᕐᒥᑦ ᖄᓇᐅᔭᓕᐊᕈᓂᐊᕐᑐᓪᓗ ᓴᖅᑭᑉᐸᓪᓕᐊᑎᓪᓗᒥᑦ ᓴᓇᕐᑎᑐᓄᑦ ᐃᑲᔪᕐᑕᐅᕙᒃᑐᑦ ᓴᓇᕐᑐᕐᓯᐅᑏᓪᓗ ᐊᔦᖅᓴᕐᑐᓕᕆᓲᖃᓂᑦ ᐊᑭᓕᕐᑐᕐᑕᐅᑎᑕᐅᓯᑦ ᒥᒃᓴᓕᕐᓕᕐ-

economic activity in the N.W.T. In fact, the N.W.T. economy generates more personal income in the provinces than it does in the N.W.T. About 95% of these economic and employment benefits accrue to the four provinces noted above.

The general public and a variety of business sectors will also benefit from the economic activity stimulated by the Strategy. These groups will contribute, through existing transportation related fees and taxes, income taxes, business taxes and resource royalty payments. There are also opportunities to seek more direct private sector participation. Resource or transportation companies may be prepared to invest more directly in initiatives which can directly reduce their costs or increase their revenues.

The G.N.W.T. has signalled its commitment to transportation as a catalyst to the long term economic, social and political health of the North. However, the scale of investment required cannot be made without the participation of Canada, the provinces and the private sector. These partners will be shareholders in the benefits. They must also be prepared to share in the investment.

ᓰᒪᒻᒪᕆᖕᓂᐊᕐᐳᑦ. ᒐᕙᒪᒃᑯᑦ ᑮᓇᐅᔭᓕᐊᖏᑦ, ᑭᑐᑐᐃᓐᓇᐃᑦ, ᓇᖕᒥᓂᖅ ᐱᓕᕆᐊᑎᒍᑦ ᑖᒃᓯᔭᕐᑕᐅᔪᑦ ᐃᑲᔫᓯᐊᓪᓗ ᐃᓕᑕᕆᔭᐅᔪᓯᐊᑦ ᐃᓚᕙᓪᓕᐊᓂᐊᕐᐳᑦ. ᐅᑭᐅᑦ ᖃᑉᓯᑲᓪᓚᐃᑦ ᐱᐊᓂᒃᐸᑕ ᑮᓇᐅᔭᓕᐊᑦ ᑮᓇᐅᔭᕐᑯᑎᓂᑦ ᐊᑐᕐᑕᐅᕙᓪᓕᐊᔪᓂᒃ ᐊᒥᓲᓕᕐᓂᖅᓴᐅᔪᓐᓇᕐᐳᑦ.

- ᑮᓇᐅᔭᓕᐅᕐᓂᖅᓴᐅᓕᕐᐸᑕ ᓄᓇᕐᑎᐊᑉ ᒐᕙᒪᒃᑯᖏᑦ ᓄᓇᕐᑎᐊᕐᒥᐅᑦ ᐃᑲᔪᕐᑕᐅᑎᐊᕐᑲᖏᓐᓂᖅᓴᐅᓕᕐᓂᐊᕐᐳᑦ ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᕐᑕ ᐃᑲᔫᑎᒃᓴᕆᕙᒃᑕᖏᓐᓂᑦ ᑮᓇᐅᔭᑎᒍᑦ. ᓄᓇᕐᑎᐊᕐᒥᐅᑕᐃᑦ ᑮᓇᐅᔾᔭᒃᓴᕐᖂᒃᓴᖅᑲᕐᓂᖅᓴᐅᓕᕐᐸᑕ ᓇᖕᒥᓂᖅ ᐊᐅᓪᓛᕐᓂᖅᓴᐅᔪᓐᓇᕐᓯᓂᐊᕐᐳᑦ ᐊᒻᒪ ᐃᓛᒃᑰᖓᓗᑎᒃ ᐃᖏᕐᕋᓂᖅᑲᕐᓂᖅᓴᐅᔪᓐᓇᕐᓯᓂᐊᕐᓗᑎᒃ.

- ᑮᓇᐅᔾᔭᒃᓴᕈᑕᐅᔪᑦ ᐅᑭᐅᕐᑕᕐᑐᒥᐅᓄᑦ ᐊᑐᕐᑕᐅᓂᖅᓴᐅᓕᕐᐸᑕ ᓴᓐᖏᒃᑎᑉᐹᓪᓕᕈᑕᐅᓂᐊᕐᐳᑦ ᑲᓇᑕᒥᐅᑕᐅᖅᑎᑭᑐᓄᑦ ᐅᓇᑕᕐᑐᒃᓴᐃᑦ ᐃᓕᖅᑯᓯᖏᓐᓂᑦ ᓴᓐᖏᓂᖅᑲᕐᓂᖅᓴᐅᓕᕐᓂᐊᕐᐳᑦ.

ᓇᐃᓪᓕᒥᐊᕐᓗᒍ ᑖᓐᓇ ᐃᓕᖅᑯᓯᕆᔭᐅᑎᑕᐅᔪᖅ ᑐᓐᖓᕕᒥᔭᐅᓕᕐᓂᐊᕐᐳᖅ ᑮᓇᐅᔾᔭᒃᓴᕈᑕᐅᔪᓄᑦ, ᑭᑐᑐᐃᓐᓇᐃᑦ ᐱᕈᕐᐸᓪᓕᐊᔾᔪᑎᖏᓐᓄᑦ ᓄᓇᕐᑎᐊᕐᒥᐅᑦ ᐱᕈᕐᐸᓪᓕᐊᓂᕆᓂᐊᕐᑕᖏᓐᓄᑦ ᐅᑭᐅᑦ ᐊᒥᓱᑦ ᐱᐊᓂᒃᐸᑕ ᓯᕗᓂᕆᓂᐊᕐᑕᕗᑦ. ᒫᓐᓇ ᐃᓅᔪᑦ ᐃᑲᔪᕐᑕᐅᓂᐊᕐᐳᑦ ᐊᖏᔪᒻᒪᕆᐊᓗᖕᒥᒃ ᓄᓇᕐᑎᐊᕐᒥᐅᑕᐃᑦ ᑲᓇᑕᒥᐅᑕᐃᓪᓗ ᐊᒻᒪ ᓯᕗᓂᒃᓴᕆᓂᐊᕐᑕᑉᑎᓐᓂ ᐃᑲᔫᑎᒃᓴᓂᒃ ᓴᖅᑭᑦᑎᓂᐊᕐᐳᖅ.

ᐅᑕᖅᑭᑦᑎᐊᕈᓐᓇᕐᐳᒍᑦ ᑭᐅᔪᓐᓇᕐᐳᒍᓪᓗ ᓯᕗᓂᒃᓴᑉᑎᓐᓂ ᖃᓄᐃᑉᐹᓪᓕᐊᔪᓂᒃ ᐱᓕᕆᐊᖑᕙᓪᓕᐊᔪᓂᒃ. ᐅᕝᕙᓗᓐᓃᑦ ᑕᐅᑐᖅᑰᕈᓐᓇᕐᐳᒍᑦ ᓯᕗᓂᒃᓴᕆᓂᐊᕐᑕᑉᑎᓐᓂᒃ ᐋᖅᑭᒃᓯᐃᔪᓐᓇᕐᐳᒍᓪᓗ ᐱᓕᕆᐊᕆᔪᒪᔭᕗᑦ ᐋᖅᑭᐅᒪᑎᐊᕐᑯᓗᒍ.

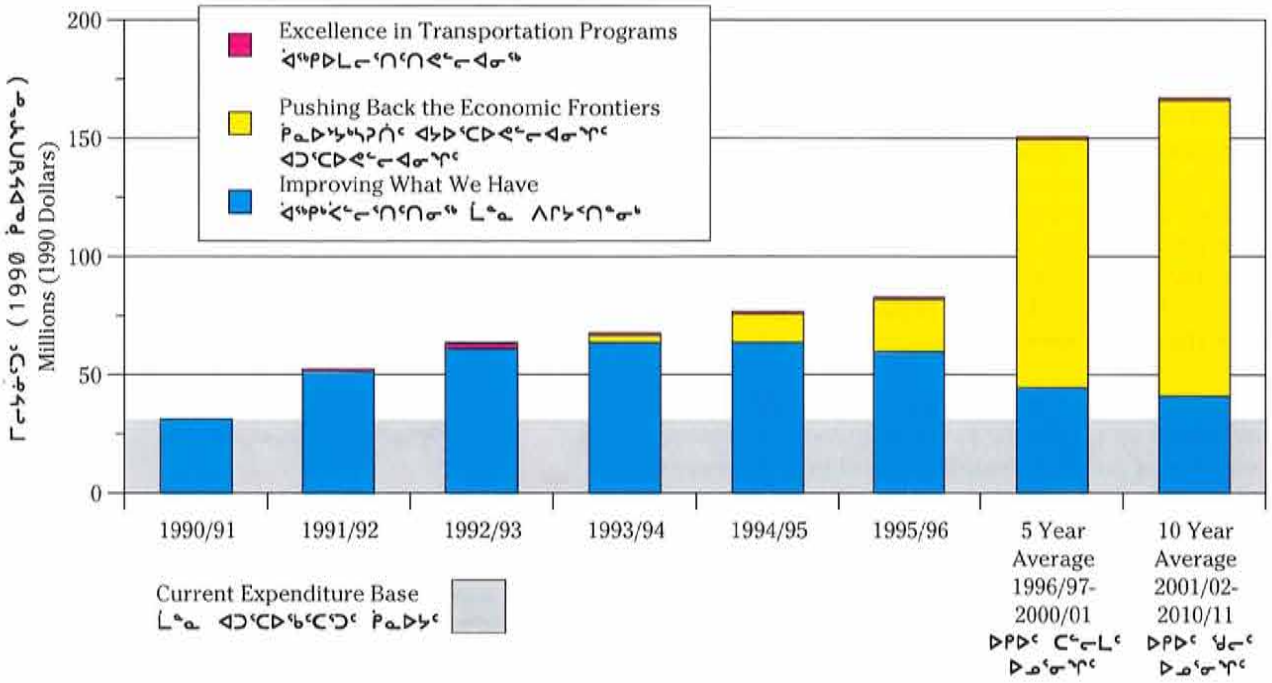
6 ᐊᑭᒋᔭᐅᓂᐊᕐᑐᑦ

ᐊᑖᓂ ᑎᑎᖅᐅᔭᕐᑕᐅᓯᒪᔪᑦ ᑕᑯᒃᓴᐅᑎᑦᑎᕗᑦ ᐊᑭᑐᔫᑎᑦ ᐊᐅᓚᔾᔪᑎᑦ ᐋᖅᑭᐅᒪᐃᓐᓇᕈᑎᓪᓗ ᐊᑐᕐᑕᐅᔾᔭᓯᐊᕆᓂᐊᕐᑕᖏᓐᓂᒃ ᐊᑐᕐᑕᐅᒥᐊᕐᑲᕐᓂᐊᕐᑐᓂᒃ ᐅᑭᐅᓂᒃ ᐊᕙᑎᓂᒃ ᐊᑐᕐᓂᐊᓕᓵᕐᑐᓂ ᐃᖏᕐᕋᕐᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᖅ ᐊᑐᓕᕐᑎᑕᐅᒥᐊᕐᑎᓪᓗᒍ.

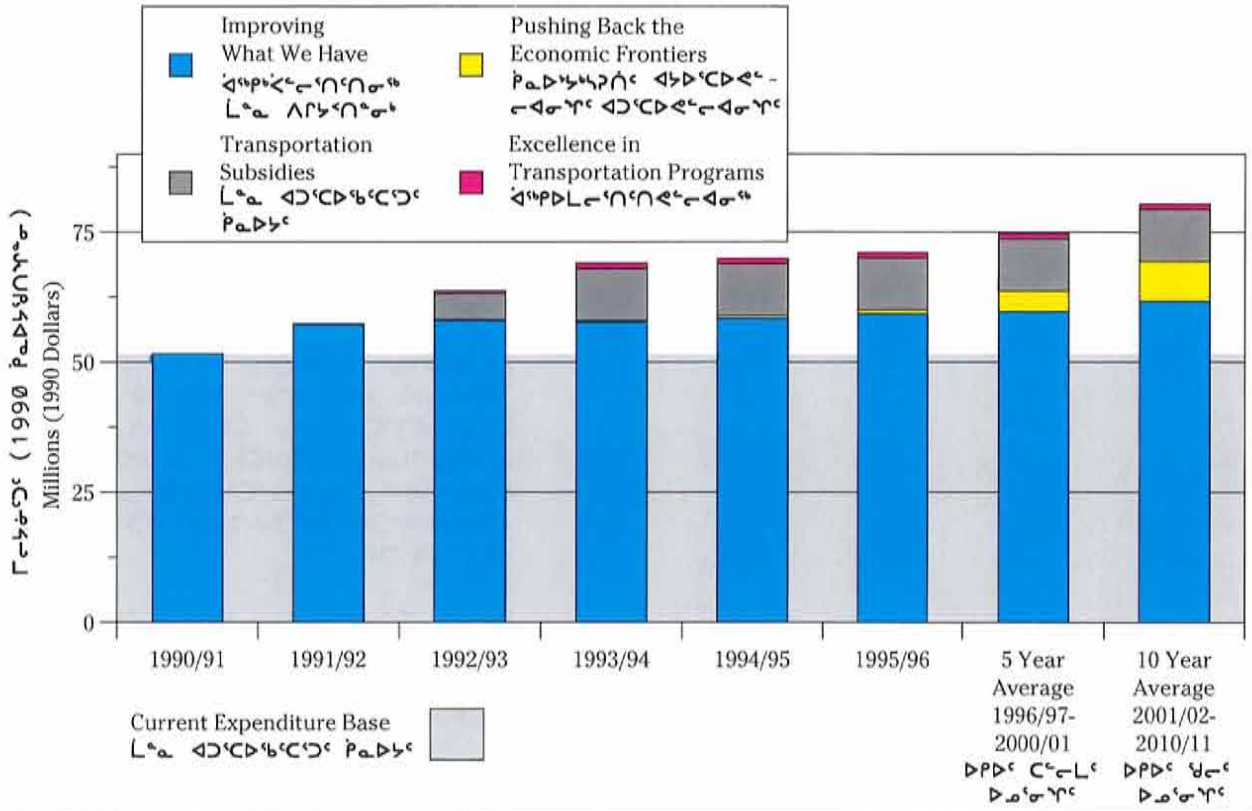
ᓯᕗᓪᓕᐅᔪᓂ ᐅᑭᐅᖑᔪᓂ ᐊᑐᕐᓂᐊᓕᓵᕐᑐᓂ ᑕᓪᓕᒪᐅᔪᓂ ᑐᕌᕐᕕᖃᕈᒪᓗᐊᕐᓂᐊᕐᐳᑦ ᐋᖅᑭᒋᐊᕐᑎᕐᑎᓂᕐᒥᒃ ᐊᑉᑯᑎᓂᒃ ᒫᓐᓇ ᐊᑐᕐᑕᐅᔪᓂᒃ. ᑕᒪᓐᓇ ᐱᓕᕆᐊᖑᑎᓪᓗᒍ ᐱᓕᕆᐊᖑᓂᖓᓂ, ᐊᕐᕌᒍᑕᒫᖅ ᐊᑐᕐᑕᐅᕙᒃᑐᑦ ᒫᓐᓇ $69 ᒥᓕᔭᓐᖑᕗᑦ, ᒪᕿᐃᕐᑕᕐᓗᐊᕐᖁᔭᕐᓗᓂ ᐅᖓᑖᓄᓪᓗ ᐊᑭᓕᐅᑕᐅᕙᒃᑐᑦ ᐊᑭᑐᔫᑎᓄᑦ ᐊᑐᕐᑕᐅᓲᑦ ᐊᑭᓪᓗᐊᖑᓂᒃ ᐊᑭᓖᖅᑲᕐᑕᕐᐳᑦ.

ᐅᑭᐅᑦ ᑕᓪᓕᒪᑦ ᐊᓂᒍᓛᓕᕐᐸᑕ ᓯᕗᓪᓕᐅᔪᑦ ᐅᑭᐅᑦ ᐊᑐᕐᑲᔭᕐᑐᑦ ᐊᑐᕐᐸᓪᓕᐊᓂᐊᕐᐳᑦ ᐊᑭᑐᔪᓂᒃ ᑮᓇᐅᔭᓂᒃ ᓴᓇᕙᓪᓕᐊᓕᕐᑎᓪᓗᒥᑦ ᐊᑉᑯᑎᓂᒃ ᓄᑖᓂᒃ. ᐊᕐᕌᒍᑕᒫᖅ ᑮᓇᐅᔭᑦ ᐊᑐᕐᑕᐅᔪᑦ ᕿᒻᕙᕐᐸᓪᓕᐊᖏᓐᓇᕐᓂᐊᕐᐳᑦ $167

Transportation Strategy Capital Needs



Transportation Strategy O & M Needs



TRANSPORTATION STRATEGY LONG TERM CAPITAL (1990 $000's)

STRATEGIC OBJECTIVE	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Total 1996/97 2000/01	Total 2001/02 2010/11	20 year TOTAL
1 IMPROVING WHAT WE HAVE									
Airports	13260	16832	22812	23162	22572	21302	97410	172120	376210
Highways	16965	30460	32210	34430	34580	31930	92650	182500	455725
Local Roads	250	1250	1500	1500	2000	2000	10000	20000	38250
Marine Facilities	750	2800	4500	4500	4500	4500	22500	35000	78300
SUBTOTAL	31225	51342	61022	63592	63652	59732	222560	409620	948485
2 NEW ROADS	0	1000	2000	3000	12000	22000	525000	1250000	1815000
4 EXCELLENCE	0	0	500	1000	1000	1000	5000	10000	18500
TOTAL CAPITAL	**31225**	**52342**	**63522**	**67592**	**76652**	**82732**	**752560**	**1669620**	**2781985**

TRANSPORTATION STRATEGY LONG TERM O & M NEEDS (1990 $000's)

STRATEGIC OBJECTIVE	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Average 1996/97 2000/01	Average 2001/02 2010/11	20 year AVERAGE
1 IMPROVING WHAT WE HAVE									
Airports	25486	26686	27171	27736	28236	28786	29346	30681	29608
Highways	26018	30192	30392	29492	29592	29792	29392	29392	30818
Local Roads	60	90	135	165	230	270	390	670	477
Marine Facilities	0	200	250	300	350	400	550	925	675
SUBTOTAL	51564	57168	57948	57693	58408	59248	59678	61668	61578
2 NEW ROADS	0	200	200	300	500	800	4000	7700	4950
3 TRANSPORTATION SUBSIDIES	0	0	5000	10000	10000	10000	10000	10000	9250
4 EXCELLENCE	0	0	500	1000	1000	1000	1000	1000	925
TOTAL	**51564**	**57368**	**63648**	**68993**	**69908**	**71048**	**74678**	**80368**	**76703**

ᐃᔾᕿᕐᖃᕐᑕᕐᓂᕐᒧᑦ ᐃᓕᓐᖁᓯᕆᔭᐅᓂᐊᕐᑐᖅ ᐊᑯᓂᐅᔪᒧᑦ (1990 $000)

ᐱᓕᕆᐊᖑᔪᑦ ᑐᕋᕐᕕᓕᕆᔪᓕᔭᖕ	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	ᑲᑎᓐᓗᒋᑦ 1996/97 2000/01	ᑲᑎᓐᓗᒋᑦ 2001/02 2010/11	ᐅᑭᐅᑦ 20 ᑲᑎᓐᓗᒋᑦ
1. ᐋᖏᕐᓵᓐᓂᕐᑎᕐᑎᓂᖅ ᒪᓐᓇ ᐱᒋᔭᕐᑎᓐᓂᒃ									
ᒥᑦᑕᕐᕖᑦ	13260	16832	22812	23162	22572	21302	97410	172120	376210
ᐊᖅᑯᑎᕐᔪᐊᑦ	16965	30460	32210	34430	34580	31930	92650	182500	455725
ᓄᓇᓕᓐᓂ ᐊᖅᑯᑏᑦ	250	1250	1500	1500	2000	2000	10000	20000	38250
ᐅᒥᐊᕐᔪᐊᓐᑯᑦ ᐱᓕᕆᕝᕕᑦ	750	2800	4500	4500	4500	4500	22500	35000	78300
ᑲᑎᓐᓗᒋᑦ ᐃᓚᐃᓐᓇᕐᓯᑦ	31225	51342	61022	63592	63652	59732	222560	409620	948485
2. ᓄᑖᑦ ᐊᖅᑯᑏᑦ	0	1000	2000	3000	12000	22000	525000	1250000	1815000
4. ᐋᖏᕐᑯᓚᓐᓂᕐᑎᕐᑎᕙᓐᓂᐊᓂᖅ	0	0	500	1000	1000	1000	5000	10000	18500
ᑕᒪᐃᓐᓂᒃ ᑲᑎᖦᖢᒋᑦ ᐊᑭᑐᔪᑎᑦ	**31225**	**52342**	**63522**	**67592**	**76652**	**82732**	**752560**	**1669620**	**2781985**

ᐃᔾᕿᕐᖃᕐᑕᕐᓂᕐᒧᑦ ᐃᓕᓐᖁᓯᕆᔭᐅᓂᐊᕐᑐᖅ ᐊᐅᓚᕐᔪᑏᑦ ᐋᖏᕐᑯᓚᐃᓐᓇᕈᑏᑦ (1990 $000)

ᐱᓕᕆᐊᖑᔪᑦ ᑐᕋᕐᕕᓕᕆᔪᓕᔭᖕ	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	ᖃᓂᒋᔭᖓᓂ ᐅᓄᕐᓂᖏᑦ 1996/97 2000/01	ᖃᓂᒋᔭᖓᓂ ᐅᓄᕐᓂᖏᑦ 2001/02 2010/11	20 ᐅᑭᐅᑦ ᖃᓂᒋᔭᖓᓂ ᐅᓄᕐᓂᖏᑦ
1. ᐋᖏᕐᓵᓐᓂᕐᑎᕐᑎᓂᖅ ᒫᓐᓇ ᐱᒋᔭᕐᑎᓐᓂᒃ									
ᒥᑦᑕᕐᕖᑦ	25486	26686	27171	27736	28236	28786	29346	30681	29608
ᐊᖅᑯᑎᕐᔪᐊᑦ	26018	30192	30392	29492	29592	29792	29392	29392	30818
ᓄᓇᓕᓐᓂ ᐊᖅᑯᑏᑦ	60	90	135	165	230	270	390	670	477
ᐅᒥᐊᕐᔪᐊᓐᑯᑦ ᐱᓕᕆᕝᕕᑦ	0	200	250	300	350	400	550	925	675
ᑲᑎᓐᓗᒋᑦ ᐃᓚᐃᓐᓇᕐᓯᑦ	51564	57168	57948	57693	58408	59248	59678	61668	61578
2. ᓄᑖᑦ ᐊᖅᑯᑏᑦ	0	200	200	300	500	800	4000	7700	4950
3. ᐃᔾᕿᕐᖃᕐᑕᕐᓂᕐᒧᑦ ᐊᑭᓱᕐᓯᒪᕐᔪᑏᑦ	0	0	5000	10000	10000	10000	10000	10000	9250
4. ᐋᖏᕐᑯᓚᓐᓂᕐᑎᕐᑎᕙᓐᓂᐊᓂᖅ	0	0	500	1000	1000	1000	1000	1000	925
ᑕᒪᐃᓐᓂᒃ ᑲᑎᖦᖢᒋᑦ ᐊᑭᑐᔪᑎᑦ	**51564**	**57368**	**63648**	**68993**	**69908**	**71048**	**74678**	**80368**	**76703**

ᒥᓂᔭᓐᒧᑦ ᑎᑭᓪᓗᑎᒃ ᐊᕐᕋᒍᑕᓖᖅ ᐅᑭᐅᓄᑦ ᖁᓕᒋᔭᖕᖓᓐᓄᑦ 10-ᖕᖓᓐᓄᑦ ᑎᑭᓪᓗᒍ ᑕᐃᒪᓐᓇ ᖁᓪᕙᕐᐸᓪᓕᐊᓂᖃᐃᓐᓇᕐᓂᐊᕐᐳᖅ.

ᐊᐅᓚᔾᔪᑏᑦ ᐋᖅᑭᐅᒪᐃᓐᓇᕈᑏᑦ ᐱᓕᕆᕝᕕᖕᓂ ᐱᕈᕐᐸᓪᓕᐊᓂᕋᕐᑕᐅᕗᑦ, ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐱᕈᕐᐸᓪᓕᐊᑎᓪᓗᒍ, ᐃᓚᕝᕙᓪᓕᐊᔾᔪᑕᐅᕗᖅ ᐱᖁᑎᓄᑦ ᐊᒻᒪ ᐱᓕᕆᐊᓂᒃ ᐊᑐᐃᓐᓇᓕᕐᑎᑦᑎᕙᓪᓕᐊᖕᖏᓐᓇᕐᐳᖅ. ᐊᑐᕐᑕᐅᓇᔭᕐᑐᑦ ᐃᓱᒪᒋᔭᐅᔪᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐊᑭᓪᓗᒃᓯᓯᒪᔾᔪᑕᐅᓂᐊᕐᑐᓄᑦ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᑦ ᑕᑯᒃᓴᐅᑎᑕᐅᕗᑦ ᑲᔪᓯᐊᕐᑎᑕᐅᓇᔭᕐᓂᖏᓐᓂᒃ ᐱᒋᐊᕐᕕᖃᕐᓗᑎᒃ 1992-ᒥᒃ.

7 ᑮᓇᐅᔭᑦ ᐊᑐᕐᑕᒃᓴᑦ ᓇᒃᑭᕐᑖᖑᓂᖏᑦ

ᐱᓕᕆᐊᖑᔪᒪᔪᖅ ᐃᓚᖃᕐᐳᖅ ᐊᖏᔪᒻᒪᓇᖕᓂᒃ ᐱᓕᕆᐊᖑᕆᐊᕐᓂᐊᕐᑐᓂᒃ ᑮᓇᐅᔭᓂᒡᓗ ᐊᑐᕐᓂᐊᕐᐳᑦ ᐊᖏᔪᒻᒪᓇᐊᓗᖕᒥᒃ. ᒫᓐᓇᐅᔪᖅ ᐃᓕᖅᑯᓯᓇᔭᕗᑦ ᒪᓕᒡᓗᒋᑦ ᐊᑐᕈᓐᓇᕐᐳᑦ $1.65 ᐱᓕᔭᓐᓂᒃ ᐅᑭᐅᑦ ᐊᑐᕐᓂᐊᕐᑐᑦ ᐊᕙᑎᑦ ᐃᓱᒪᒋᓗᒋᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᑕᐃᒪᓐᓇ ᐊᑐᕈᓐᓇᕐᐳᑦ. ᓯᑕᒪᐅᔪᑦ ᑐᕋᕐᕕᐅᔪᒪᔪᑦ ᑐᕋᕐᕕᒋᓂᐊᕈᑎᒍ ᐊᑐᖁᔭᕐᐳᑦ $4.32 ᐱᓕᔭᓐᓂᒃ, ᐃᓚᒋᐊᖁᔭᕐᓗᓂ $2.67 ᐱᓕᔭᓐᒥᒃ.

ᖃᓄᖅ ᑕᒪᓐᓇ ᐃᓚᒋᐊᕈᑕᐅᓇᔭᕐᑐᖅ ᑮᓇᐅᔭᖅᑎᓐᓂᐊᕐᐱᑎᒍ?

ᓄᓇᕐᑎᐊᑉ ᒐᕙᒪᒃᑯᖏᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᒥᒃ ᑲᒪᒋᔭᒃᓴᖅᑲᕐᐳᑦ ᐊᖏᔪᒻᒪᓇᐊᓗᖕᒥᒃ. ᐅᑭᐅᕐᑕᕐᑐᒥᐅᑕᐃᑦ ᐊᖏᔪᒻᒪᓇᖕᒥᒃ ᐃᑲᔪᕐᑕᐅᓂᐊᕐᐳᑦ ᑮᓇᐅᔭᑎᒍᑦ, ᐃᓄᖏᑦ, ᒐᕙᒪᓕᕆᓂᒃᑯᓪᓗ ᐃᑲᔫᑎᒃᓴᐃᑦ ᑐᕋᖕᖓᓂᐊᕐᐳᑦ ᐃᓄᖕᓄᑦ ᐃᖏᕐᕋᖅᑲᑦᑐᓕᕆᓂᕐᒥ ᐱᓕᕆᐊᖑᔪᒪᔪᒥ ᐸᕐᓇᒍᑕᐅᔪᒥ ᑕᐃᒪᓐᓇ ᐋᖅᑭᒃᑕᐅᓯᒪᕗᖅ. ᓄᓇᕐᑎᐊᑉ ᒐᕙᒪᒃᑯᖏᑦ ᐸᕐᓇᒃᓯᒪᒋᐊᖅᐳᑦ ᐊᖏᔪᐊᓗᖕᒥᒃ ᑮᓇᐅᔭᐃᓯᒪᓗᑎᒃ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᒧᑦ. ᑭᓯᐊᓂ ᐅᕙᒍᑦ ᐃᓄᑐᐊᖑᖏᓚᒍᑦ.

ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᑦ ᓯᓚ ᐱᓕᕆᐊᒃᓴᖅᐳᑦ ᓄᑖᓂᒃ ᓴᓇᒋᐊᖅᓂᕐᒥᒃ ᐊᑉᖁᑎᓕᐊᖑᓂᐊᓖᖅᑐᓂᒃ ᐅᑭᐅᕐᑕᕐᑐᒥ ᑲᒪᒋᔭᖅᓇᐊᖅᐳᑦ. ᐊᔾᔨᒌᖏᑦᑐᑦ ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᓐᓂ ᐱᓕᕆᕝᕕᐅᔪᑦ ᑲᒪᒋᔭᖅᓇᐊᖅᓇᕗᑦ ᐱᓕᕆᐊᖑᕙᒃᑐᓂᒃ ᐃᒪᕐᒥᐅᑕᓂ ᒥᑦᑕᕐᕕᖕᓂᓗ ᐱᓕᕆᐊᖑᕆᐊᖅᑐᓂᒃ. ᑕᐃᒪᐃᓐᓂᖓᓂᑦ ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᑦᑕ ᐱᓕᕆᐊᓇᒋᐊᖅᑕᖏᑦ 80% ᒥᒃ ᐃᓚᒋᐊᕐᓂᖅᐳᑦ ᐊᑐᕐᑕᐅᒋᐊᖅᑐᓂ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᓂᒃ ᐃᓚᒋᐊᕈᑕᐅᓂᐊᕐᑐᓂ ᑕᐃᒪᓐᓇ ᐊᖏᑎᒋᔪᒥᒃ ᐊᑭᓖᒋᐊᖅᐳᑦ ᐃᓚᒋᐊᕐᑕᐅᔪᒧᑦ. ᐃᑲᔫᑕᐅᔪᑦ ᑲᓇᑕᒥᐅᓄᑦ ᑕᒪᐃᓐᓄᑦ ᐊᖏᔪᒻᒪᓇᐅᒥᕗᖅ. ᑮᓇᐅᔾᔭᒃᓴᕈᑕᐅᓂᐊᕐᑐᑦ ᐃᓚᕖᓪᓕᕐᓂᖏᑦ ᓴᓇᔭᒃᓴᐃᑦ ᐃᑲᔫᑎᒃᓴᑦ ᓴᖅᑭᑉᐹᓪᓕᕐᓂᖏᑦ ᐃᓚᕖᓪᓕᕈᑕᐅᓂᐊᕐᐳᑦ ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᓐᓄᑦ ᐊᒻᒪ ᒥᒃᓵᕖᓪᓕᕈᑕᐅᓗᑎᒃ ᑲᓇᑕᐅᑉ ᒐᕙᒪᒃᑯᖏᓐᓄᑦ ᐊᑐᕐᑕᐅᕙᒃᑐᓄᑦ ᓄᓇᕐᑎᐊᒥᓗ ᑮᓇᐅᔭᓕᕆᓂᕐᒧᑦ ᐃᓛᒍᕈᑕᐅᔪᓐᓇᖅᓯᓂᖅᓴᐅᓂᐊᕐᐳᖅ.

ᓄᓇᑖᑦ ᑲᓇᑕᒥ ᐊᕕᒃᑐᖅᓯᒪᓂᐅᔪᒥ ᐃᓚᐅᒥᐊᖅᑲᕐᓂᐊᕐᐳᑦ ᐱᓕᕆᐊᖑᔪᓂ ᓄᓇᑖᑦ ᑭᓪᓕᒋᔭᖏᓐᓃᕐᑐᑦ ᓴᓇᕝᕕᐅᔪᑦ ᐃᓚᐃᓐᓇᖏᑦᑐᓐᓃᕐᑐᑦ ᑭᓪᓕᒋᖏᑦᑕᖁᓗᐊᖕᖓᓃᕐᑐᑦ. ᑮᓇᐅᔭᒃᓴᕈᑕᐅᓇᔭᕐᑐᑦ ᓄᓇᓕᖕᓄᑦ ᐊᖏᔪᒻᒪᓇᐅᕗᑦ. ᑮᓇᐅᔭᒃᓴᕈᑕᐅᔪᑦ ᐊᒥᓱᓐᖑᕐᓂᕐᓴᐅᑎᓪᓗᒋᑦ ᐅᑭᐅᕐᑕᕐᑐᒥ ᐃᑲᔫᑕᐅᓂᐊᕐᐳᑦ ᐱᓕᕆᐊᖃᕐᕕᐅᔪᓄᑦ, ᐃᓪᓗᕐᔪᐊᓕᐅᕐᓂᕐᒧᑦ, ᐱᓕᕆᐊᖑᓂᖕᓄᑦ, ᓂᐅᕕᕐᕕᖕᓄᑦ ᐊᒻᒪ ᐸᓚᕿᑐᓕᕆᓂᕐᒧᑦ ᐱᓕᕆᕝᕕᐅᔪᓄᑦ ᓄᓇᓕᖕᓂ ᖃᓂᒋᔭᐅᔪᓂ ᐃᑲᔫᑎᖃᕐᑕᐅᒪᓂᖅᓂᐊᕐᐳᑦ.

ᑲᑎᒪᔪᓕᕆᔨᓂ ᑲᓇᑕᒥ ᖃᐅᔨᓴᕐᑕᐅᓵᓚᐅᕐᑐᑦ ᑕᒃᓱᐅᑎᑦᑎᕗᑦ ᑮᓇᐅᔾᔭᒃᓴᕈᑕᐅᓇᔭᕐᑐᑦ ᓄᓇᕐᑎᐊᑉ ᐋᓪᐸᑕᒥ, ᐋᓐᑎᐊᓂᔫᒥ, ᑯᐸᖕᒥ ᐊᒻᒪ ᐳᑎᔅ ᑲᓚᒻᐱᔭᒥ ᓴᓐᖑᒃᑎᕝᕙᓪᓕᕈᓐᓇᓪᓚᕆᓐᖏᓐᓂᖏᓐᓂᒃ ᓴᖅᑭᑦᑎᓚᐅᕐᐳᑦ. ᒫᓃᑑᕙᒥᐅᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᑦ ᐃᑲᔪᕐᑕᐅᓇᔭᒻᒪᓂᑉᐳᑦ ᓄᓇᕐᑎᐊᑉ ᐊᕕᒃᑐᖅᓯᒪᓂᖏᓐᓂᒃ.

ᓄᓇᕐᑎᐊᕐᒥ ᑮᓇᐅᔭᑦ ᐊᑕᐅᓯᕐᒥᒃ ᐊᑭᖃᓪᓗᐊᕐᐸᑕ ᐊᑭᖃᕐᑎᑕᐅᓇᔭᕐᐳᑦ 60 ᓴᓐᓯᒥᒃ ᐊᕕᒃᑐᖅᓯᒪᓂᐅᔪᓂ ᑲᓇᑕᒥ. ᓄᓇᕐᑎᐊᕐᒥ 20 ᑕᐅᓴᓐᒥᒃ ᐅᓄᕐᓂᖅᐸᑕ ᐅᖕᖓᑖᓅᑐᑦ 22 ᑕᐅᓴᓐ ᓴᓇᔭᓇᔭᐅᔪᑦ ᑲᓇᑕᒥ ᑐᓐᖓᕕᖅᐳᑦ ᑮᓇᐅᔾᔭᒃᓴᐅᑕᐅᕙᒃᑐᓂᒃ ᓄᓇᕐᑎᐊᕐᒥ. ᓲᖃᐃᒻᒪᓘᓐᓃᑦ ᓄᓇᕐᑎᐊᕐᒥ ᑮᓇᐅᔾᔭᒃᓴᐅᑕᐅᔪᑦ ᓴᖅᑭᑦᑎᑦᓲᖑᕗᑦ ᑮᓇᐅᔾᔭᒃᓴᐅᑕᐅᔪᓂᒃ ᐊᕕᒃᑐᖅᓯᒪᓂᐅᔪᓂ ᐊᒥᓲᓂᒃᓴᓂᒃ ᓄᓇᕐᑎᐊᕐᒥ ᑮᓇᐅᔭᓕᐅᕐᕕᐅᔪᓂᑦ ᓯᓚᑖᓂᑦᑐᑦ ᑮᓇᐅᔭᓕᐅᕐᓂᖅᓴᐅᖅᑲᑦᑐᑦ ᓄᓇᕐᑎᐊᕐᒥᑦ ᑮᓇᐅᔭᓕᐅᕐᕕᖃᕐᓗᑎᒃ. ᖃᓂᒋᔭᖕᖓᓂ 95% ᑮᓇᐅᔭᓕᐅᕐᕕᒋᔭᐅᔪᑦ ᓴᓇᓂᕐᒧᑦᓗ ᐃᑲᔫᑏᑦ ᓯᑕᒪᓄᑦ ᑲᓇᑕᐅᑉ ᐊᕕᒃᑐᖅᓯᒪᓂᖕᖓᓄᑦ ᖁᓖᓂ ᓄᓇᓕᖕᓄᑦ ᐃᑲᔫᑕᐅᕙᒃᐳᑦ.

ᑭᑐᑐᐃᓐᓇᐃᑦ ᓇᒥᓂᕐᓗ ᐱᓇᓯᐊᓗᓇᔭᐅᔪᑦ ᐊᔾᔨᒋᖕᒋᑦᑐᑦ ᐃᑲᔪᕐᑕᐅᓂᐊᓇᕗᑦ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᒥᑦ. ᑖᒃᑯᐊ ᐃᑲᔪᕐᑕᐅᓇᔭᕐᑐᑦ ᐃᑲᔪᕐᓂᐊᕐᐳᑦ ᐊᑭᓕᕐᑐᐃᔾᔪᑎᒥᑎᒍᑦ ᑖᒃᓯᔭᕐᑕᐅᔪᑎᒍᑦ, ᓇᒥᓂᖅ ᐱᓇᓯᐊᓗᖅᑲᕐᓂᒃᑯᑦ ᑖᒃᓯᔭᕐᑕᐅᔪᒃᑯᑦ ᐊᒻᒪ ᐃᓚᑕᓇᔭᐅᔾᔪᑕᐅᔪᒃᑯᑦ ᐃᑲᔫᑎᒃᑯᑦ ᐊᑭᓕᕐᑐᐃᔾᔪᑎᒃᑯᑦ. ᐱᓕᕆᐊᖃᔭᕐᑐᓗ ᑕᐃᒪᐅᒥᕗᑦ ᓇᒥᓂᖅ ᐱᓇᓯᐊᓗᓇᔭᐅᔪᒃᑯᑦ ᐃᓚᐅᕝᕕᐅᔪᓇᕐᑐᑦ. ᐱᓕᕆᕝᕕᐅᔪᓕᕈᓐᓇᖏᑦ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᕐᒧᓪᓗᓐᓃᑦ ᐱᓕᕆᕝᕕᐅᔪᑦ ᑮᓇᐅᔭᒥᒃ ᐊᑐᕈᓐᓇᓂᕐᓴᐅᑎᑦᑎᓚᐅᕐᑐᒃᓴᐅᔪᑦ ᐊᑭᓕᕐᑐᐃᔾᔪᑎᓕᐅᕐᑕᐅᔪᓄᑦ ᐱᓕᕆᐊᖑᓂᐊᕐᑐᓄᑦ ᐅᕝᕙᓘᓐᓃᑦ ᑮᓇᐅᔭᓕᐊᖕᖓᓄᑦ ᐃᓚᕝᕙᕐᓇᐊᕐᑕᓂᐊᕐᑐᓄᑦ.

ᓄᓇᕐᑎᐊᑉ ᒐᕙᒪᒃᑯᖏᑦ ᐱᓕᕆᐊᖃᕈᒪᓂᖅᓴᕐᓗᑎᒃ ᐅᖃᕐᓯᒪᕗᑦ ᐊᒃᓱᕈᑎᖃᕐᓂᐊᓂᖅᓴᕐᓗᑎᒃ ᐃᖏᕐᕋᖅᑲᑦᑕᕐᓂᖅ ᐋᖅᑭᐅᒪᓕᕐᑎᑦᑕᐅᓂᖏᑦ ᐊᑯᓂᐅᔪᓗ ᑮᓇᐅᔭᓕᐊᕗᔪᓄᑦ ᐃᑲᔫᑎᖅᑲᒍᑦ, ᑭᑐᑐᐃᓐᓇᕐᓄᑦ ᐅᑭᐅᑕᕐᑐᓗ ᐃᓅᑎᐊᕈᑕᐅᓂᖏᔪᓇᖁᔭᕐᑐᒍᑦ ᒐᕙᒪᓕᕆᓂᕐᓗ ᐋᖅᑭᑎᑦᑎᖅᑕᐅᓂᖏᔪᓐᓂᖁᓪᓗᒍ. ᑭᓯᐊᓂ ᐊᑭᒥᓂᐊᕐᑕᖕ ᐃᓱᒪᒋᓗᒍ ᑲᓇᑕᒥᐅᑕᐃᑦ ᐃᓚᐅᕆᑎᓪᓗᒋᑦ ᑲᔪᓯᐊᕐᓇᕆᓪᓚᑦ, ᑲᓇᑕᐅᑉ ᓄᓇᓐᖑᕆᑦ ᐊᕕᒃᑐᖅᓯᒪᓂᐅᔪᑦ ᐊᒻᒪ ᓇᒥᓂᖅ ᐱᓕᕆᐊᖑᕙᒃᑐᑦ ᐃᑲᔪᕆᑎᓪᓗᒋᑦ ᑲᔪᓯᐊᕐᓂᐊᕆᓪᓚᑦ. ᑖᒃᑯᐊ ᐊᑭᓕᕐᑐᐃᖅᑕᐅᓂᐊᕐᐳᑦ ᐱᓕᕆᖅᑎᕆᔭᐅᓗᑎᒡᓗ ᐃᑲᔫᑎᕆᔭᐅᓂᐊᕐᑐᓄᑦ. ᐊᑭᖂᖅᑕᐅᔭᕐᓗᑎᐅᒥᐊᖅᐳᑦ ᑮᓇᐅᔾᔭᒃᓴᐅᑕᐅᓂᐊᕐᑐᓄᑦ ᐃᓚᐅᓂᐊᕐᐱᑦ ᑮᓇᐅᔾᔭᖅᑕᐅᓂᐊᕐᐱᑦ.

Part II
FOUR STRATEGIC OBJECTIVES

OBJECTIVE ONE – IMPROVING WHAT WE HAVE

1.1 INTRODUCTION

Improvement Defined

Existing public transportation infrastructure includes airport facilities, highways, community roads and marine facilities.

All of these facilities require some degree of ongoing maintenance. For example, a gravel road requires periodic grading to maintain the traffic surface. Annual O & M budgets are established for this purpose.

Transportation Facilities require on-going maintenance.

Most facilities require periodic capital restoration or replacement. Even with the best maintenance, the road embankment and drainage systems deteriorate over time and require capital refurbishment after 20 to 30 years of service.

These two activities represent the bare minimum in ongoing public investment. Maintenance and restoration (reconstruction, replacement) are required just to maintain the status quo, to prevent our facilities from deteriorating and to continue to provide the current level of service.

But the focus of this strategic objective, 'improving what we have', is upgrading existing facilities to higher standards and levels of service. This upgrading may respond to increased traffic, safety concerns, high user or agency costs, or simply heightened public expectations of comfort and convenience. Upgrading could include paving a gravel road, lengthening a runway or rebuilding a wharf.

The focus of this objective is upgrading existing facilities.

In examining existing transportation infrastructure, we assume that ongoing maintenance will be performed and that necessary capital restoration will be given priority over upgrading or enhancement. It doesn't make sense to build an addition on a house without first repairing the leaky roof.

Establishing Priorities

During the course of research for the Transportation Infrastructure Study, extensive consultations were held with various user groups and community representatives. The consultation process also included the many government agencies responsible for planning, construction and maintenance of the various types of infrastructure.

Based on this input, it became clear that the need and the possibilities for upgrading existing public infrastructure are virtually unlimited. Hundreds of recommendations, large and small, were provided.

Furthermore, there was no general agreement on what the priorities should be. Each person spoke from his or her own viewpoint. Naturally, community representatives generally responded with local or regional concerns, while carriers were most concerned with facilities affecting only their operations. The mandate of public agencies generally covered only one mode of transportation (air, road or marine) and often only one of several administrative regions. (Transport Canada divides the north into Western, Central and Quebec regions and has separate administrations for airport facilities and air navigation services).

An objective approach is therefore required which can help to assess and rank very different types of projects and which will help draw the line between necessary and 'nice to have' improvements.

Several approaches to an objective evaluation process were considered. The one selected was a Benefit/Cost analysis in which the benefits include:

- **Economic Benefits** to users (increased revenues/ reduced costs).
- **Employment Benefits** (where local employment is weighted higher in areas of high unemployment and northern employment is rated higher than southern employment).
- **Mobility Benefits** (value of improved availability or convenience of access - rated highest where existing opportunities are poorest).
- **Safety Benefits** (based on the degree of improvement and number of people exposed)

Costs include:

- **Capital Costs** (initial and recurring government costs).
- **Maintenance Costs** (marginal increase or decrease in ongoing maintenance costs).

The total estimated value of benefits over the life of a facility are compared to the total estimated costs. If the benefits are greater than the costs, then the Benefit/Cost ratio will exceed a value of 1.0 and the project is cost effective. The higher the Benefit/Cost ratio, the better the return on the investment.

The advantage of this approach is that it provides an indication of both the absolute and relative merits of very dissimilar improvement projects. It is also responsive to the overall goal and principles of the transportation strategy.

Programming

The balance of this section provides an assessment of the upgrading needs and priorities for various types of existing transportation infrastructure. In all cases, this assessment was initially made using the same Benefit/ Cost approach. Benefit/Cost (B/C) ratios can therefore be compared directly and can provide an indication of which projects are viable (B/C ratio greater than 1.0) and which should have the highest priority (descending order of B/C ratio).

Theoretically, we should simply list all projects in descending order of Benefit/Cost ratio and start at the top of the list. Furthermore, all projects with a B/C ratio greater than 1.0 should be done immediately. This approach would neither be practical nor logical. Some rational judgement must be applied in developing an implementation plan.

Funds are not unlimited. Neither is contractor and labour pool capacity. We must therefore program the work over a reasonable period of time, in order to make it affordable and to ensure the most effective utilization of available resources.

It is also sensible to balance the program to provide a reasonably steady workload of various types of work in each region (avoiding a feast/famine situation).

We must also take a system approach in some cases. For example, all airports in an area may be part of a natural route structure. It would make little sense to upgrade only some of the airports in this system to accommodate a larger aircraft. In such cases we must evaluate upgrading the system rather than individual airports. Furthermore, we should schedule this upgrading as a program, since there will be no benefit until all airports in the system have been upgraded and the larger aircraft is in service.

Finally, we must remember that this evaluation is not static. Population, traffic, economic, social and technological changes may dictate re-evaluation and adjustment of priorities. For example, projects which now have a Benefit/Cost ratio below 1.0 may become economic with a small increase in benefits or a small decrease in costs.

Virtually every project recommended over the first 5 years in each of the program areas now has a current Benefit/Cost ratio exceeding 1.0.

Summary Costs

The following sections detail the needs for improving what we have in four program areas:

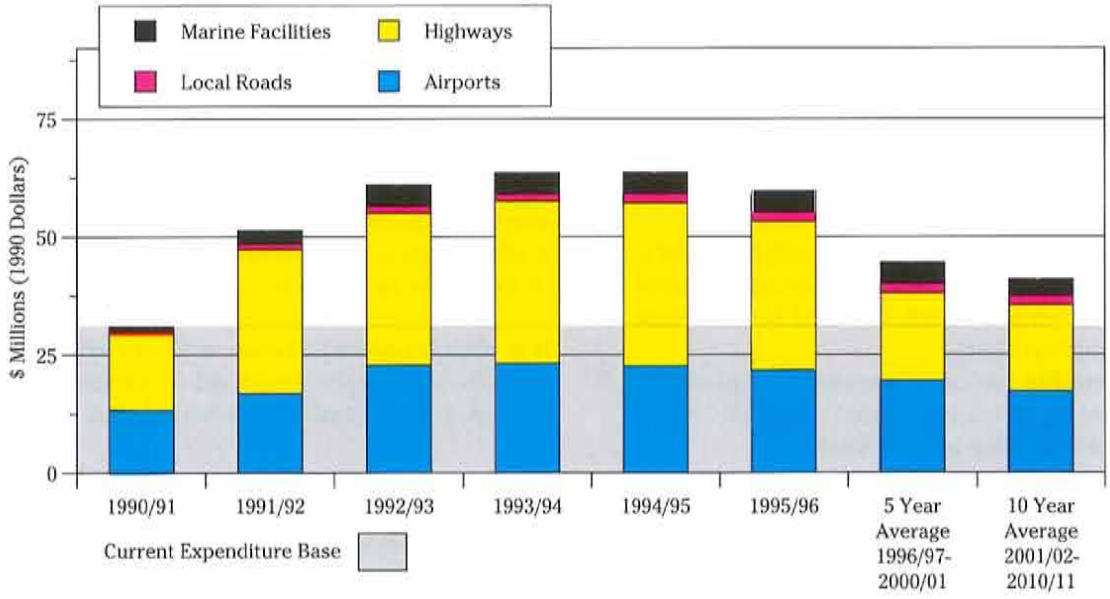
1. Airports
2. Highways
3. Local Community Roads
4. Marine Facilities

As shown in the following figures, highway and airport upgrading constitute the majority of the capital needs over the next 20 years. In both areas, significant system deficiencies indicate a requirement for 'catch-up' capital investment over the first five years.

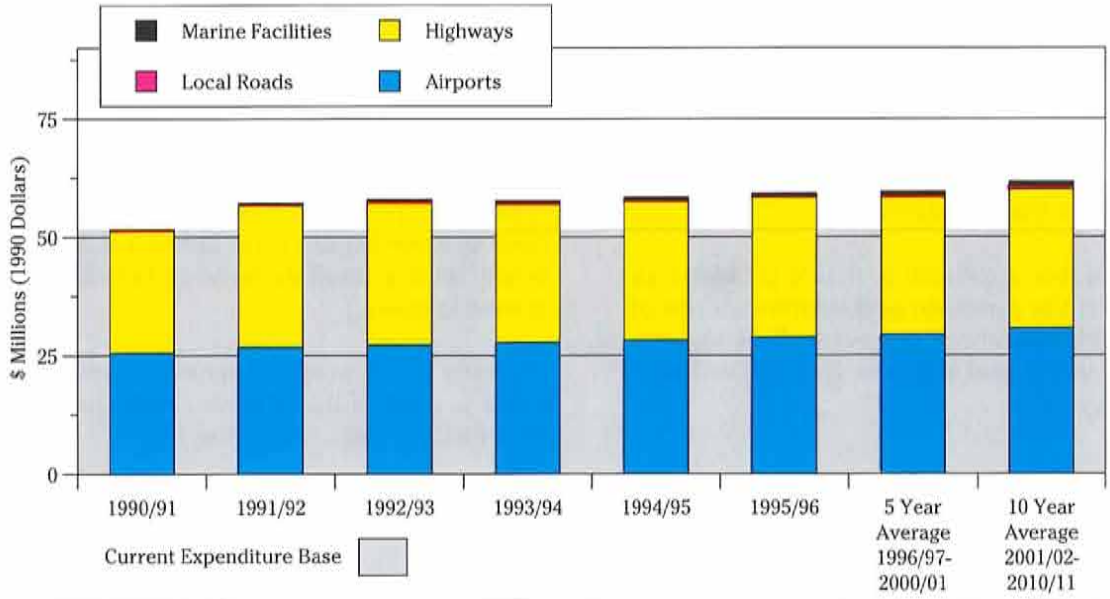
Highways and airports also contribute a majority of the ongoing O & M requirement. This will grow gradually over the planning period.

Marine facilities and Local Community Roads needs form a relatively small share of the capital and O & M needs.

IMPROVING WHAT WE HAVE – TOTAL CAPITAL



IMPROVING WHAT WE HAVE – TOTAL O & M



1.2 AIRPORTS

1.2.1 The Current Situation

Background

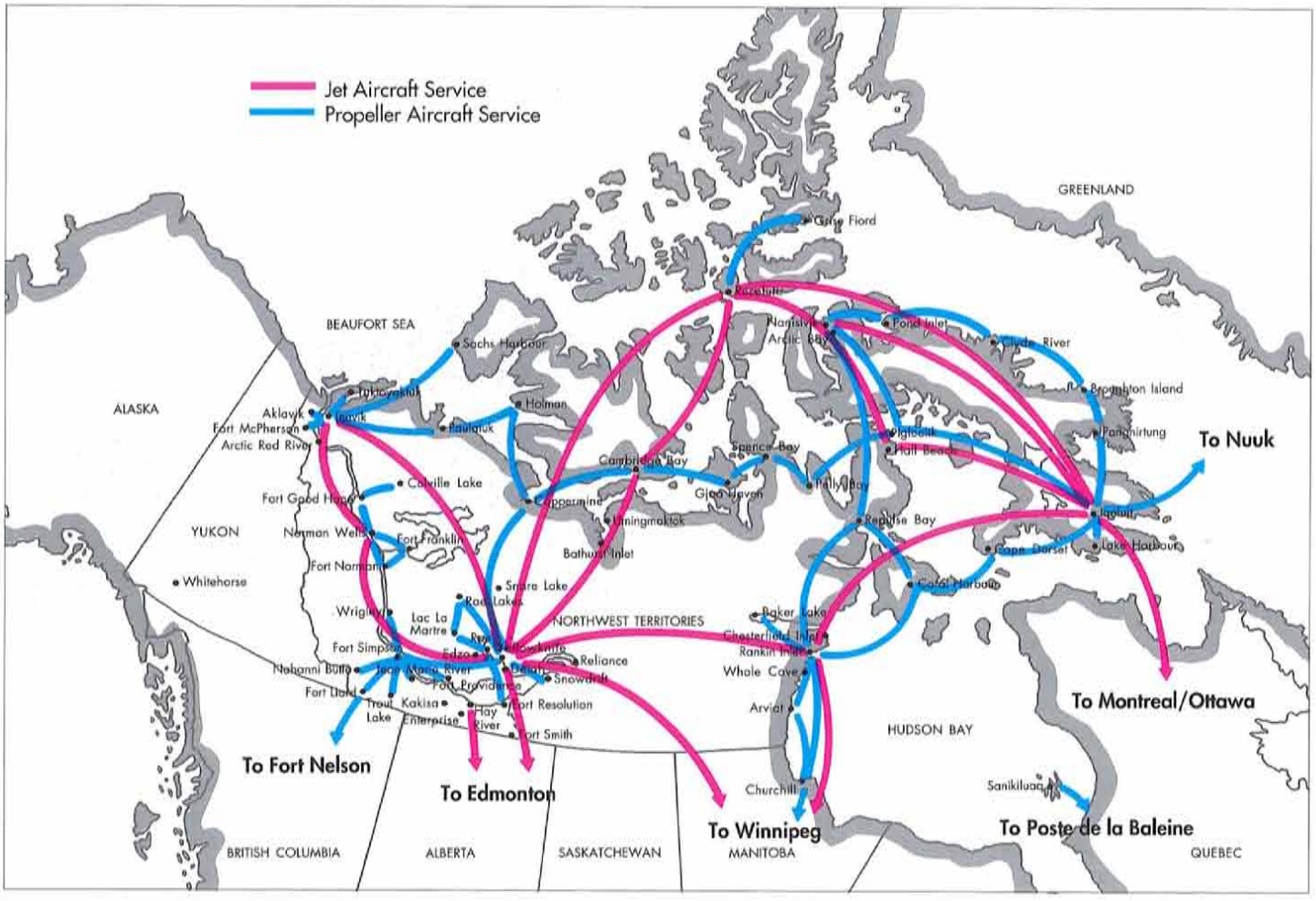
Up to the 1970's, airport development in the North was a hodge-podge affair. Airports had been constructed by the military (DEW line), Transport Canada, Indian Affairs and Northern Development and private interests, and also through local resources. Many of these landing strips were poorly located and oriented and some were unsuitable for further development. The ad hoc communications, meteorological and maintenance services at many airports were considered substandard and unreliable.

In 1974, the "Policy for Provision of Air Transportation Facilities and Services in the Yukon and Northwest Territories" was approved by the Federal Government. Its objective was to provide and maintain "air transportation facilities to the minimum standard required to enable the operation of reliable, regular air services to communities in the Yukon and the Northwest Territories". Responsibility for implementing this policy was assigned to Transport Canada.

At that time, the estimated capital cost for implementation totalled $61 million, of which almost 90% was for Northwest Territories sites. The Department of Transport proposed a somewhat optimistic time frame of 5 years, commencing in 1975/76.

In 1978, Transport Canada, D.I.A.N.D., Fisheries and Environment, the N.W.T. and the Yukon agreed to a Memorandum of Understanding (M.O.U.) which established and clarified the programming, financial and

NWT SCHEDULED AIR SERVICES



operational responsibilities of each of the parties. The main points of the M.O.U. were that:

Transport Canada would:

- Provide all air transport facilities at all Arctic Airports.
- Operate and maintain Arctic A Airports.
- Provide inspection, training and technical advice.
- Fund the provision, maintenance and operation of all airport, air navigation, communications and meteorological equipment.

G.N.W.T. would:

- Operate and maintain N.W.T. Arctic B & C Airports, including communication and meteorological equipment, on behalf of Transport Canada.

By 1983, when the Policy lapsed, new or fully reconstructed airports had been completed in 22 N.W.T. communities. Major improvements had been undertaken in many others. Total program expenditures over the period when the Policy was in effect amounted to approximately $60 million for airport construction. Annual expenditures for operations and maintenance were in the area of $6.5 million. Improvements to the frequency, regularity, reliability, comfort and safety of air services to some 39 N.W.T. communities had been realized.

Unfortunately, the Policy expired before the Program had been fully implemented. Airport construction and improvement projects in 10 N.W.T. communities (Pelly Bay, Paulatuk, Rae Lakes, Lac La Martre, Fort Good Hope, Fort Franklin, Arctic Red River, Rae/Edzo, Fort Providence and Snowdrift) were not completed. Some of these communities have been left without regular and reliable air services, and where air services are available, safety standards are compromised - in some cases severely. Five of these 10 sites do not meet minimum standards for certification. Two others have no airport.

Program delivery was administered by Transport Canada from Montreal, Winnipeg and Edmonton for the East, Central and Western Arctic areas respectively. The splitting of the North into three regions was unfortunate from a Territorial perspective, since it meant dealing with three administrations and resulted in inconsistencies in the program delivery from east to west.

Another problem area was the exclusion of several smaller communities which did not meet the minimum criteria for inclusion in the policy. G.N.W.T. responded by establishing an Arctic 'D' classification for sites including Jean Marie River, Nahanni Butte, Trout Lake, Colville Lake and Snare Lakes. Some funding has been allocated by G.N.W.T. for construction, upgrading and operation of airports at these locations.

Since the inception of the Policy in 1974, the North has been growing and developing. Air service and traffic has increased dramatically. Aircraft types have changed. However, the Policy's original classifications and basic standards and criteria have not kept pace.

In 1990, the G.N.W.T. and Transport Canada agreed to devolution of responsibilities for Arctic B & C Airports.

G.N.W.T. is now fully responsible for rehabilitation, operation and maintenance of all Arctic B & C Airports. G.N.W.T. has also assumed responsibility for upgrading the 10 outstanding B & C sites to meet standards. In addition, the two governments have agreed to a 50-50 cost sharing split of the capital expenditures required over six years to upgrade 7 airports to minimum standards. This does not include terminal buildings or other equipment and facilities. No provision has been made for any future airport upgrading needs.

Transport Canada has retained full responsibility for Arctic 'A' airports and for provision of air navigation facilities and services at all Arctic airports. However, G.N.W.T. will continue to provide air navigation services for B & C Airports on behalf of Transport Canada under a new Memorandum of Understanding. Funding for these services is to be established annually.

G.N.W.T. is responsible for Arctic 'B', 'C' and 'D' Airports.

Classification

The classification system adopted in the 1974 Policy grouped airports into three categories based on somewhat subjective criteria. The policy sought flexibility "due to changing circumstances such as resource ex-

1974 ARCTIC AIRPORT CLASSIFICATIONS & STANDARDS

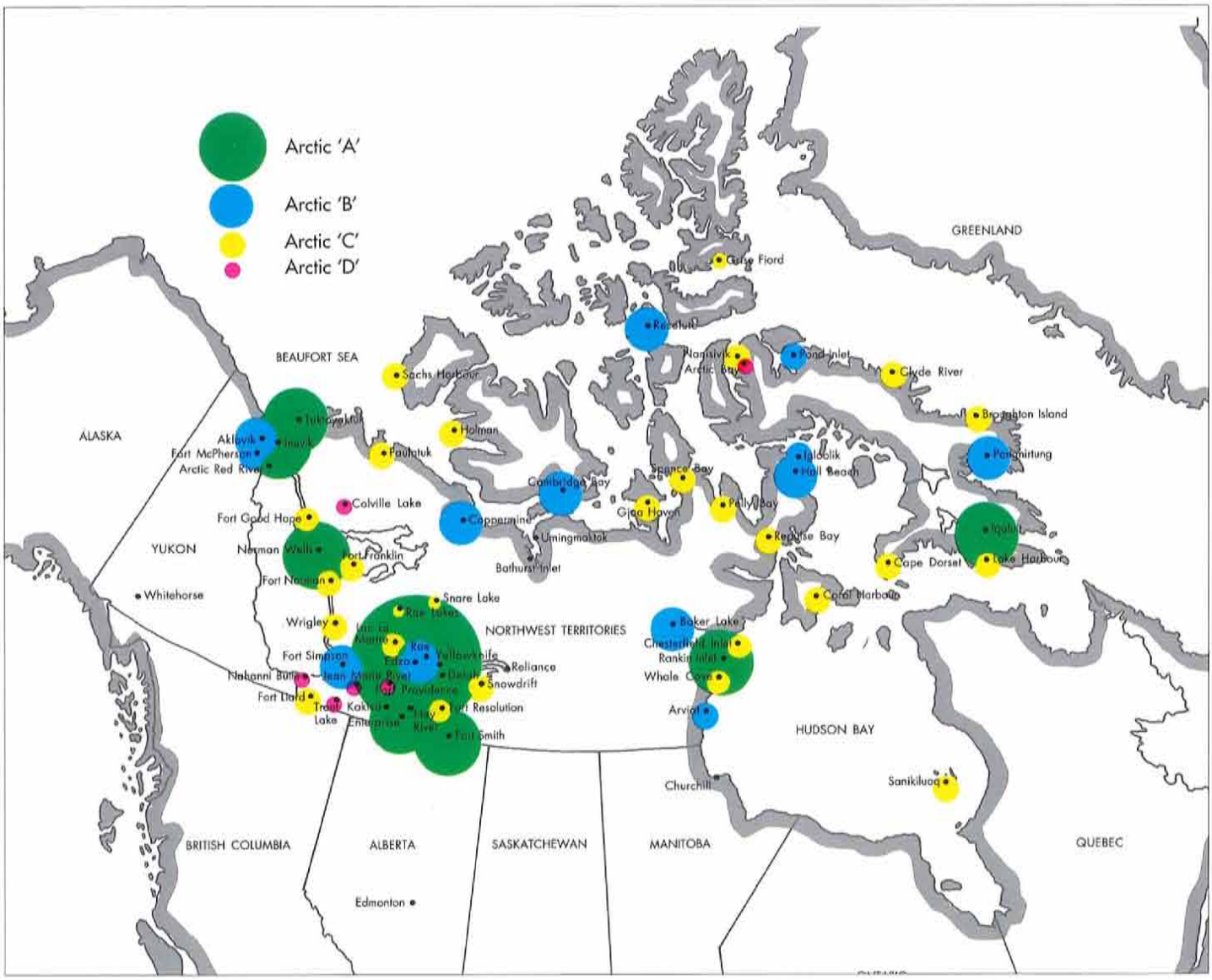
CLASSIFICATION	ARCTIC 'A'	ARCTIC 'B'	ARCTIC 'C'	ARCTIC 'D' (GNWT)
CRITERIA	regular scheduled service major distribution centre strategic location capital or regional centre extensive resource development role	population > 400 regular air service growing community area administrative centre active role in resource development	population > 100	population > 100
TYPICAL AIRCRAFT	B737, B727, Electra	F27, HS748, F227, YS11 Hercules	Twin Otter, Cessna 402	Twin Otter, Islander Aztec, STOL
STANDARDS				
Runway	min. 6000 x 150 ft (1830 x 46 m)	5000 x 150 ft (1524 x 46 m) (may be shorter)	3000 x 100 ft (914 x 30 m) (may be shorter)	2500 x 75 ft min. (762 x 23 m)
Lighting	high intensity runway & approach lighting VASIS lighted taxiways threshold identification lights beacon lighted wind sock	runway & approach lighting VASIS threshold identification beacon lighted wind sock	runway & approach lighting VASIS threshold identification beacon lighted wind sock	runway & threshold lighting beacon lighted wind sock
Approach Aids	ILS NDB	NDB	NDB	NDB
Navigation Aids	VOR/DME			
Facilities	terminal building access road apron & taxi fuel storage/dispensing maintenance equipment & facilities	passenger-cargo shelter access road apron fuel storage/dispensing maintenance equipment & facilities	passenger-cargo shelter access road apron fuel storage/dispensing maintenance equipment & facilities	passenger-cargo shelter access road apron fuel storage/dispensing maintenance equipment & facilities
Communications	Air to ground	Air to ground	Air to ground	site specific determination
Meterological	routine observing program	observations on request	observations on request	site specific determination
AIRPORTS	Cambridge Bay Ft. Simpson Ft. Smith Hay River Inuvik Iqaluit Norman Wells Resolute Yellowknife	Baker Lake Coppermine Coral Harbour Hall Beach Nanisivik Rankin Inlet Tuktoyaktuk	Aklavik Arctic Red River Arviat Broughton Island Cape Dorset Chesterfield Inlet Clyde River Ft. Franklin Ft. Good Hope Ft. Liard Ft. McPherson Ft. Norman Ft. Providence Ft. Resolution Gjoa Haven Grise Fiord Holman	Igloolik Lac La Martre Lake Harbour Pangnirtung Paulatuk Pelly Bay Pond Inlet Rae Edzo Rae Lakes Repulse Bay Sachs Harbour Sanikiluaq Snowdrift Spence Bay Whale Cove Wrigley	Arctic Bay Bathurst Inlet Bay Chimo Colville Lake Jean Marie River Nahanni Butte Snare Lake Trout Lake

Transport Canada retains responsibility for the 9 Arctic 'A' Airports.

ploration and exploitation, air route service structure, types of aircraft being used and acceptability of other means of transportation". Besides the desire for flexibility, there was very little quantitative data to go on (except population).

Today, there is considerable detailed statistical data available for most N.W.T. airports. Statistics on numbers of enplaned and deplaned (E/D) revenue passengers provides an indication of the relative activity/importance with respect to passenger travel. Some locations may have aircraft activity which is disproportionate to population or passenger activity. This may be the case at hub airports, resource centres or mili-

REVISED NWT AIRPORT CLASSIFICATIONS



tary centres. In such cases, the total number of aircraft movements is significant.

A review of current airport traffic indicates that some airports have declined in importance while others have increased. Yet the original 1974 classifications are still used.

A revised classification system retains the Arctic A, B, C, & D designations but is based on a traffic index. The traffic index is the actual or estimated annual enplaned/deplaned revenue passengers (in hundreds) plus 3 times the total annual aircraft movements (in hundreds). This results in upgrading the classification for 10 airports, while 6 are downgraded. For example, both Rankin Inlet and Tuktoyaktuk have higher E/D passenger traffic and aircraft movements than do Fort Simpson, Cambridge Bay or Resolute. The former become 'A' airports, while the latter are downgraded to 'B' classification. These classifications should be reviewed periodically, and updated as traffic warrants.

AIRPORT CLASSIFICATIONS & CRITICAL AIRCRAFT

COMMUNITY	POP 1989	1974 CLASS	E & D PAX 1988	AC MVMTS 1988	TRAFFIC INDEX 1988	1990	2000	REVISED CLASS	CRITICAL AIRCRAFT CURRENT	PROPOSED	FUTURE
Yellowknife	13511	A	191934	56216	3606	3909	5650	A	B737	B737	B737
Inuvik	2773	A	76305	22803	1447	1569	2228	A	B737	B737	B737
Iqaluit	3126	A	63999	11586	988	1071	1520	A	B737	B737	B737
Norman Wells	502	A	27402	19182	849	921	1308	A	B737	B737	B737
Hay River	3108	A	26070	9348	541	587	833	A	B737	B737	B737
Tuktoyaktuk	970	B	14163	12928	529	574	815	A	B737	B737	B737
Fort Smith	2526	A	19650	10414	509	552	783	A	B737	B737	B737
Rankin Inlet	1420	B	25047	8453	504	546	776	A	B737	B737	B737
Cambridge Bay	1065	A	13231	5078	285	309	438	B	B737	B737	B737
Resolute	164	A	10781	5460	272	294	418	B	B737	B737	B737
Fort Simpson	1000	A	8186	6252	269	292	415	B	Electra	Electra	B737
Aklavik	762	C	15963	1946	218	236	336	B	Tw Otter	Cheyenne	Dash 8
Baker Lake	1050	B	7490	3013	165	179	254	B	HS748	HS748	BAE146
Hall Beach	485	B	7395	2453 e	148	160	227	B	B737	B737	B737
Pangnirtung	1087	C	8428	1355	125	135	192	B	HS748	HS748	BAE146
Coppermine	945	B	6273	1864	119	129	183	B	Electra	Electra	BAE146
Arviat	1256	C	6001	1530	106	115	163	B	HS748	HS748	Dash 8
Fort McPherson	710	C	4444	1960	103	112	159	B	Tw Otter	Cheyenne	Dash 8
Pond Inlet	909	C	5964	1340	100	108	154	B	HS748	HS748	BAE146
Igloolik	937	C	6244	1040	94	102	144	B	HS748	HS748	BAE146
Cape Dorset	967	C	5002	918	78	84	119	C	HS748	HS748	BAE146
Gjoa Haven	742	C	4139	997	71	77	110	C	HS748	HS748	BAE146
Spence Bay	564	C	3873	941	67	73	103	C	HS748	HS748	BAE146
Nanisivik	319	B	4514	695	66	72	102	C	B737	B737	B737
Fort Good Hope	589	C	3259	1061	64	70	99	C	Tw Otter	Tw Otter	Dash 8
Fort Norman	365	C	1561	1569	63	68	96	C	Tw Otter	Tw Otter	Dash 8
Broughton Island	473	C	3702	778	60	65	93	C	HS748	HS748	BAE146
Clyde River	498	C	2822	1055	60	65	92	C	HS748	HS748	BAE146
Coral Harbour	522	B	3096	954	60	65	92	C	HS748	HS748	BAE146
Snowdrift	256	C	2897	943 e	57	62	88	C	Tw Otter	Tw Otter	Dash 8
Fort Franklin	520	C	2718	855 e	53	57	81	C	Tw Otter	Tw Otter	Dash 8
Wrigley	170	C	850 e	1381	50	54	77	C	Cheyenne	Cheyenne	Dash 8
Lake Harbour	350	C	2738	586	45	49	69	C	Tw Otter	Tw Otter	Dash 8
Repulse Bay	454	C	2934	496	44	48	68	C	HS748	HS748	Dash 8
Pelly Bay	345	C	2043	787	44	48	68	C	HS748	HS748	BAE146
Whale Cove	246	C	1477	971	44	48	68	C	HS748	HS748	Dash 8
Sanikiluaq	488	C	1859	801	43	46	66	C	HS748	HS748	BAE146
Fort Resolution	498	C	1515	912	43	46	65	C	Cheyenne	Cheyenne	Dash 8
Lac La Martre	434	C	2099	683 e	41	45	64	C	Tw Otter	Tw Otter	Dash 8
Chesterfield Inlet	284	C	2606	491	41	44	63	C	HS748	HS748	Dash 8
Fort Liard	415	C	1263 e	760 e	35	38	55	C	Tw Otter	Tw Otter	Dash 8
Holman	335	C	2232	429	35	38	54	C	Electra	Electra	Dash 8
Sachs Harbour	145	C	1960	389	31	34	48	C	Tw Otter	HS748	Dash 8
Paulatuk	251	C	1477	542	31	34	48	C	Tw Otter	HS748	Dash 8
Rae Lakes	221	C	967	315 e	19	21	29	C	Tw Otter	Tw Otter	Dash 8
Grise Fiord	52	C	670	188	12	13	19	C	Tw Otter	Tw Otter	Dash 8
Nahanni Butte	88	D	440 e	147 e	9	10	14	D	Tw Otter	Tw Otter	Dash 8
Jean Marie River	67	D	335 e	112 e	7	7	10	D	Tw Otter	Tw Otter	Dash 8
Trout Lake	58	D	290 e	97 e	6	6	9	D	Tw Otter	Tw Otter	Dash 8
Fort Providence	590	C	174	105 e	5	5	8	D	Tw Otter	Tw Otter	Dash 8
Colville Lake	52	D	102	34 e	2	2	3	D	Tw Otter	Tw Otter	Dash 8

e estimated

The resulting classification system provides an indication of the 'relative activity' at each airport. Other factors must be taken into account in rating the 'relative importance' of an airport or the facilities and services required. The remoteness, availability of alternative transportation modes, regional role or local economic activity may outweigh the importance of the traffic volume in establishing facility requirements.

It should also be noted that the current statistics underestimate aircraft movements, particularly at sites with limited aeradio hours of operation.

Traffic

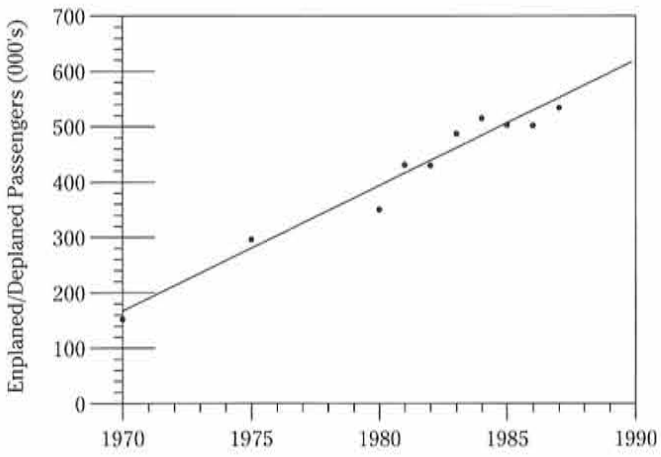
It is not surprising, given the vast distances and lack of alternatives, that air routes are the lifeline of northern transportation. In fact, we use airplanes more than four times as often as the average Canadian. Scheduled air services are the buses of the north, while chartered aircraft are the taxicabs.

Total enplaned and deplaned revenue passengers have steadily increased from 152,000 in 1970 to 534,000 in 1987. This represents a compound annual growth rate of 8% per year. From 1987, a conservative extrapolation of growth would be 23,000 per year, representing a simple growth rate of 4.2% per year.

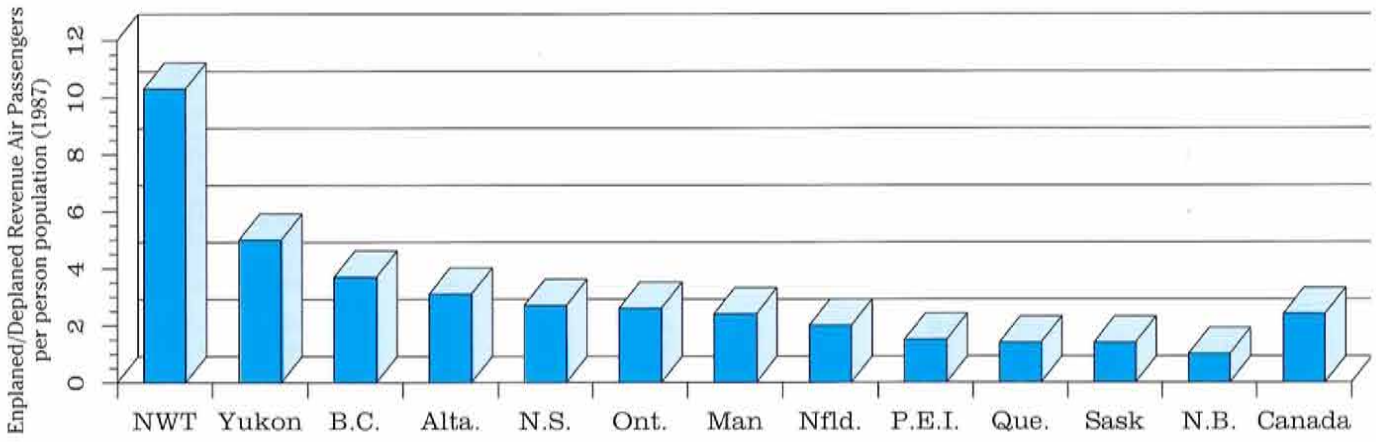
The reported 1988 revenues for Class II, III and IV carriers indicate that N.W.T.-domiciled carriers earned $71 million revenue, ranking sixth of all provinces and territories (Air Canada, Canadian Airlines and Wardair were the only Canadian Class I carriers in 1988).

In the N.W.T., we use air services more than four times as often as the average Canadian.

NWT ANNUAL ENPLANED/DEPLANED REVENUE AIR PASSENGERS



AIR TRAVEL ACTIVITY BY PROVINCE/TERRITORY



Critical Aircraft

It is the critical aircraft which defines most of the physical characteristics and zoning requirements for an airport (eg. runway dimensions, obstacle limitations).

In developing the Arctic Airports Program in the early 1970's, critical aircraft types were assumed and airport standards developed, based on the airport classification.

Today, airports are classified to indicate their role and relative importance. However, airport standards are based largely on characteristics of the critical aircraft.

The current critical aircraft for any existing airport is easily identified. The likely critical aircraft for proposed new airports may be selected with some confidence on the basis of carrier fleets.

What will be the critical aircraft in 5, 10 or 20 years from now? New generation aircraft are on the market. Many of the current models are no longer being manufactured. The DC-3, once the workhorse of the Arctic, has been out of production for 40 years. The Twin Otter, HS748 and Lockheed Electra are all out of production.

Lockheed Electra and Douglas DC-3

Hawker Siddley HS 748

Future choices by our air carriers will depend on several factors:

- Demand – The absolute and relative market demand will influence the optimum size and type of aircraft. A mix of passengers and freight will encourage use of combi-types, efficiently carrying both. An aircraft which is too large for the market would result in low load factors (unacceptable to carrier) or infrequent services (unacceptable to customers). The customer is also demanding comfort and speed.

- Economics – Older aircraft are generally less expensive to purchase but are more expensive to operate. Newer aircraft tend to be the opposite. Carriers cannot afford to have multimillion dollar investments sitting on the ground. Where the market, route structures and facilities allow high utilization, new aircraft are economic.

- Regulation – Air carrier regulation can often increase costs or restrict options. For example, current proposals regarding mixed passenger-cargo flights may cause severe disruptions in the current air service patterns.

- Facilities – Airport facilities may effectively restrict options for service. Obviously, when runways are too short, larger aircraft cannot operate or will operate under severe load restrictions. The type and quality of runway surface may also restrict aircraft. The quality of navigation and approach aids, meteorological and communications services, and terminal facilities will affect and possibly restrict air carrier choices.

Given all these factors, one can project the traffic patterns and carrier economics, and forecast the 'ideal' critical aircraft for a given market. It is then up to government to assess the economics and public interest of providing the necessary facilities.

For purposes of long-term planning, it is assumed that:

- The B737/B727 or equivalent medium range jet combi will remain in service and replace the Electra on existing routes.
- The HS748 will eventually be replaced by the BAE 146, Dash 8 or similar jet or turboprop combi.
- The Twin Otter will eventually be replaced by the Dash 8 or similar turboprop suitable for cargo-passenger mix.

De Havilland Twin Otter

Boeing B737 Cargo-Passenger Combi

These proposed critical aircraft are only typical of a variety of aircraft available. However, the facility requirements are similar for most aircraft of a similar range and capacity. It will also be advisable to allow runway lengths for Hercules cargo charters at some locations.

Current Expenditures

The G.N.W.T. Department of Transportation 1990/91 gross expenditures on Arctic B, C, & D airports are estimated at $18.3 million for maintenance, operation and upgrading of Arctic B, C, & D Airports, including base funding transferred.

Revenues from Transport Canada include $2.4 million for operation of Arctic B & C Community Aerodrome Radio Stations (CARS), and a $0.4 million capital contribution to upgrade 7 airports.

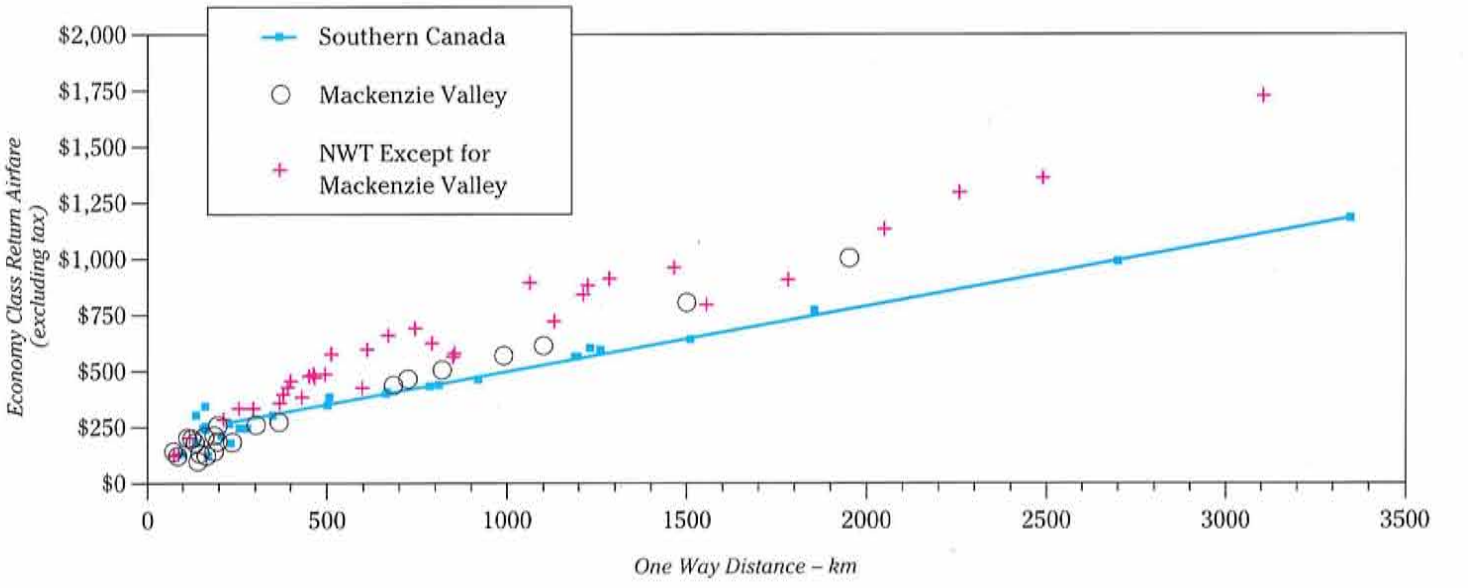
Transport Canada 1990/91 estimates show O & M expenditures of $14.5 million and capital expenditures of $6 million for the 9 airports operated by Transport.

User Costs

Analysis of N.W.T. airfares shows a significant premium on a cost per seat kilometre basis for northern air travel compared to the 'southern baseline' (the southern baseline is based on high density, competitive routes of similar distances).

Rates vary significantly between regions and from site to site. Most short haul routes in the Mackenzie Valley

COMPARISON OF NWT AIR TRAVEL RATES TO SOUTHERN CANADA BASELINE



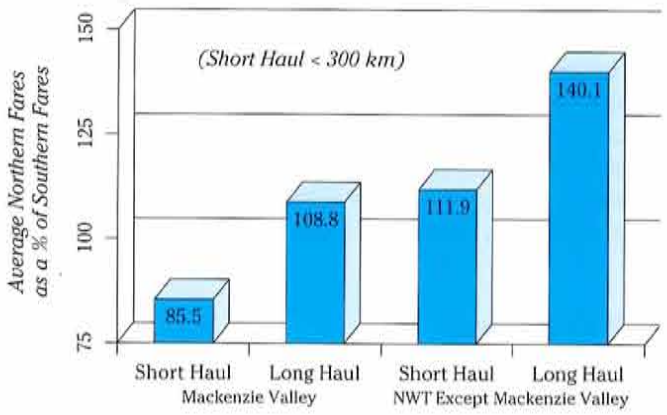
are actually cheaper than the southern baseline, while long haul routes are about 10% more expensive. Eastern and Arctic Coast longer haul rates show an average 40% premium, while short haul rates average about 12% higher than the south.

This rate premium is compounded by the longer distances and heavy reliance on air travel, resulting in very high expenditures on northern air travel in the east.

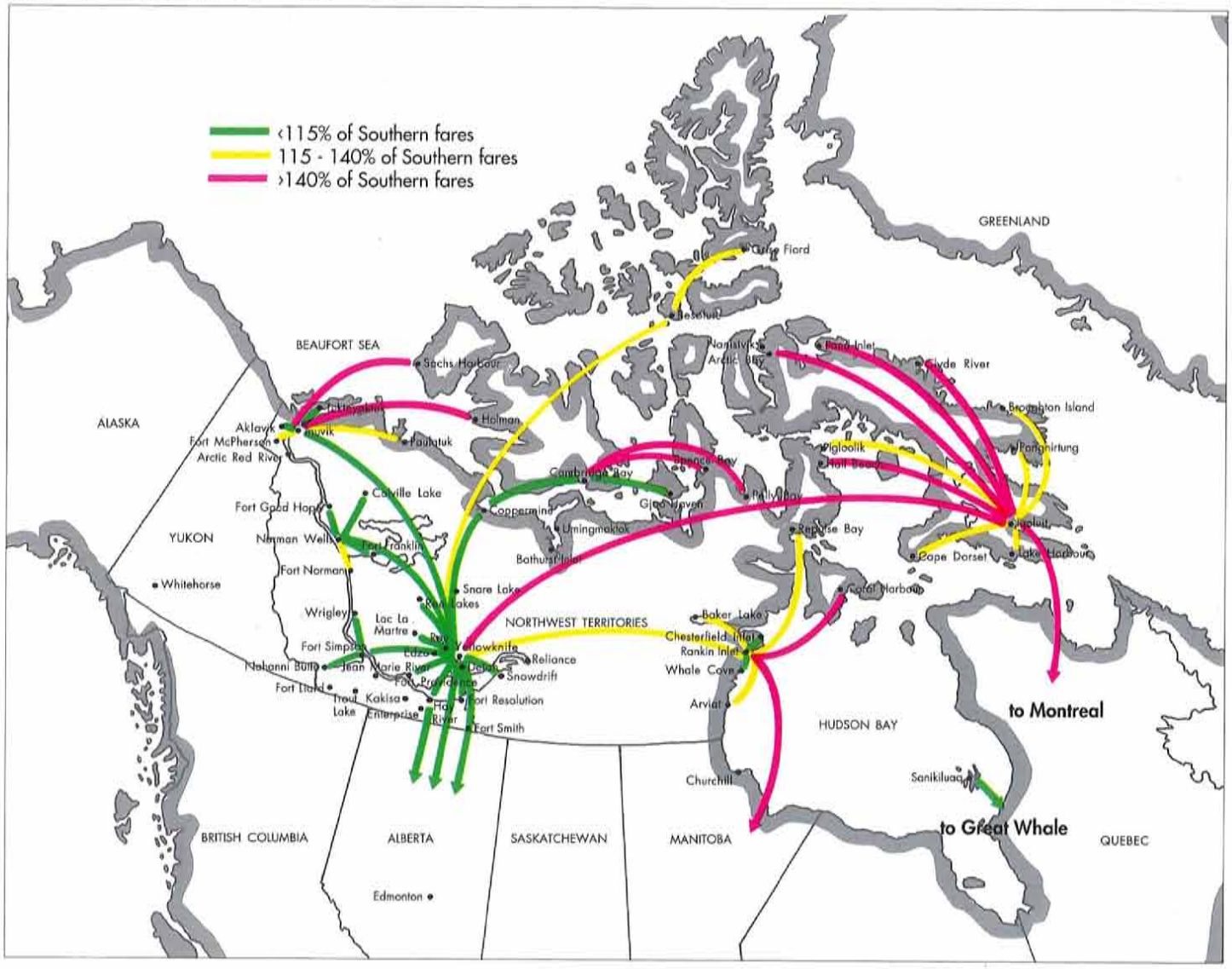
The higher rates are attributed by carriers to higher operating costs, higher fuel costs, lower route densities and poorer facilities and services.

Comparisons are based on regular fares. Promotional seat sales are available on some northern routes, but generally to a lesser extent.

COMPARISON OF NWT AIR TRAVEL RATES TO SOUTHERN CANADA BASELINE



NWT AIR TRAVEL RATE COMPARISON



Air freight rates follow a similar pattern to passenger rates. However, larger customers may negotiate rates or charter aircraft at costs well below the published air carrier tariffs. Reductions of 40 to 60% have been reported in the Baffin.

This is just as well, since the published rates for such perishables as milk would result in a shipping cost as high as $4-$8 per kilogram in the Baffin. The actual price premium is in the range of $2-$3 per kilogram. These premiums apply to the per kilogram cost of all perishables, including fresh and frozen foods.

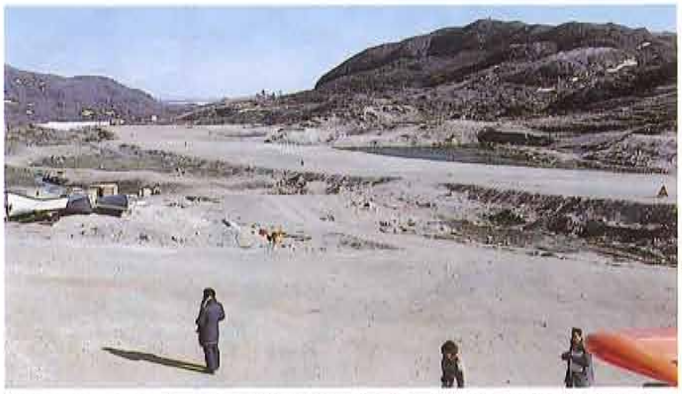
1.2.2 Problems

Commercial air carriers, the Northern Air Transportation Association, the Canadian Aviation Safety Board, the Canadian Transport Commission's Air Transport Committee, and the Parliamentary Standing Committee on Transportation have all made representations to the Federal Minister of Transport recommending immediate improvements to N.W.T. airport and aviation facilities and services. However, since the expiry of the Arctic Air Facilities Policy in 1983, little has been done.

Major public and air carrier concerns are related to the safety, availability, reliability and cost of air travel.

Ten existing airports do not meet requirements for certification:

Broughton Island	Nahanni Butte
Colville Lake	Paulatuk
Ft. Good Hope	Pelly Bay
Lac La Martre	Rae Lakes
Lake Harbour	Snowdrift



Some airports do not meet minimum requirements for certification. (Lake Harbour)

Ten airports have restrictions to improvement due to location or are in conflict with community land use and are restricting the orderly planning and expansion of growing communities:

Ft. Franklin	Lake Harbour
Paulatuk	Pangnirtung
Rae Lakes	Ft. Good Hope
Nahanni Butte	Lac La Martre
Tuktoyaktuk	Repulse Bay

There are no airports at Snare Lakes, Rae-Edzo or Arctic Red River. At Snare Lakes there is no alternative

GLOSSARY OF SELECTED AIR FACILITY TERMS

VASIS	**VISUAL APPROACH SLOPE INDICATOR SYSTEM** – Special lights on the sides of runways located near the threshold that show a pilot if he is too high or too low on his landing approach.
ILS	**INSTRUMENT LANDING SYSTEM** – A precision approach system which provides aircraft on final approach with a precise horizontal and vertical guidance to the runway.
MLS	**MICROWAVE LANDING SYSTEM** – A precision approach instrument similar to the features of ILS except that it also offers precise slant range information. It is planned to replace ILS at international airports by 1998.
NDB	**NON-DIRECTIONAL BEACON** – A non-precision approach low frequency radio beacon which provides a non-directional radiation pattern to aid aircraft navigation.
VOR	**VHF OMNI-DIRECTIONAL RADIO** – A non-precision approach radio navigation instrument radiating signals 360 degrees. An aircraft can use these radials to navigate inbound or outbound from the source with accuracy.
DME	**DISTANCE MEASURING EQUIPMENT** – VHF radio transmitting equipment usually used in conjunction with VOR which provides horizontal distance of aircraft in relation to source.
CARS	**COMMUNITY AIRPORT RADIO STATION** – A manned radio station operated by the Territorial/Provincial Governments in support of aviation activity.
FSS	**FLIGHT SERVICE STATION** – A radio communications station operated and staffed by Transport Canada.
ATB	**AIR TERMINAL BUILDING** – A building designed to accommodate aviation services ie. CARS, FSS, air carrier operations and the travelling public.
AWOS	**AUTOMATED WEATHER OBSERVING SYSTEM** – An unmanned automated weather observing device capable of observing and transmitting such information as wind speed and direction, visibility, precipitation, temperature and ceiling. Several models are available incorporating some or all of these features.
RCO	**REMOTE COMMUNICATIONS OUTLET** – Remote VHF transmitters/receivers established where difficult communications exist or where extended communications capability is necessary. An RCO facility provides many of the services normally provided by FSS.
	INSTRUMENT APPROACH PROCEDURES – Established IFR (Instrument Flight Rules) procedures that enable an aircraft to approach an airport through cloud or IFR conditions.

NWT PUBLIC AIRPORTS – INVENTORY OF MAJOR FACILITIES

COMMUNITY	OWNER	REVISED CLASS	CERT STATUS	1980 TRAFFIC INDEX	CRITICAL AIRCRAFT	RUNWAY LENGTH (m)	RUNWAY SURFACE	RUNWAY LIGHTS	TERM BLDG	WEATHER/COM TYPE	WEATHER/COM HRS	WEATHER/COM OTHER	NAVAIDS MLS	NAVAIDS DME	NAVAIDS NDB
Yellowknife	TC	A	Yes	3909	B737	2286	paved	high	ATB	FSS	168		Y	Y	H
Inuvik	TC	A	Yes	1569	B737	1829	paved	high	ATB	FSS	168		Y	Y	H
Iqaluit	TC	A	Yes	1071	B737	2743	paved	high	ATB	FSS	168		Y	Y	M
Norman Wells	TC	A	Yes	921	B737	1829	paved	med	PS	FSS	168			Y	M
Hay River	TC	A	Yes	587	B737	1849	paved	high	PS	FSS	168		Y	Y	M
Tuktoyaktuk	GNWT	A	Yes	574	B737	1524	gravel	low	PS	FSS	168			Y	M
Fort Smith	TC	A	Yes	552	B737	1829	paved	med	PS	FSS	168			Y	M
Rankin Inlet	GNWT	A	Yes	546	B737	1524	gravel	med	PS	FSS	168	AWOS		Y	M
Cambridge Bay	TC	B	Yes	309	B737	1542	gravel	med	PS	FSS	168		Y	Y	H
Resolute	TC	B	Yes	294	B737	1981	gravel	high	PS	FSS	168		Y	Y	H
Fort Simpson	TC	B	Yes	292	Electra	1829	paved	med	PS	FSS	112			Y	M
Aklavik	GNWT	B	Yes	236	Tw Otter	914	gravel	low	PS	CARS	40				L
Baker Lake	GNWT	B	Yes	179	HS748	1280	gravel	med	PS	FSS	168			Y	H
Hall Beach	GNWT	B	Yes	160	B737	1646	gravel	med	PS			RCO		Y	H
Pangnirtung	GNWT	B	Yes	135	HS748	883	gravel	low	PS	CARS	40				M
Coppermine	GNWT	B	Yes	129	Electra	1524	gravel	low	PS	FSS	168				M
Arviat	GNWT	B	Yes	115	HS748	1219	gravel	med	PS	CARS	40				M
Fort McPherson	GNWT	B	Yes	112	Tw Otter	1067	gravel	low	PS	CARS	40				M
Pond Inlet	GNWT	B	Yes	108	HS748	1219	gravel	low	PS	CARS	40				H
Igloolik	GNWT	B	Yes	102	HS748	1158	gravel	low	PS	CARS	40				M
Cape Dorset	GNWT	C	Yes	84	HS748	1219	gravel	low	PS	CARS	168				M
Gjoa Haven	GNWT	C	Yes	77	HS748	1341	gravel	med	PS	CARS	40				L
Spence Bay	GNWT	C	Yes	73	HS748	1039	gravel	med	PS	CARS	40				M
Nanisivik	GNWT	C	Yes	72	B737	1951	gravel	med	PS	CARS	84				L
Fort Good Hope	GNWT	C	No	70	Tw Otter	914	gravel	port	PS	CARS	40			Y	M
Fort Norman	GNWT	C	Yes	68	Tw Otter	914	gravel	low	PS	CARS	40				L
Broughton Island	GNWT	C	No	65	HS748	1059	gravel	low	PS	CARS	40				L
Clyde River	GNWT	C	Yes	65	HS748	1067	gravel	low	PS	CARS	168				L
Coral Harbour	GNWT	C	Yes	65	HS748	1524	gravel	med	PS	FSS	168			Y	H
Snowdrift	GNWT	C	No	62	Tw Otter	683	gravel								L
Fort Franklin	GNWT	C	Yes	57	Tw Otter	762	gravel	port	PS						L
Wrigley	GNWT	C	Yes	54	Cheyenne	1067	gravel	low	PS	CARS	40			Y	M
Lake Harbour	GNWT	C	No	49	Tw Otter	518	gravel	low	PS	CARS	40				M
Repulse Bay	GNWT	C	Yes	48	HS748	1036	gravel	med	PS	CARS	40				M
Pelly Bay	GNWT	C	Yes	48	HS748	1473	gravel	low	PS	CARS	40				L
Whale Cove	GNWT	C	Yes	48	HS748	1200	gravel	med	PS	CARS	40				L
Sanikiluaq	GNWT	C	Yes	46	HS748	1158	gravel	low	PS	CARS	40				M
Fort Resolution	GNWT	C	Yes	46	Cheyenne	1265	gravel	med	PS	CARS	40				M
Lac La Martre	GNWT	C	No	45	Tw Otter	671	earth	port							L
Chesterfield Inlet	GNWT	C	Yes	44	HS748	914	gravel	med	PS	CARS	40				L
Fort Liard	GNWT	C	Yes	38	Tw Otter	914	gravel	low	PS	CARS	40				M
Holman	GNWT	C	Yes	38	Electra	1311	gravel	low	PS	CARS	40				M
Sachs Harbour	GNWT	C	Yes	34	Tw Otter	1219	gravel	low	PS	CARS	40				M
Paulatuk	GNWT	C	No	34	Tw Otter	975	sand	port		CARS	40				M
Rae Lakes	GNWT	C	No	21	Tw Otter	853	sand								L
Grise Fiord	GNWT	C	Yes	13	Tw Otter	610	gravel	low		CARS	40				M
Nahanni Butte	GNWT	D	No	10	Tw Otter	762	earth								
Jean Marie River	GNWT	D	No	7	Tw Otter	762	gravel	low							
Trout Lake	GNWT	D	No	6	Tw Otter	762	gravel	low							L
Fort Providence	GNWT	D	Yes	5	Tw Otter	914	gravel	port							L
Colville Lake	GNWT	D	No	2	Tw Otter	823	sand								

Some airports are in conflict with community land use. (Pangnirtung)

year round access (except helicopter). Rae-Edzo is an area administrative and cultural hub, and a forestry centre. The need for an airport is demonstrated by the level of seasonal floatplane, ski plane and helicopter activity. Arctic Red River is cut off from the Dempster Highway during freezeup and breakup of the Mackenzie River.

Community Aerodrome Radio Stations (CARS) hours are restricted at many locations to a regular 40 hour week. There is no backup staff or provision for staff resignations, sick leave or holidays. Nor is there provision for coverage after hours or on weekends. This is a longstanding air carrier complaint. The Northern Air Transport Association contends that 'The level of service at CARS is inadequate in that it does not reflect the total needs of the users and flight safety is being compromised'. Carriers have requested CARS operations 12 hours per day, seven days a week. A review of air carrier schedules shows that operations are not feasible on a 9 to 5 weekdays-only basis.

Although licensed and publicly certified, many of the airports are substandard for current operations. In some cases, runways are too short for efficient carrier operations, passenger shelters are non-existent or inadequate, or other facilities do not address operational needs.

At many of the Arctic B, C & D sites, the navigation and landing aids are not compatible with modern aviation needs. Air carriers have invested in fleets of larger, higher performance aircraft to meet the growing demand for quantity, quality and reliability of air services in the North. The instrumentation in these aircraft can enhance both safety and reliability, but many rely on ground based equipment. Carriers have requested, as a minimum, that every site have a certified Non Directional Beacon (NDB) and Distance Measuring Equipment (DME) which will allow for Instrument Approach Procedures.

There are exciting developments in technology taking place. Advanced Automated Weather Observation and Reporting Systems (AWOS) may eventually reduce dependence on manned observation stations by providing automatic 24 hour coverage. Proposed satellite positioning systems may eventually render many of the existing navigational aids obsolete and unnecessary (Including NDB's, DME's and possibly even instrument landing systems). These technological advances must be monitored in ongoing planning for navaids and air navigation services. In the meantime, existing proven technology is assumed.

Carriers have also noted that the availability of aviation fuels can have a significant impact on route structures and load factors. In many cases, a single product suitable for heating, diesel power generation, and heavy equipment operation would need only filtration to make it suitable for aviation use.

In the longer term, our airports may well become less and less adequate. Traffic is steadily growing and may be expected to continue to do so. New generation aircraft can provide efficient services, but only if the facilities are compatible. This means adequate facilities to accommodate the optimum aircraft, and adequate navigation and landing aids and communications services to ensure that efficient carrier operations are possible.

Public demand for safe, reliable services at a reasonable cost is increasing. In a highly competitive market, air carriers will do their best to satisfy this demand (or lose their customers). Government must provide the necessary public facilities and services.

1.2.3 Program Objectives

Airports program objectives fall into 3 areas: continuing, short term (1-5 yrs) and medium to long-term (5-15 yrs).

Continuing Program Objectives

1. Maintaining What We Have

The first priority must be ongoing operation, maintenance and capital restoration/replacement necessary to maintain the current levels of service. This includes operation of communications equipment, routine

maintenance of airfields, passenger terminals and other facilities & equipment. It also includes capital restoration and replacement of gravel surfaces, buildings and equipment. For Arctic B & C Airports, the 1990 base transfer is adequate to meet only those ongoing maintenance, restoration and replacement needs.

2. User Cost Reductions

Measures must be pursued to reduce the extremely high costs for air travel and airfreight. Co-operation and meaningful dialogue between G.N.W.T., Transport Canada, the National Transportation Agency and air carriers must be directed at measures to reduce cost. Public facility and service improvements and increasing volumes may help narrow the gap between northern and southern costs and rates. Efforts may also need to be directed at regulatory changes and/or taxation regimes. The primary objective must be to reduce air transportation costs, while maintaining safety and service to all residents.

Short Term Program Objectives

3. Upgrade Airports for Certification

This involves upgrading 9 existing airports to standards for certification, including relocation of 5 sites and construction of new airports at 2 (possibly 1) locations:

Paulatuk – relocate
Rae Lakes – relocate
Snowdrift – upgrade
Lac La Martre – relocate
Fort Good Hope – relocate
Snare Lakes – new
Arctic Red River – new *
Nahanni Butte – relocate
Colville Lake – upgrade

* pending feasibility study of airport vs bridge construction.

4. Improve CARS Service

Immediate improvement must be made to Community Aerodrome Radio Station service at the busier Arctic 'C' sites. A minimum of 70 hours scheduled service at sites will allow for 2 full time operators. Backups should also be provided at those sites where coverage remains at 40 hours. Technology advances in Automated Weather Observation & Reporting Systems (AWOS) and Remote Communications Outlets (RCO) should be pursued. Such equipment can permit pilots to obtain information on weather and turn runway lights on when airports are unmanned.

The first priority must be ongoing maintenance of existing facilities.

Minimum short term improvements are to provide 70 hours CARS operation at any site with a traffic index greater than 100 or any site with a traffic index greater than 50 and regular scheduled service using HS748 or equivalent aircraft types. Basic 40 hour CARS service is to be provided for sites with a traffic index greater than 30. Using this criteria, 3 new CARS installations will be required, while 10 stations will be upgraded to 70 hours per week.

Improvements must be made to CARS service.

SHORT TERM AIRPORT UPGRADING REQUIREMENTS

COMMUNITY	OWNER	REVISED CLASS	CERT STATUS	1990 TRAFFIC INDEX	CRITICAL AIRCRAFT	RUNWAY LENGTH (m)	RUNWAY SURFACE	RUNWAY LIGHTS	TERM BLDG	WEATHER/COM TYPE	WEATHER/COM HRS	WEATHER/COM OTHER	NAVAIDS MLS	NAVAIDS DME	NAVAIDS NDB	
Yellowknife	TC	A	Yes	3909	B737	2286	paved	high	ATB	FSS	168		Y	Y	H	
Inuvik	TC	A	Yes	1569	B737	1829	paved	high	ATB	FSS	168		Y	Y	H	
Iqaluit	TC	A	Yes	1071	B737	2743	paved	high	ATB	FSS	168		Y	Y	M	
Norman Wells	TC	A	Yes	921	B737	1829	paved	med	PS upgr	FSS	168		Y	Y	M	
Hay River	TC	A	Yes	587	B737	1849	paved	high	PS	FSS	168		Y	Y	M	
Tuktoyaktuk	GNWT	A	Yes	574	B737	1524	gravel	low	PS upgr	FSS	168		Y	Y	M	
Fort Smith	TC	A	Yes	552	B737	1829	paved	med	PS	FSS	168		Y	Y	M	
Rankin Inlet	GNWT	A	Yes	546	B737	1524	paved	med	PS upgr	FSS	168	AWOS	Y	Y	M	
Cambridge Bay	TC	B	Yes	309	B737	1542	gravel	med	PS	FSS	168		Y	Y	H	
Resolute	TC	B	Yes	294	B737	1981	gravel	high	PS	FSS	168		Y	Y	H	
Fort Simpson	TC	B	Yes	292	Electra	1829	paved	med	PS	FSS	112			Y	M	
Aklavik	GNWT	B	Yes	236	Cheyenne	914	gravel	low	PS	CARS	70			Y	L	
Baker Lake	GNWT	B	Yes	179	HS748	1280	gravel	med	PS	FSS	168			Y	H	
Hall Beach	GNWT	B	Yes	160	B737	1646	gravel	med	PS			RCO		Y	H	
Pangnirtung	GNWT	B	Yes	135	HS748	883	gravel	low	PS	CARS	70			Y	M	
Coppermine	GNWT	B	Yes	129	Electra	1524	gravel	low	PS	FSS	168			Y	M	
Arviat	GNWT	B	Yes	115	HS748	1219	gravel	med	PS	CARS	70			Y	M	
Fort McPherson	GNWT	B	Yes	112	Cheyenne	1067	gravel	low	PS	CARS	70			Y	M	
Pond Inlet	GNWT	B	Yes	108	HS748	1219	gravel	low	PS	CARS	70			Y	H	
Igloolik	GNWT	B	Yes	102	HS748	1158	gravel	low	PS	CARS	70			Y	M	
Cape Dorset	GNWT	C	Yes	84	HS748	1219	gravel	low	PS	CARS	168			Y	M	
Gjoa Haven	GNWT	C	Yes	77	HS748	1341	gravel	med	PS	CARS	70			Y	L	
Spence Bay	GNWT	C	Yes	73	HS748	1039	gravel	med	PS	CARS	70			Y	M	
Nanisivik	GNWT	C	Yes	72	B737	1951	gravel	med	PS	CARS	70			Y	L	
Fort Good Hope	GNWT	C	Yes	70	Tw Otter	914	gravel	low	PS	CARS	40			Y	M	reloc.
Fort Norman	GNWT	C	Yes	68	Tw Otter	914	gravel	low	PS	CARS	40			Y	L	
Broughton Island	GNWT	C	Yes	65	HS748	1059	gravel	low	PS	CARS	70			Y	L	
Clyde River	GNWT	C	Yes	65	HS748	1067	gravel	low	PS	CARS	168			Y	L	
Coral Harbour	GNWT	C	Yes	65	HS748	1524	gravel	med	PS	FSS	168			Y	H	
Snowdrift	GNWT	C	Yes	62	Tw Otter	914	gravel	low	PS	CARS	40			Y	L	realign
Fort Franklin	GNWT	C	Yes	57	Tw Otter	762	gravel	low	PS	CARS	40			Y	L	
Wrigley	GNWT	C	Yes	54	Cheyenne	1067	gravel	low	PS	CARS	40			Y	M	
Lake Harbour	GNWT	C	No	49	Tw Otter	518	gravel	low	PS	CARS	40				M	
Repulse Bay	GNWT	C	Yes	48	HS748	1036	gravel	med	PS	CARS	40			Y	M	
Pelly Bay	GNWT	C	Yes	48	HS748	1524	gravel	low	PS	CARS	40			Y	L	
Whale Cove	GNWT	C	Yes	48	HS748	1200	gravel	med	PS	CARS	40			Y	L	
Sanikiluaq	GNWT	C	Yes	46	HS748	1158	gravel	low	PS	CARS	40			Y	M	
Fort Resolution	GNWT	C	Yes	46	Cheyenne	1265	gravel	med	PS	CARS	40				M	
Lac La Martre	GNWT	C	Yes	45	Tw Otter	914	gravel	low	PS	CARS	40				L	reloc.
Chesterfield Inlet	GNWT	C	Yes	44	HS748	1067	gravel	med	PS	CARS	40			Y	L	
Fort Liard	GNWT	C	Yes	38	Tw Otter	914	gravel	low	PS	CARS	40				M	
Holman	GNWT	C	Yes	38	Electra	1311	gravel	low	PS	CARS	40			Y	M	
Sachs Harbour	GNWT	C	Yes	34	HS748	1219	gravel	low	PS	CARS	40			Y	M	
Paulatuk	GNWT	C	Yes	34	HS748	1219	gravel	low	PS	CARS	40			Y	M	reloc.
Rae Lakes	GNWT	C	Yes	21	Tw Otter	914	gravel	low							L	reloc.
Grise Fiord	GNWT	C	Yes	13	Tw Otter	610	gravel	low		CARS	40				M	
Nahanni Butte	GNWT	D	Yes	10	Tw Otter	762	gravel	low							L	reloc.
Jean Marie River	GNWT	D	Yes	7	Tw Otter	762	gravel	low							L	
Trout Lake	GNWT	D	Yes	6	Tw Otter	762	gravel	low							L	
Fort Providence	GNWT	D	Yes	5	Tw Otter	914	gravel	low							L	
Colville Lake	GNWT	D	Yes	2	Tw Otter	823	gravel	low							L	
Snare Lakes	GNWT	D	Yes		Tw Otter	457	gravel	low							L	new
Arctic Red River	GNWT	D	Yes		Tw Otter	457	gravel	low							L	new

- denotes upgrading

5. Upgrade to Standards for Current Critical Aircraft

Many airports, although certified, do not meet the standards for efficient operation and service of current critical aircraft. Runways which are too short restrict the efficient use of current aircraft. Inadequate lighting, approach and navigation aids must be upgraded. Some passenger shelters are substandard for current traffic. A program of improvements is needed to bring these facilities up to standard.

Specific short term improvements include:

- All airports to have runway lighting and a certified NDB. Five new NDB's are required. New or upgraded lights are required at 9 existing sites and 2 new sites.
- Airports with a traffic index greater than 50 or with scheduled service by HS748 or equivalent to have DME suitable for instrument approach. 24 new installations are required.
- All Arctic 'A' airports to have Microwave Landing Systems (MLS). New MLS will be required at Norman Wells, Tuktoyaktuk, Fort Smith and Rankin Inlet.
- Runways to be lengthened, where feasible, to allow for efficient critical aircraft operations. This applies to Pelly Bay and Chesterfield Inlet.
- Adequate passenger shelters to be provided for all airports with a traffic index of 30 or more. Upgrades are required at Norman Wells, Tuktoyaktuk and Rankin Inlet, while new facilities are required at Snowdrift, Lac La Martre and Paulatuk.

Medium to Long Term Objective

6. Upgrade to Standards for Future Critical Aircraft.

As traffic increases and air carriers update their fleets, new demands will be imposed on our airports. Runways may require lengthening, and in some cases, relocation, to accommodate these new aircraft. Navaids and communications facilities and services may require upgrading. Aprons, terminal and groundside facilities will require expansion. Improvements to airfield surfaces may be required.

To some extent, this can be a chicken and egg situation. Air carrier economics may not permit upgrading to optimum aircraft fleets where facilities are not adequate. If government takes the approach that facilities should not be upgraded until the aircraft are in use, the improvements may never be made. Government must therefore be prepared to take the lead, in close consultation with air carriers.

The recommended medium-to long-term program of upgrading for future critical aircraft is based on current knowledge and projections of air traffic, aircraft types and characteristics and aviation regulation. This proposed program should be reviewed and updated on an ongoing basis. Traffic patterns may change. New aircraft may come on the market. New regulations may be imposed. Any of these factors can reduce or increase the future upgrading requirements.

Currently projected upgrading requirements include:

- Resolve conflicts/upgrade of Tuktoyaktuk, Pangnirtung, Fort Franklin, Lake Harbour and Repulse Bay airports.
- Lengthening of runways at an additional 20 sites, to be accompanied by necessary widening and apron expansion.
- Construction of new airport at Rae-Edzo.
- Arctic 'A'airports should be paved. With DND upgrading and paving of the Rankin Forward Operating Location, only Tuktoyaktuk remains.
- With changes in critical aircraft and increased traffic, CARS service should be upgraded to 70 hours per week at an additional 17 sites.
- All Arctic 'C' sites with a traffic index greater than 10 should have DME. This includes an additional 7 sites.

1.2.4 Program Schedule and Costs

The following tables show the estimated capital and maintenance cost by task over the next 20 years for accomplishing each of the stated program objectives. Each task may represent a single major project or a series of smaller projects.

In programming airport improvements, a systems approach must be used. For example, the Baffin Island communities of Pangnirtung, Broughton Island, Clyde River and Pond Inlet form a natural route structure. It makes little sense to assume a different critical aircraft for any of these sites.

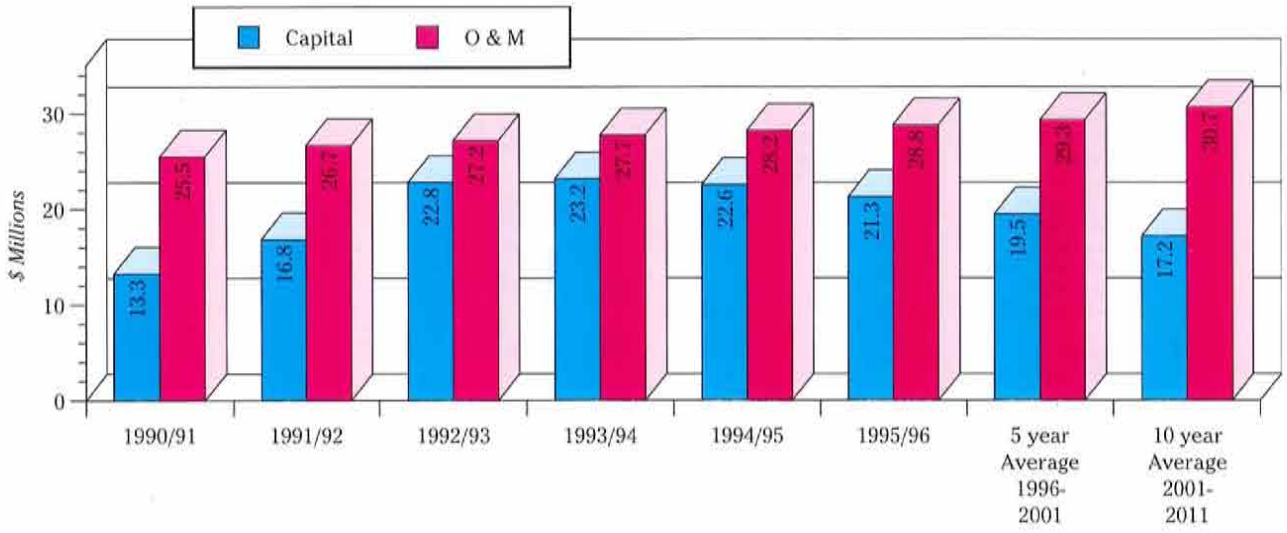
In terms of capital, expenditures required for the first 5 years average $21.3 million per year, or an increase of $8.1 million over 1990 expenditure levels. The average requirement over the period 5-20 years is $18.0 million per year.

Operations and Maintenance expenditures average $27.7 million over the first five years, increasing to an average of $30.7 million per year, in the 10th to 20th years. This increase is due to addition of new facilities, navaids and communications services.

FUTURE AIRPORT UPGRADING REQUIREMENTS

COMMUNITY	OWNER	REVISED CLASS	CERT STATUS	2000 TRAFFIC INDEX	CRITICAL AIRCRAFT	RUNWAY LENGTH (m)	RUNWAY SURFACE	RUNWAY LIGHTS	TERM BLDG	WEATHER/COM TYPE	WEATHER/COM HRS	WEATHER/COM OTHER	NAVAIDS MLS	NAVAIDS DME	NAVAIDS NDB
Yellowknife	TC	A	Yes	5550	B737	2286	paved	high	ATB	FSS	168		Y	Y	H
Inuvik	TC	A	Yes	2228	B737	1829	paved	high	ATB	FSS	168		Y	Y	H
Iqaluit	TC	A	Yes	1520	B737	2743	paved	high	ATB	FSS	168		Y	Y	M
Norman Wells	TC	A	Yes	1308	B737	1829	paved	med	PS	FSS	168		Y	Y	M
Hay River	TC	A	Yes	833	B737	1849	paved	high	PS	FSS	168		Y	Y	M
Tuktoyaktuk	GNWT	A	Yes	815	B737	1829	paved	low	PS	FSS	168		Y	Y	M
Fort Smith	TC	A	Yes	783	B737	1829	paved	med	PS	FSS	168		Y	Y	M
Rankin Inlet	GNWT	A	Yes	776	B737	1524	paved	med	PS	FSS	168	AWOS	Y	Y	M
Cambridge Bay	TC	B	Yes	438	B737	1542	gravel	med	PS	FSS	168		Y	Y	H
Resolute	TC	B	Yes	418	B737	1981	gravel	high	PS	FSS	168		Y	Y	H
Fort Simpson	TC	B	Yes	415	B737	1829	paved	med	PS	FSS	112			Y	M
Aklavik	GNWT	B	Yes	336	Dash 8	914	gravel	low	PS	CARS	70			Y	L
Baker Lake	GNWT	B	Yes	254	BAE146	1370	gravel	med	PS	FSS	168			Y	H
Hall Beach	GNWT	B	Yes	227	B737	1646	gravel	med	PS			RCO		Y	H
Pangnirtung	GNWT	B	Yes	192	BAE146	1370	gravel	low	PS	CARS	70			Y	M
Coppermine	GNWT	B	Yes	183	BAE146	1524	gravel	low	PS	FSS	168			Y	M
Arviat	GNWT	B	Yes	163	BAE146	1370	gravel	med	PS	CARS	70			Y	M
Fort McPherson	GNWT	B	Yes	159	Dash 8	1067	gravel	low	PS	CARS	70			Y	M
Pond Inlet	GNWT	B	Yes	154	BAE146	1370	gravel	low	PS	CARS	70			Y	H
Igloolik	GNWT	B	Yes	144	BAE146	1370	gravel	low	PS	CARS	70			Y	M
Cape Dorset	GNWT	B	Yes	119	BAE146	1370	gravel	low	PS	CARS	168			Y	M
Gjoa Haven	GNWT	B	Yes	110	BAE146	1370	gravel	med	PS	CARS	70			Y	L
Spence Bay	GNWT	B	Yes	103	BAE146	1370	gravel	med	PS	CARS	70			Y	M
Nanisivik	GNWT	C	Yes	102	B737	1951	gravel	med	PS	CARS	70			Y	L
Fort Good Hope	GNWT	C	Yes	99	Dash 8	914	gravel	low	PS	CARS	70			Y	M
Fort Norman	GNWT	C	Yes	96	Dash 8	914	gravel	low	PS	CARS	70			Y	L
Broughton Island	GNWT	C	Yes	93	BAE146	1370	gravel	low	PS	CARS	70			Y	L
Clyde River	GNWT	C	Yes	92	BAE146	1370	gravel	low	PS	CARS	168			Y	L
Coral Harbour	GNWT	C	Yes	92	BAE146	1524	gravel	med	PS	FSS	168			Y	H
Snowdrift	GNWT	C	Yes	88	Dash 8	914	gravel	low	PS	CARS	70			Y	L
Fort Franklin	GNWT	C	Yes	81	Dash 8	762	gravel	low	PS	CARS	70			Y	L
Wrigley	GNWT	C	Yes	77	Dash 8	1067	gravel	low	PS	CARS	70			Y	M
Lake Harbour	GNWT	C	Yes	69	Dash 8	760	gravel	low	PS	CARS	70			Y	M
Repulse Bay	GNWT	C	Yes	68	Dash 8	1036	gravel	med	PS	CARS	70			Y	M
Pelly Bay	GNWT	C	Yes	68	BAE146	1524	gravel	low	PS	CARS	70			Y	L
Whale Cove	GNWT	C	Yes	68	Dash 8	1200	gravel	med	PS	CARS	70			Y	L
Sanikiluaq	GNWT	C	Yes	66	BAE146	1370	gravel	low	PS	CARS	70			Y	M
Fort Resolution	GNWT	C	Yes	65	Dash 8	1265	gravel	med	PS	CARS	70			Y	M
Lac La Martre	GNWT	C	Yes	64	Dash 8	914	gravel	low	PS	CARS	70			Y	L
Chesterfield Inlet	GNWT	C	Yes	63	Dash 8	1067	gravel	med	PS	CARS	70			Y	L
Fort Liard	GNWT	C	Yes	55	Dash 8	914	gravel	low	PS	CARS	70			Y	M
Holman	GNWT	C	Yes	54	Dash 8	1311	gravel	low	PS	CARS	70			Y	M
Sachs Harbour	GNWT	C	Yes	48	Dash 8	1219	gravel	low	PS	CARS	70			Y	M
Paulatuk	GNWT	C	Yes	48	Dash 8	1219	gravel	low	PS	CARS	70			Y	M
Rae Lakes	GNWT	C	Yes	29	Dash 8	914	gravel	low						Y	L
Grise Fiord	GNWT	C	Yes	19	Dash 8	760	gravel	low		CARS	40			Y	M
Nahanni Butte	GNWT	C	Yes	14	Dash 8	762	gravel	low						Y	L
Jean Marie River	GNWT	C	Yes	10	Dash 8	762	gravel	low							L
Trout Lake	GNWT	D	Yes	9	Dash 8	762	gravel	low							L
Fort Providence	GNWT	D	Yes	8	Dash 8	914	gravel	low							L
Colville Lake	GNWT	D	Yes	3	Dash 8	823	gravel	low							L
Snare Lakes	GNWT	D	Yes		Dash 8	760	gravel	low							L
Arctic Red River	GNWT	D	Yes		Dash 8	760	gravel	low							L
Rae-Edzo	GNWT	D	Yes		Dash 8	760	gravel	low							L

☐ - denotes upgrading


Capital
O & M
$ Millions
0
10
20
30
13.3
25.5
16.8
26.7
22.8
27.2
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27.7
22.6
28.2
21.3
28.8
19.5
29.3
17.2
30.7
1990/91
1991/92
1992/93
1993/94
1994/95
1995/96
5 year Average 1996-2001
10 year Average 2001-2011

AIRPORTS PROGRAM CAPITAL (1990 $000'S)

PROGRAM OBJECTIVE/TASK	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Total 1996/97 2000/01	Total 2001/02 2010/11	20year TOTAL
1 Maintaining									
GNWT	6470	6070	6070	6070	6070	6070	30350	60700	121400
Transport Can	6012	6012	6012	6012	6012	6012	30060	60120	120240
3 Upgrade to certification									
Paulatuk reloc.	536	1100	1000	870					2970
Rae Lakes reloc.	212	1890	220						2110
Snowdrift upgrade	30	960	970						1930
Lac La Martre reloc.			770	1630					2400
Ft Good Hope reloc.				230	1790	720			2740
Snare Lake new				500	500	500			1500
Arctic Red R. new					300	500			800
Nahanni Butte reloc			500	900	900				2300
Colville L. upgrade		300							300
4 CARS Upgrade			500	1000					1500
5 Upgrade to Standards									
Pelly Bay			570	1830					2400
Ft Franklin			500	320					820
Chesterfield Inlet			200						200
5 NDBs			1000	1000					2000
11 Lights			2000	1300					3300
24 DME			2000	2500	5000	2500			12000
4 MLS					2000	2000	4000		8000
GNWT Pax Shelters						3000			3000
6 Upgrade to Future Standards									
Tuktoyaktuk							6000	20000	26000
Pangnirtung							15000		15000
Ft Franklin								3000	3000
Lake Harbour								14000	14000
Repulse Bay								2000	
Lengthen 21 Runways							10000	8800	18800
Rae-Edzo new							2000		2000
7 DME								3500	3500
TOTAL CAPITAL	**13260**	**16832**	**22812**	**23162**	**22572**	**21302**	**97410**	**172120**	**376210**

AIRPORTS PROGRAM OPERATIONS & MAINTENANCE (1990 $000'S)

PROGRAM OBJECTIVE/TASK	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Average 1996/97 2000/01	Average 2001/02 2010/11	20year AVERAGE
1 Maintaining									
GNWT	11030	11030	11030	11030	11030	11030	11030	11030	11030
Transport Can	14456	14456	14456	14456	14456	14456	14456	14456	14456
2 Consultation		100	100	100	100	100	100	100	100
3 New airports O&M			235	550	550	800	800	800	707
4 CARS upgrade		1100	1100	1100	1100	1100	1100	1100	1100
5 Upgrade to standards			250	500	1000	1300	1300	1300	1128
6 Upgrading to Future standards									
Mtc cost increase							80	430	235
upgrade CARS						480	1190	715	2400
DME costs								275	138
TOTAL O & M	**25486**	**26686**	**27171**	**27736**	**28236**	**28786**	**29346**	**30681**	**29608**

1.3 HIGHWAYS

1.3.1. The Current Situation

Inventory

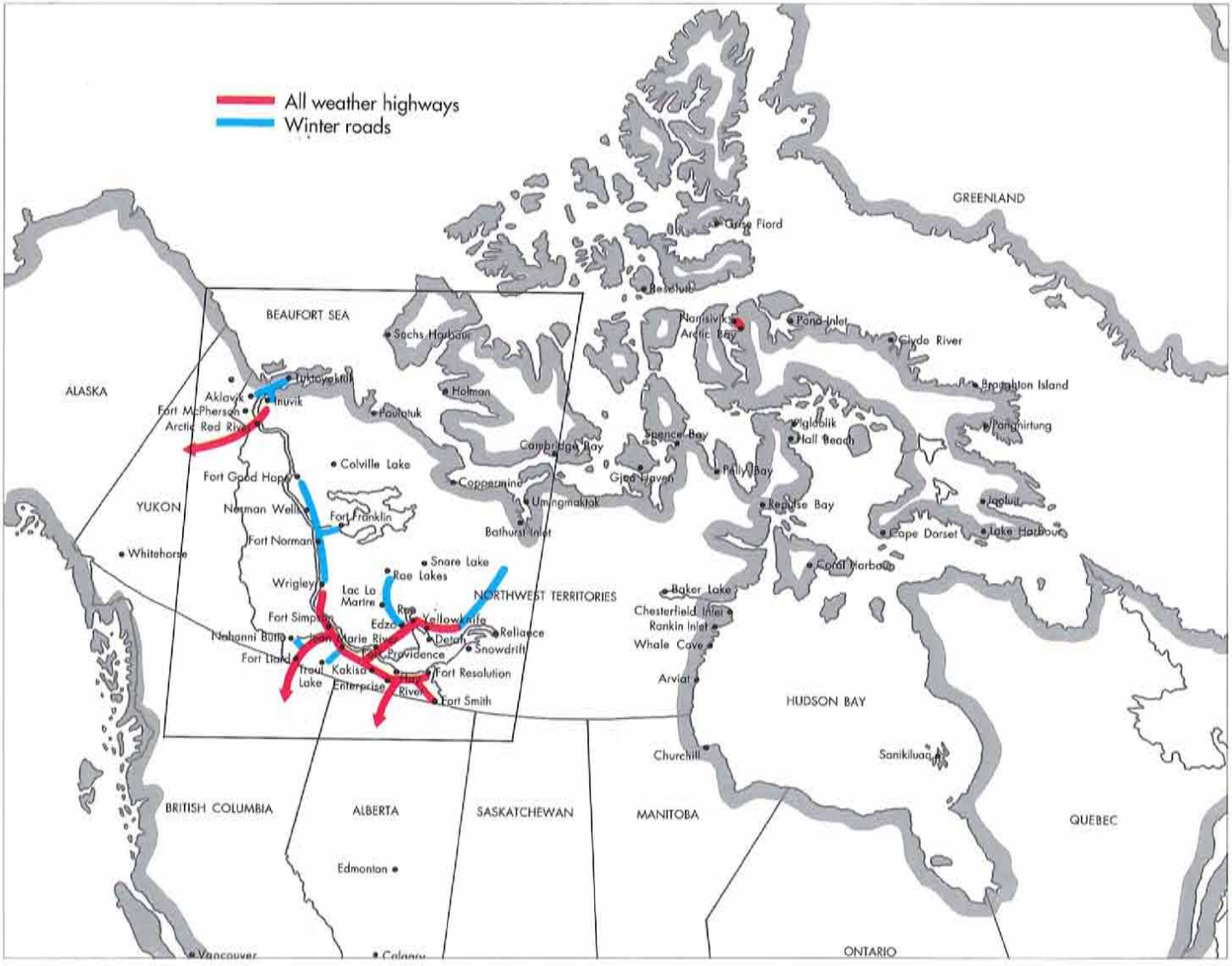
The Northwest Territories primary highway network consists of 2200 kilometres of all-weather roads and 1800 kilometres of winter roads. Most of this system was constructed between 1960 and 1983. The current estimated replacement value of this system exceeds $800 million.

This network provides all-weather access to 52% of the N.W.T. population and seasonal winter access to an additional 9%. In addition, off-highway residents of the Mackenzie Valley and the Western, Central and High Arctic areas benefit, since goods are trucked to Hay River, Yellowknife and Inuvik for transshipment by barge or air. Over 70% of the population therefore receives significant benefits from the highway system.

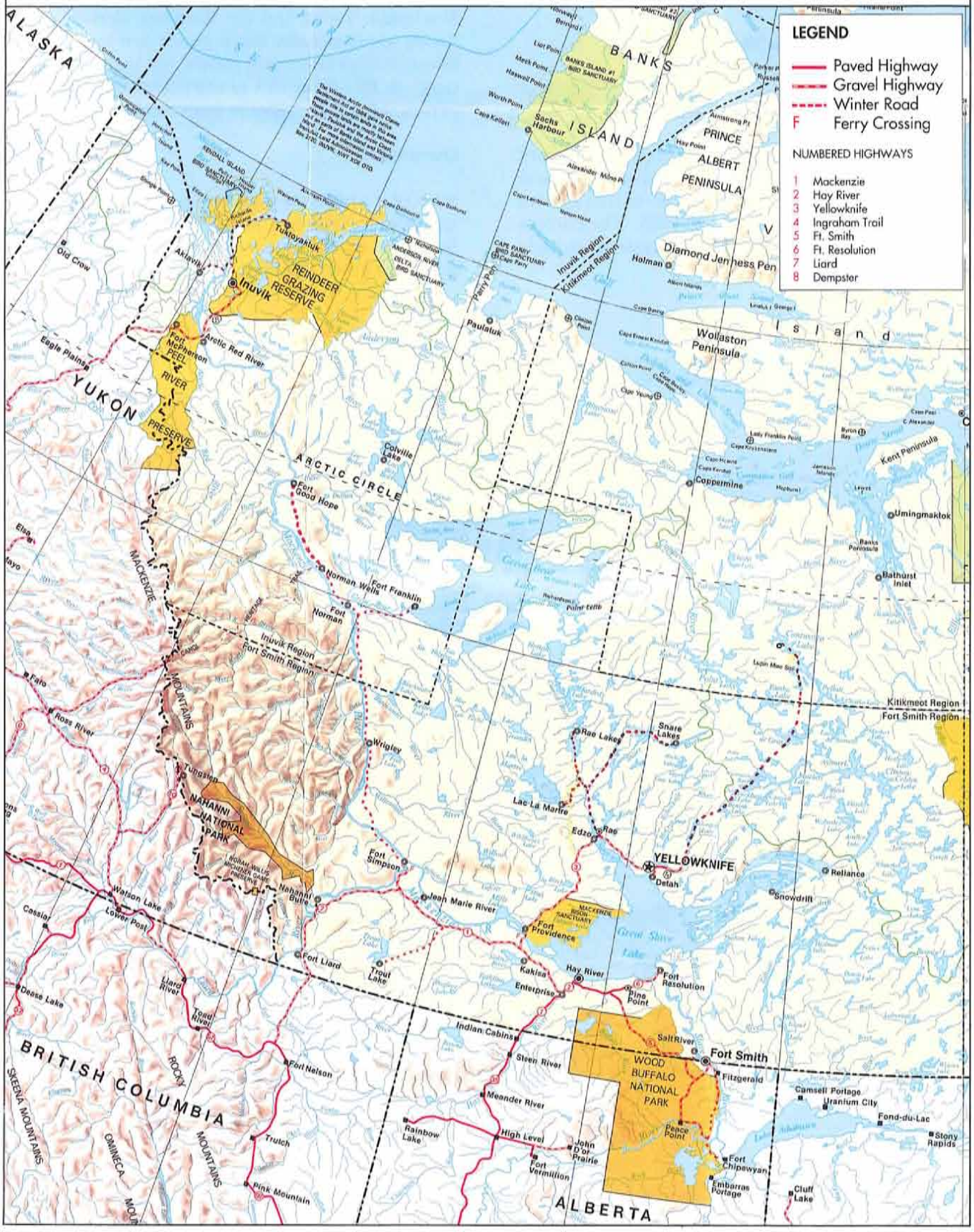
Ownership

Most of the highway system was funded through Indian and Northern Affairs Canada (I.N.A.C.) and constructed by Public Works Canada (P.W.C.). Highway responsibility has gradually been devolving to G.N.W.T.

NORTHWEST TERRITORIES PRIMARY HIGHWAYS



NORTHWEST TERRITORIES HIGHWAYS



Responsibility for highway and ferry operations and maintenance was transferred to the G.N.W.T. in 1981. Responsibility for capital rehabilitation of about half the existing highway system was transferred in 1984. A 1990 agreement has transferred responsibility for capital rehabilitation of all remaining highways, maintenance and marine infrastructure and community access roads. Under this agreement, the G.N.W.T. will also undertake completion of the Wrigley extension of the Mackenzie Highway.

The federal government retains responsibility for any new highway construction and for providing additional funding for O&M and rehabilitation required for these highways. At this time, I.N.A.C. has no plans for any new road construction in the N.W.T.

In negotiating the capital transfers, the basic territorial position was to request funding to meet ongoing rehabilitation needs and to allow upgrading of the highway network to current standards, including paving where it could be justified. In a climate of restraint, the federal position was to provide funding only for necessary rehabilitation and correction of the most severe deficiencies. Paving, if justified by agency or user savings, should be financed by those savings (user pay).

The resulting transfer agreements represent a compromise. Capital funds provided will be adequate to address ongoing rehabilitation, correction of severe deficiencies and a modest long-term program of upgrading and paving.

For example, it would take up to 20 years to complete the reconstruction and paving of the arterial route from the Alberta border to Hay River and Yellowknife (work started in 1984). This route has been identified as part of the National Highway System by the Canadian Council of Ministers of Transportation, and should be accorded a much higher priority.

The N.W.T. has 2200 kilometres of all weather highways.

Classification

The Northwest Territories primary highway system includes the eight numbered highways as well as access roads to communities and recreation areas. It also includes a network of seasonal winter roads. It does not include municipal roads or streets or roads funded privately for resource exploration.

Highways are classified according to the nationally recognized system of the Roads and Transportation Association of Canada (R.T.A.C.). All N.W.T. primary highways are Rural Undivided and are categorized as Arterial, Collector or Local, depending on their function. Design speeds range from 50 to 100 kilometres per hour. A rural - collector -undivided highway with a design speed of 80 kilometres per hour is therefore designated RCU 80.

ALL-WEATHER HIGHWAY INVENTORY & CLASSIFICATIONS

CLASSIFICATION	LENGTH km	
ARTERIAL 100		
Mackenzie Hwy No. 1 km 0-187	187.6	
Hay River Hwy. No. 2 km 0-43.7	43.7	
Yellowknife Hwy. No. 3	351.3	
SUBTOTAL		582.6
COLLECTOR 90		
Mackenzie Hwy No. 1 km 187-693	504.9	
Fort Smith Hwy. No. 5	266.0	
Fort Resolution Hwy. No 6	90.0	
Liard Hwy. No. 7	254.1	
Dempster Hwy. No. 8	267.1	
SUBTOTAL		1382.1
COLLECTOR 80		
Ingraham Trail, Hwy. No. 4	69.2	
Kakisa Lake Access	12.9	
Ft. Simpson Access	3.4	
Ft. Providence Access	5.5	
Rae access	10.5	
Detah Access	11.3	
Hay R. Indian Village Access	14.2	
Ft. Liard Access	5.3	
SUBTOTAL		132.3
LOCAL 70		
Hay River Highway km 43.7-48.6	4.9	
Yellowknife Access	1.7	
Ft. McPherson Access	1.1	
Inuvik Access	0.6	
Inuvik Marine Bypass	3.9	
Miscellaneous minor access	4.4	
SUBTOTAL		16.6
LOCAL 50		
Miscellaneous minor access	36.8	
LOCAL 50 (1 lane)		
Nanisivik-Arctic Bay Rd	37.9	
Miscellaneous minor access	25.3	
SUBTOTAL		63.2
TOTAL		**2213.6**

There are about 1800 kilometres of seasonal winter roads.

Standards

Design standards are also based on R.T.A.C. guidelines. The design road width and the alignment, sight distance and grade standards are based on the design speed and traffic volumes.

For all-weather roads, the selection of road surface type (gravel, treated gravel or pavement) is based on a detailed analysis of safety and economics for each road section.

Traffic

Traffic volumes vary widely throughout the system. There is an ongoing program of mechanical and visual counts and surveys to monitor changes in the number, type and size of vehicles on the system.

Currently the arterial routes between the Alberta border and Hay River and Yellowknife carry more than 50% of the estimated 120 million vehicle kilometres driven on the highways each year.

Overall traffic volumes have been growing by a steady 4% per year over the last 10 years.

Current Expenditures

As noted, although the federal government retains responsibility for new road funding, no activity is planned.

G.N.W.T. Department of Transportation estimated highway expenditures for 1990/91 total $43.8 million. This includes highway maintenance, ferry operations, capital rehabilitation and upgrading, motor vehicles and management of these activities. It includes amounts negotiated in the most recent federal trans-

NORTHWEST TERRITORIES HIGHWAYS - GEOMETRIC DESIGN STANDARDS

DESIGN YEAR TRAFFIC PSADT	PSADTT	DESIGN SPEED km/h	USEABLE WIDTH m	MINIMUM PAVEMENT WIDTH m	MIN CURVE RADIUS m	STOPPING SIGHT DISTANCE m	MIN SAG k	MIN CREST k	MAX GRADIENT %
		100	10	8	390	200	50	70	6
200-1000		90	9	7.5	300	170	40	55	6
or		80	8.5	7.5	230	140	30	35	8
100-200	>15	70	8	7	170	110	25	22	8
		90	8.5	7.5	300	170	40	55	6
100-200	<15	80	8	7.5	230	140	30	35	8
		70	7.5	7	170	110	25	22	8
		50	7	6.5	80	65	11	7	10
		90	8	na	300	170	40	55	6
<100		80	7.5	na	230	140	30	35	8
		70	7	na	170	110	25	22	8
		50	6.5	na	80	65	11	7	10
<30		50 (1 lane)	4	na	80	130	11	18	10

NOTES:

Traffic: PSADT = peak season (3 consecutive months) average daily traffic.
PSADTT = peak season average daily truck traffic.
For PSADT > 1000 refer to R.T.A.C. standards.

Width: For sideslopes steeper than 4:1 add 0.5m rounding to each shoulder.
Allow 0.5m additional shoulder width if guardrail required.
Design width to allow for projected strengthening/resurfacing within design life.

fer, as well as amounts approved in the G.N.W.T. main estimates.

Not included are estimated Department of Finance revenues from highway gasoline tax and motive diesel tax totalling $5.2 million.

User Costs

Definitive costs and rates are difficult to obtain. However, there is some statistical data indicating the magnitude of highway user costs.

A recent Transport Canada study suggests an average per-kilometre direct operating cost of $1.14 for heavy trucks and $0.35 for light trucks and cars. The report also suggests that these averages increase to $1.26 and $0.40, respectively, for operating on gravel roads.

Most N.W.T. primary highways are narrow, rough and dusty.

Based on the total volume and mix of vehicles on the highway system, this results in an estimated total direct user cost of $57.6 million for the 115 million vehicle kilometres logged in 1989. It should be noted that direct costs include vehicle depreciation, fuel and maintenance only. The total operating expenses for commercial vehicles are at least double the figure noted.

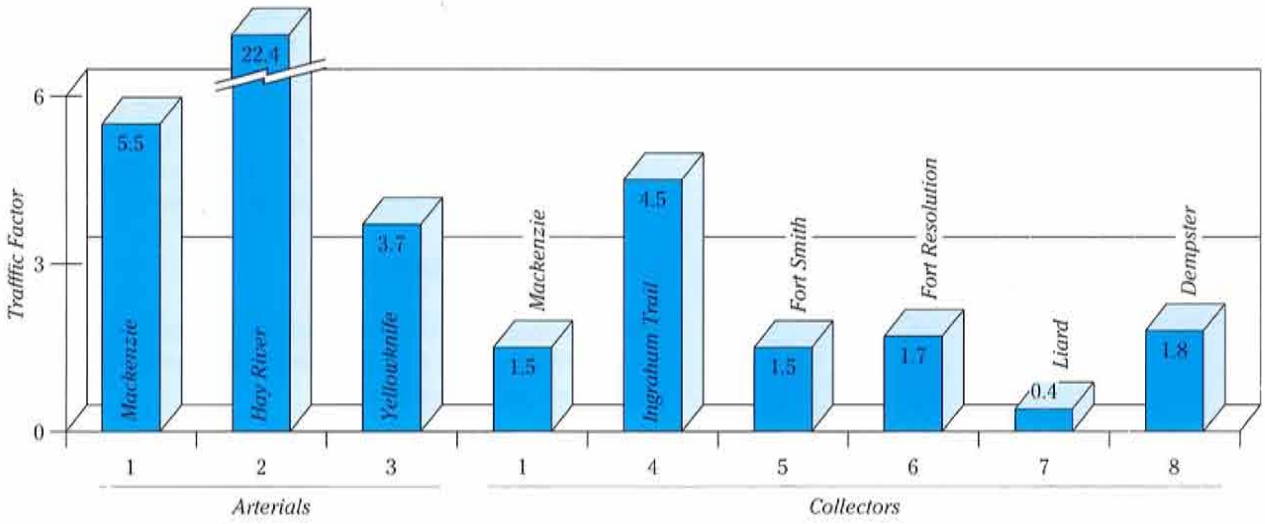
In 1986, class I, II & III trucking companies (those with revenues exceeding $100,000) reported N.W.T. operating revenues of $37.7 million on shipments of 245,000 tonnes. This represented movements of 350 million tonne-kilometres at an average rate of $0.11 per tonne-kilometre. These figures are for shipments which originated in, or were destined for, the N.W.T.

Published tariffs are available from commercial trucking companies for a variety of points served. These tariffs vary significantly depending upon the size of shipment and the commodity type. Furthermore, major customers can normally negotiate rates below the published tariffs.

1.3.2 Problems

The major public and business concerns are the generally narrow, rough and dusty conditions of our highways and the effects these conditions have on vehicle operating costs, public safety and discouragement of tourism. These concerns are well founded. Sixty percent of our of primary highways fail to meet minimum standards for width. Only 14% are currently paved, with

TRAFFIC FACTORS – NWT NUMBERED HIGHWAYS



an additional 14% having calcium chloride dust control. Under these conditions, driving Northwest Territories highways is generally regarded as an ordeal for both driver and vehicle.

Many highways do not meet alignment standards.

There are also complaints about the twice yearly interruptions in service when neither ferries nor ice bridges are operational. The Liard River, Peel River and Arctic Red River crossings are closed for up to four weeks at freeze-up and two to four weeks at spring break-up,

Ferry service is disrupted at spring break-up and fall freeze-up.

Snowdrifting on the Dempster Highway.

while the Fort Providence crossing of the Mackenzie River suffers some disruption in the early winter and about four weeks closure in the spring.

More specific localized concerns include winter road conditions and completion of the Wrigley extension of the Mackenzie Highway for year round use.

In summary, there are six main user concerns stemming from current highway conditions:

1. Safety
2. Vehicle Operating Cost
3. Discouraged Tourism
4. Ferry/Ice Crossing Interruptions
5. Winter Road Conditions
6. Wrigley Extension Completion

The Department is also concerned with rising maintenance costs resulting from declining reserves of readily accessible gravel surfacing material. Economic reserves have been severely depleted on sections of the Mackenzie, Hay River, Yellowknife, Liard and Dempster Highways. This problem is aggravated where increasing traffic is accelerating the loss of surfacing material.

1.3.3 Program Objectives

Detailed analyses have been conducted on a variety of options for eliminating or mitigating the problems described above. This has resulted in 8 program objectives:

1. **Maintaining What We Have**

First and foremost, ongoing operation and maintenance functions must be performed just to maintain the current levels of service. This includes a variety of activities ranging from gravel surface blading, to operating ferries, to opening winter roads. Bridges, culverts, pavements, roadway embankments, ferries and maintenance equipment also require periodic capital refurbishment or replacement. The majority of current expenditures on the highway system are required simply to maintain and replace what we have.

2. **Highway Upgrading**

Road reconstruction is required on many road sections to correct width and alignment and to bring highways to an acceptable standard.

Paving arterial highways improves safety, reduces costs and helps attract tourists.

3. **Highway Paving**

Although costly, paving will improve safety, reduce vehicle operating costs and help attract tourists. It will also significantly reduce maintenance costs, especially where gravel reserves for road resurfacing are depleting.

4. **Gravel Surface Improvements**

Paving the entire highway system is not feasible. However, significant improvements to gravel highways can be made. It is proposed to provide higher quality (and more costly) gravel and use calcium chloride or other additives to stabilize the surface and control dust.

5. **New Bridges**

Bridges have been proposed or requested at virtually every location now served by ferry. In the short term, a bridge may be feasible connecting Arctic Red River to the Dempster Highway. Such a bridge would provide year-round road access for Arctic Red River residents to the airport at Fort MacPherson, enhance the tourism potential of this community and obviate the need for ferry service. In the medium to long-term, bridge alternatives may be justified at the Fort Providence, Fort Simpson and Fort MacPherson ferry crossings. Conventional bridge designs have proven too costly to consider. The feasibility of lower cost structures should be aggressively pursued. It is unlikely that bridge crossings of the Mackenzie River at Camsell Bend or Arctic Red River will be viable in the foreseeable future.

6. **Ice Crossing Improvements**

Unless and until bridges are constructed, river crossings at four (soon to be five) locations are interrupted for 2 to 4 weeks during freeze up and break up, due to ice conditions and/or low water levels. Efforts should be pursued to minimize these service interruptions. For example, conditions at the Fort Providence crossing have allowed this ferry to operate intermittently well into January, when the ice bridge has formed. Research is also being conducted on methods of accelerating ice bridge formation. A shallower draft replacement vessel is proposed for the Liard River crossing, to better cope with low water levels in the fall. Such efforts should continue and should include examination of new technologies for vessel design and ice management.

The Fort Providence ferry operation has been extended through freeze-up.

7. **Winter Road Improvements**

Winter roads provide a relatively low cost seasonal access. Existing winter roads can be improved by providing temporary bridges where river and stream crossings delay openings or cause premature closings due to slow ice growth or overflows. Alignment improvements can also be made. For some communities, winter roads are provided only in some years. Roads to Snare Lakes, Colville Lake, Snowdrift and Fort Good Hope should be constructed annually. A winter road

Winter roads can be improved and extended at a relatively low cost.

connection linking Pelly Bay to sealift access should be investigated as an alternative to the current airlift of fuel and cargo.

8. **Wrigley Extension Completion**

An all-weather highway grade exists between Fort Simpson and Wrigley. Completion of this extension requires a ferry crossing at Camsell Bend, a bridge at the Willowlake River and gravel surfacing between Camsell and Willowlake.

1.3.4 Program Schedule and Costs

The following tables show the estimated capital and maintenance costs by task over the next 20 years for accomplishing each of the stated program objectives. Each task may represent a single major project or a series of smaller projects.

Under capital, the first three program objectives have been combined for practical reasons. By the time a facility has deteriorated to the point where rehabilitation or replacement is required, upgrading is usually warranted. For example, the Yellowknife Highway is overdue for reconstruction to restore the subgrade, drainage and cross section. The marginal cost of widening the highway to meet current standards will add about 10% to the cost. Strengthening and paving at the time of reconstruction will double the cost. These proportions would vary significantly for other projects. However, in all cases it is least costly to include upgrading when reconstruction or replacement is required.

Annual capital expenditures proposed over the first five years average $32.7 million, but fall by nearly 50% in subsequent years as the backlog of overdue reconstruction and upgrading work is cleared.

Operation and Maintenance expenditures will experience forced growth in real terms due to increasing traffic and depletion of granular reserves. This will be offset by programmed paving. Proposed level of service improvements are noted, representing an overall increase of about 18% in the annual O & M expenditures.

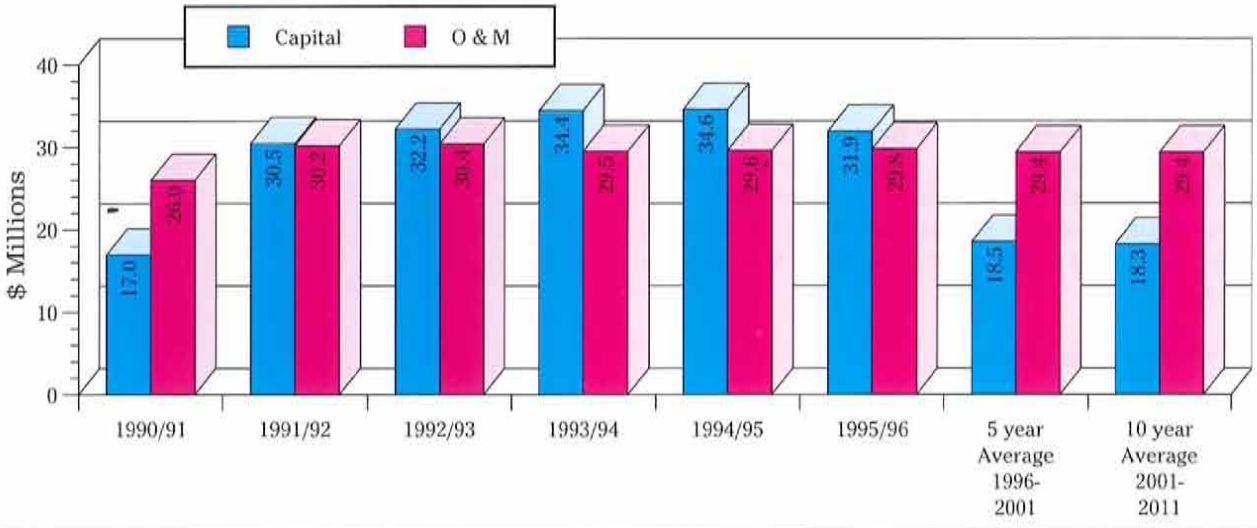
In addition to meeting necessary replacement and rehabilitation needs, this program will accomplish in the first 5 years:

- near completion of the reconstruction and paving of the arterial route to Yellowknife.
- completion of the reconstruction and paving of the Inuvik, Rae, Ft. Simpson, and Ft. MacPherson access roads.
- commencement of reconstruction of the Dempster Highway.
- completion of the Wrigley extension of the Mackenzie Highway.
- a completely dust free highway system.
- construction of a bridge linking Arctic Red River to the Dempster Highway.
- significant improvements to winter roads and ice crossings.
- replacement of the Liard River ferry at Fort Simpson.

The second 5 years will feature:

- completion of the Dempster reconstruction.
- commencement of the reconstruction and paving of the Ft. Resolution and Ft. Smith Highways and the Ingraham Trail.

HIGHWAY PROGRAM COSTS



HIGHWAY PROGRAM CAPITAL (1990 $000'S)

PROGRAM OBJECTIVE/TASK	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Total 1996/97 2000/01	Total 2001/02 2010/11	20year TOTAL
1 Maintaining									
2 Highway Upgrading									
3 Highway Paving									
Pre-engineering	350	350	350	350	350	350	1650	3500	6900
Bridges & Culverts	580	580	580	580	580	580	5500	8000	16400
Pavement Overlays	800	2200		2200	2950		3000	36000	46350
Mackenzie 0-187	6440	6500	6250						12750
Yellowknife 0-338	3005	9760	15500	20500	21500	21000	5000		93260
Dempster 0-257	2545	1650	550	1500	3000	6000	31000		43700
Ft Smith 60-266							11000	31000	42000
Ft Resolution 28-90							8000	5000	13000
Mackenzie 187-471								14000	14000
Liard 0-264	55							25000	25000
Ingraham 0-69							5000	15000	20000
Access Roads	220	3050	2270	1500	1500	1500	7500	15000	32320
Maintenance Infrastructure	1610	1670	2260	1800	2200	2000	10000	20000	39930
Marine Infrastructure	540	3850	720	500	500	500	5000	10000	21070
5 New Bridges				2000	2000				4000
6 Ice Crossing		500	500	1000					2000
8 Wrigley	820	350	3230	2500					6080
TOTAL CAPITAL	**16965**	**30460**	**32210**	**34430**	**34580**	**31930**	**92650**	**182500**	**438760**

HIGHWAY PROGRAM ANNUAL OPERATIONS & MAINTENANCE (1990 $000'S)

PROGRAM OBJECTIVE/TASK	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Average 1996/97 2000/01	Average 2001/02 2010/11	20year AVERAGE
1 Maintaining									
Highway Operations & Mtc	18267	18267	18267	18267	18267	18267	18267	18267	18267
Ferry Operations & Mtc	4825	4825	4825	4825	4825	4825	4825	4825	4825
Planning & Const. Mgmt	2727	3500	3500	3500	3500	3200	2800	2800	2960
4 Gravel Surface Imp	149	2000	2000	1000	1000	500	500	500	700
6 Ice Crossing			200	300	400	400	400	400	365
7 Winter Roads	50	1600	1600	1600	1600	600	600	600	800
8 Wrigley						2000	2000	2000	1600
TOTAL	**26018**	**30192**	**30392**	**29492**	**29592**	**29792**	**29392**	**29392**	**29517**

1.4 COMMUNITY LOCAL ACCESS ROADS

1.4.1 The Current Situation

Background

There has been considerable interest over the years for local access roads from communities to nearby attractions. These attractions may include recreational sites, camps, archeological sites, local resources, river portages and access to open water or to ice in support of fishing, hunting and tourism opportunities.

Such requests do not fall within existing G.N.W.T. municipal mandates such as water and sanitation or community granular programs. Although the federal D.I.A.N.D. Northern Roads Program allowed for such projects, there was little interest and even less funding made available. Only two such roads have been built under this program: the Ft. Resolution - Nagel Channel Road and the Arctic Bay - Victor Bay Road. In a few other cases, local initiative has lead to 'informal' development of roads and trails.

Arctic Bay - Victor Bay road is an example of a community local access road.

In the 1990 transfer of highway reconstruction to the G.N.W.T., a small funding base was negotiated for such community access roads. This is now a G.N.W.T. program responsibility.

Classification and Standards

Depending on the intended purpose of these roads, they may be required on a seasonal basis (winter, summer, fair-weather) or for restricted vehicle use (four by four, all terrain vehicle, light traffic only). They may also be subjected to very low traffic volumes and/or very low operating speeds.

There is a desire for improved access to areas of local interest near communities.

In summary, the road needs may range from a rudimentary seasonal ATV trail to an all-weather two lane rural local road. In some cases, it may also be acceptable to start with a very low standard and upgrade over a period of years. In fact, most of the requested roads follow some sort of existing route.

Under these conditions, it is not necessary or even advisable to establish a classification system or set of design standards as has been done for highways. Such a system may tend to result in overdesign and costs which put a proposed project out of reach.

This is not to say that a project should be developed without careful consideration of land use, environmental, safety or engineering factors. Rather, each trail or road should be examined on the basis of the intended vehicle types and season(s) of use, the expected traffic volume and local conditions, such as soil, drainage, permafrost, snowdrifting, environmental issues, etc.

Current Expenditures

As noted, this program was transferred to G.N.W.T. in 1990. The approved 1990/91 capital expenditures total $250,000. Under existing funding, it is proposed to increase this expenditure base over the next few years to the range of $1 million per year. This will not be adequate to address the need.

1.4.2 Problems

The major problem with this program is a lack of progress. Community consultations have highlighted

local access roads as a high priority. Forty-nine requests have been received from 36 communities for the construction or upgrading of a variety of roads and trails.

Analysis of the estimated costs and benefits shows that many of these proposals are viable. This is particularly true where local construction costs and/or the scope of the project are relatively modest.

This being a new program, the government faces the challenge of developing mechanisms for priorizing projects and ensuring effective and efficient program delivery. There is also a question of responsibility for ongoing maintenance of these roads.

1.4.3 Program Objectives

There are two program objectives:

1. **Effective, Efficient Program Delivery**
   Adequate funds should be provided to respond to those requests where the estimated benefits are shown to exceed costs. Costs should be minimized by ensuring design and construction standards appropriate to the situation. The program should also be responsive to community initiative, with cost sharing and/or contribution arrangements encouraged. This approach should result in the benefits associated with local commitment to, and proprietary interest in, the project.

2. **Establish Maintenance Plan**
   Once constructed, it will be logical to include local access roads on the inventory of municipal roads and streets. Maintenance grants and contributions should therefore be calculated and provided in the same way, through the Department of Municipal and Community Affairs. It will therefore be necessary to ensure that adequate maintenance funds are made available as the inventory expands.

Local access roads should be constructed with maximum community participation.

1.4.4 Program Schedule and Costs

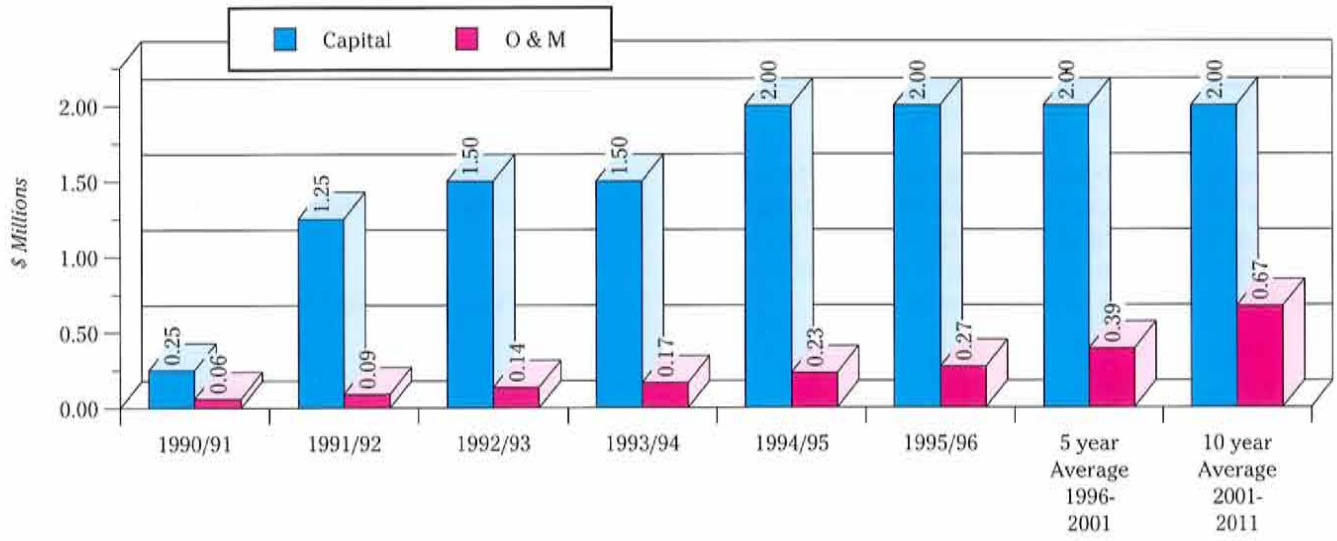
Preliminary economic analysis of all proposed projects indicates that 18 community local access roads are currently viable. The total estimated cost of these projects is $10 million. Other projects will require only a small increase in identified benefits or a small decrease in project cost to be viable. It is also likely that as this new program gets under way, new projects for the construction or upgrading of local roads and trails will be identified.

Proposed capital and maintenance expenditures are shown on the following table. This level of capital expenditures will be adequate to complete all currently viable projects within six years. As noted, these funds can be stretched further and more can be accomplished where cost sharing or 'sweat equity' is provided at the community level.

Maintenance will be required, commencing in the year following completion of construction. An estimate of 2% of the capital cost is used for annual maintenance needs. Annual program maintenance is therefore 2% of the cumulative capital cost.

A small cost component, amounting to 5% of the program capital, is allocated for planning and program administration.

COMMUNITY LOCAL ROADS PROGRAM COSTS



COMMUNITY LOCAL ROADS PROGRAM CAPITAL (1990 $000'S)

PROGRAM OBJECTIVE/TASK	Current 1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Total 1996/97 2000/01	Total 2001/02 2010/11	20year TOTAL
1 Program Delivery	250	1250	1500	1500	2000	2000	10000	20000	38250
TOTAL CAPITAL	**250**	**1250**	**1500**	**1500**	**2000**	**2000**	**10000**	**20000**	**38250**

COMMUNITY LOCAL ROADS PROGRAM OPERATIONS & MAINTENANCE (1990 $000'S)

PROGRAM OBJECTIVE/TASK	Current 1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Average 1996/97 2000/01	Average 2001/02 2010/11	20year AVERAGE
1 Program Delivery	60	60	75	75	100	100	100	100	96
2 Road Maintenance		30	60	90	130	170	290	570	382
TOTAL O & M	**60**	**90**	**135**	**165**	**230**	**270**	**390**	**670**	**477**

1.5 MARINE FACILITIES

1.5.1 The Current Situation

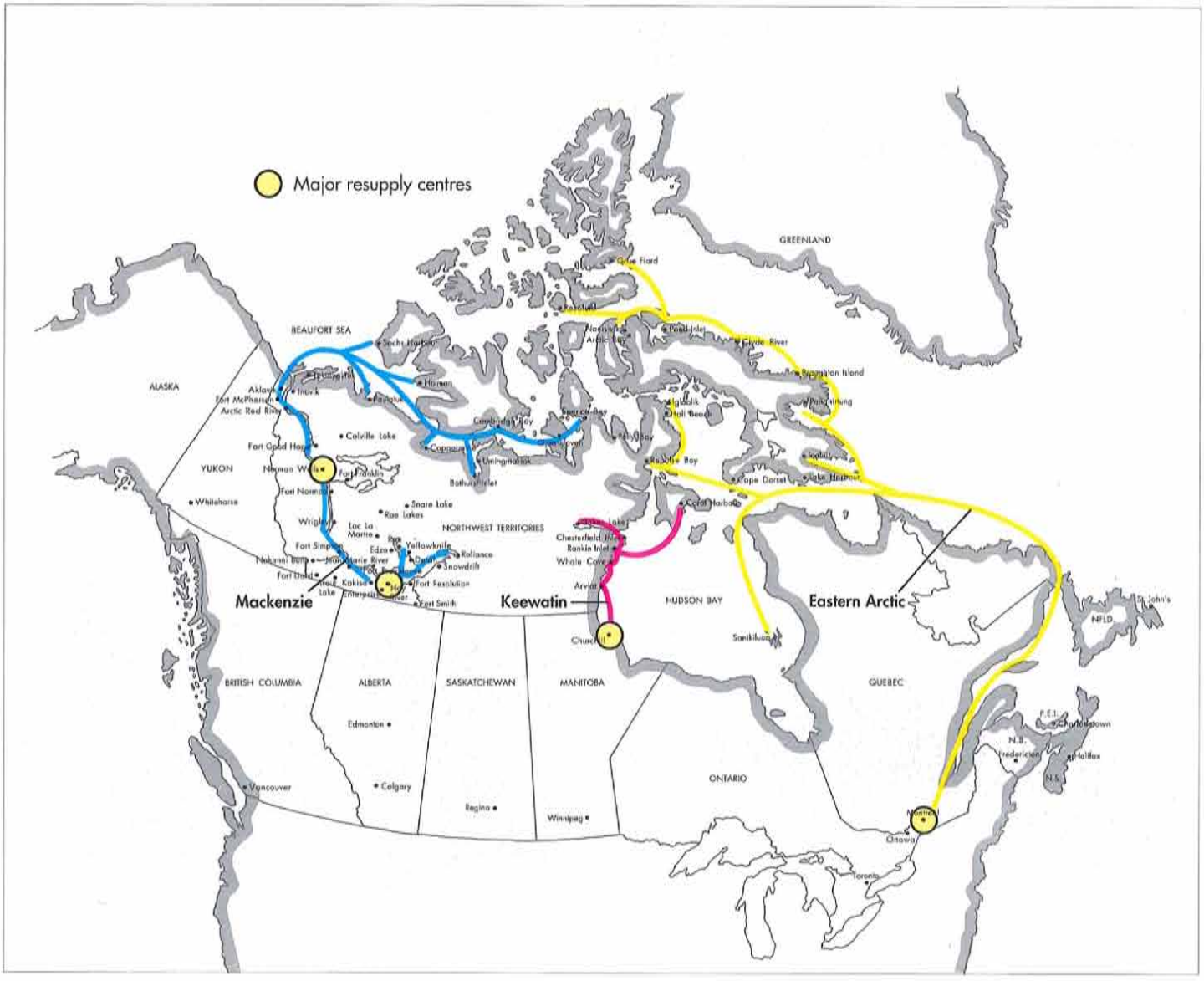
Inventory

Marine facilities in the North have two main components - the waterways and terminal facilities. Our waterways are provided by nature and include the oceans, seas, rivers and lakes. It is often necessary to improve these waterways. Dredging may be required to improve channels and periodically remove deposited silt. Navigation aids may be provided to assist in negotiating safe routes. In arctic conditions, ice breaking escorts may also be required to ensure safe passage.

Terminal facilities include wharves, breakwaters, landings, marshalling areas and other infrastructure required for the loading, unloading, protection and repair of vessels.

Sixty-one of the sixty-two N.W.T. communities have waterfront locations. Communities rely heavily on these water bodies for access to subsistence hunting and fishing. Forty-six N.W.T. communities also receive or ship significant quantities of bulk fuel and/or dry cargo

MARINE RESUPPLY ROUTES



by water. Hay River, Norman Wells and Nanisivik are major shipping centres for outgoing cargo.

N.W.T. navigable waterways consist of three resupply systems. The Eastern Arctic is supplied by sealift from Montreal. The Keewatin, as far north as Coral Harbour, is supplied by barge out of Churchill. The Mackenzie Valley - Western Arctic is served from Hay River, Norman Wells (petroleum products) and to a lesser extent, Inuvik. Over the last two decades, marine resupply has been partially or completely displaced by roads at several locations.

Extensive terminal facilities exist at only a few locations (Hay River).

Terminal facilities at communities vary widely. Extensive facilities exist at Hay River, Inuvik and Tuktoyaktuk. Most communities have some modest, often rudimentary, or makeshift facilities. A few have little more than what nature has provided.

Ownership

Ownership and responsibility for marine facilities is poorly defined.

The Canadian Coast Guard provides ice breaking escorts in the short Arctic shipping season.

Transport Canada - Canadian Coast Guard has a mandate for providing navigation aids, dredging, ice escort and public terminal facilities in support of resupply activities. CCG also co-ordinates the Eastern Arctic sealift. The department administers its responsibility in the North through two regions.

Fisheries and Oceans Canada has a mandate for providing port and harbour facilities in support of commercial fishing and recreation.

In 1984, the G.N.W.T. established a community wharves program. This program was intended to provide facilities in support of small boats and floatplanes for local fishing, hunting and tourism. This program overlaps the Fisheries and Oceans program to some extent.

Several resource development and transportation companies have also constructed 'private' facilities (Hay River, Yellowknife, Norman Wells, Tuktoyaktuk, Nanisivik, Polaris).

A variety of small wharves have been constructed by tourism operators and through local initiative. The ownership of many such existing facilities is unclear.

Classification

Public marine activity in the north falls into two categories.

The **Marine Resupply Activity** involves the annual movement of bulk goods, including fuel and dry cargo. This is accomplished by relatively large craft, including barges and ocean-going ships. The activity is usually characterized by a short period of chaotic activity at each arrival. In most cases, this is one to three landings per season.

Ships must bring a full year's supply of dry cargo and fuel.

Local Marine Activity involves relatively small craft utilized for commercial or subsistence harvest of local marine resources including fish, seals, whales, shellfish and other marine species. Local marine activity would also include access to land-based hunting activities, non-renewable resources (eg. soapstone), movement of supplies by small craft and local tourism and recreation. Facilities may also support float plane activity.

Recognizing the distinct nature of these two activities, a separate classification system for each has been developed. Resupply 'A', 'B' or 'C' classifications are established on the basis of the volume of goods handled. Local 'A', 'B' or 'C' classifications are established depending on population and the existence of commercial harvest.

Small craft support subsistence harvest for most of the N.W.T. population.

Standards

Site to site variations in such natural features as water fluctuation, ice conditions, hydrology, wind, geology and topography require considerable flexibility in establishing optimum solutions. The objective of providing a prescribed level of service remains the same.

Standards are therefore based on level of service requirements, rather than standard solutions. In some cases, considerable investment in facilities will be required. In other cases, most or all of the level of service criteria are provided by nature. For example, a good natural harbour with favorable tidal conditions and a stable beach area may satisfy most of the requirements of a class B resupply facility and a class A local facility. In such a case, it may only be necessary to identify and protect land use areas for marshalling and an access easement and provide deadmen for anchorage.

At the other extreme, it may be necessary to provide dredging, navigation aids, breakwaters, ice protection,

The potential for commercial marine harvest is only beginning to be developed.

fixed or floating wharves, marshalling areas, moorage and/or access roads to satisfy the class standard.

In developing facilities for any site, all marine activities should be considered and all users consulted. It may be desirable to provide facilities serving multiple users or conversely, to ensure that facilities are separated to minimize potential conflict.

Traffic

The level of local marine activity has not been measured. However, several characteristics can be observed. Although the open water season is short, particularly in the arctic regions, marine activity is crucial to the population in supplying marine mammals and fish. This is particularly true in the more traditional native communities, where virtually every household may be expected to participate in marine harvest. In larger centres, recreation and tourism may represent a larger proportion of activity. Float plane activity is generally more prevalent in the Mackenzie Valley, where distances are shorter.

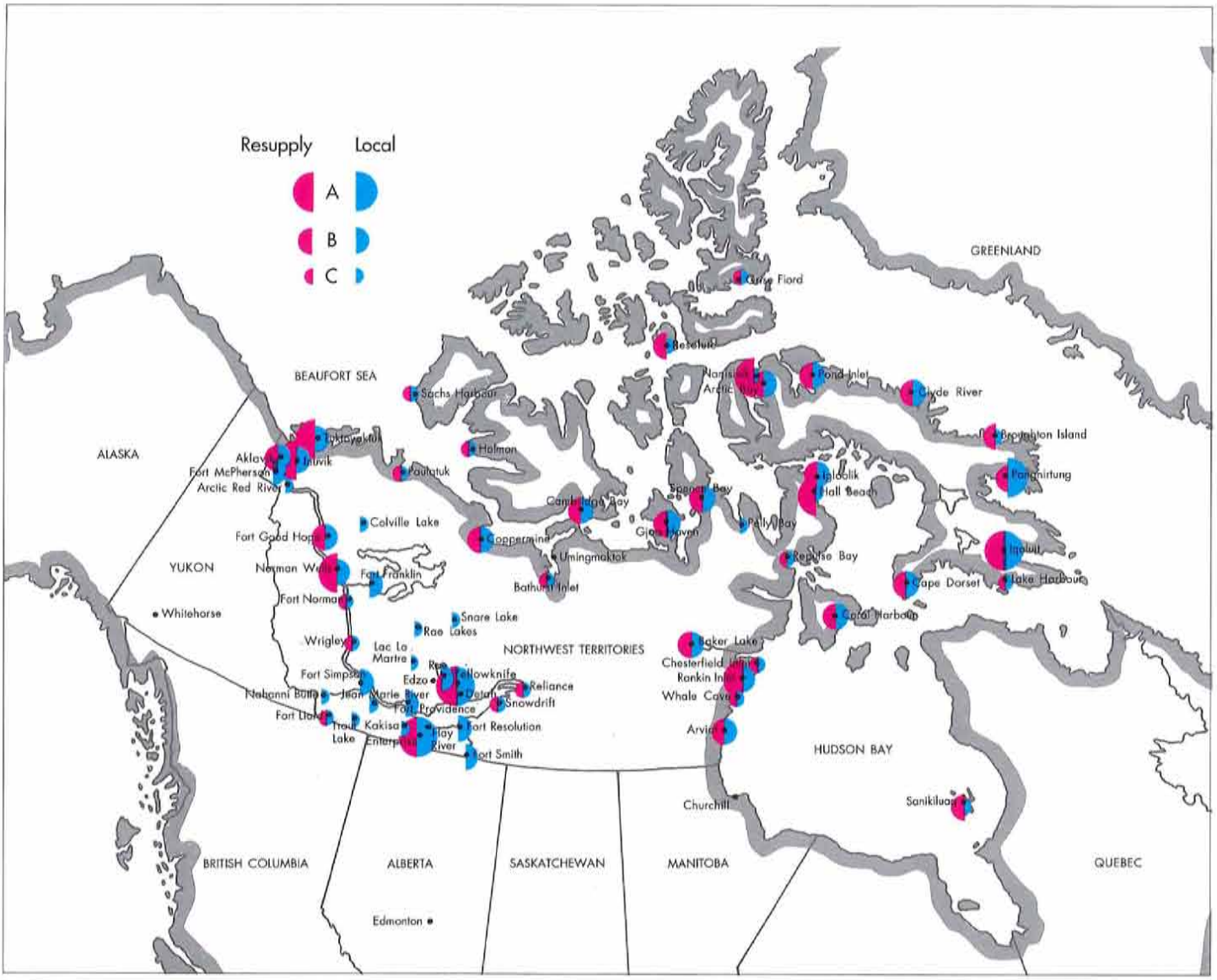
Resupply volumes have been estimated for purposes of classification. The relative volumes moved through each of the three systems show that the Mackenzie River system accounts for 61% of the total volume with the Eastern Arctic at 27% and the Keewatin at a mere 12%. Total N.W.T. marine resupply exceeded 250,000 tonnes in 1988.

The greatest potential for traffic variation exists in the Mackenzie system, which supplies the Beaufort oil and gas exploration and development. For example, construction of a Mackenzie Valley gas pipeline could temporarily push annual freight volumes to as much as 400,000 tonnes, almost tripling the current volume on the Mackenzie.

COMMUNITY	POP	COMMERCIAL FISHERY	LOCAL CLASS	ANNUAL CARGO			RESUPPLY CLASS
Yellowknife	13511	yes	A	>10000	e		A
Iqaluit	3126	yes	A	>10000	e		A
Hay River	2885	yes	A	>10000	e	x	A
Inuvik	2773		B	>10000	e		A
Rankin Inlet	1440		B	11111			A
Tuktoyaktuk	970		B	>10000	e		A
Norman Wells	502		B	>10000	e	x	A
Hall Beach	485		C	11622			A
Nanisivik	319		C	>10000	e	x	A
Pangnirtung	1087	yes	A	4973			B
Arviat	1321		B	4605			B
Baker Lake	1081		B	6480			B
Cambridge Bay	1065		B	>2000	e		B
Cape Dorset	967		B	4028			B
Coppermine	945		B	>2000	e		B
Igloolik	937		B	3797			B
Pond Inlet	909		B	5125			B
Aklavik	762		B	>2000	e		B
Gjoa Haven	742		B	>2000	e		B
Fort Good Hope	580		B	>2000	e		B
Spence Bay	564		B	>2000	e		B
Arctic Bay	554		B	2290			B
Coral Harbour	537		B	2477			B
Clyde River	498		B	2432			B
Sanikiluaq	488		C	2720			B
Broughton Island	473		C	7043			B
Resolute	164		C	2215			B
Fort Smith	2512		B	-			-
Rae-Edzo	1431		B	-			-
Fort Simpson	1000		B	-			-
Fort McPherson	710		B	-			-
Fort Providence	590		B	-			-
Fort Franklin	520		B	-			-
Fort Resolution	498		B	-			-
Repulse Bay	465		C	1846			C
Fort Liard	415		C	<2000	e		C
Fort Norman	365		C	>2000	e		C
Lake Harbour	350		C	1519			C
Holman	335		C	>2000	e		C
Chesterfield Inlet	316		C	1752			C
Snowdrift	256		C	<2000	e		C
Paulatuk	251		C	<2000	e		C
Whale Cove	230		C	1083			C
Wrigley	170		C	<2000	e		C
Sachs Harbour	145		C	<2000	e		C
Bay Chimo	64		C	<2000	e		C
Grise Fiord	52		C	944			C
Bathurst Inlet	16		C	<2000	e		C
Reliance	11		C	<2000	e		C
Lac La Martre	434		C	-			-
Pelly Bay	345		C	-			-
Rae Lakes	221		C	-			-
Hay River Reserve	181		C	-			-
Detah	136		C	-			-
Snare Lake	126		C	-			-
Arctic Red River	114		C	-			-
Nahanni Butte	88		C	-			-
Jean Marie River	67		C	-			-
Trout Lake	58		C	-			-
Colville Lake	52		C	-			-
Kakisa	28		C	-			-

e - estimated x - major export centre

MARINE FACILITY CLASSIFICATIONS



MARINE FACILITY CLASSIFICATION

ACTIVITY	A	B	C	No Rating
RESUPPLY	> 10,000 t per year dry cargo and fuel in or out	2,000-10,000 t per year	< 2,000 t per year	no marine resupply
LOCAL	Subsistence harvest for population > 500 and significant commercial harvest	Subsistence harvest for population > 500 or significant commercial harvest	subsistence harvest for population < 500	no local marine activity

ACTIVITY	A	B	C
RESUPPLY	protected access at all tide or water levels secure moorage for loading/unloading fuel & dry cargo access for heavy equipment secure marshalling or storage area	protected access at all tide or water levels secure moorage for loading/unloading fuel & dry cargo at least 4 hrs daily access for heavy equipment secure marshalling or storage area	access for loading/ unloading fuel & dry cargo at least 4 hrs daily access for heavy equipment adequate marshalling or storage area
LOCAL	secure moorage protected access for loading/unloading all tide or water levels access for loading/ unloading equipment access for seasonal launching/haulout	secure moorage protected access for loading/unloading at least 4 hours daily access for loading/ unloading equipment access for seasonal launching/haulout	secure moorage protected access for loading/unloading at least 4 hours daily

Current Expenditures

For 1990, the G.N.W.T. will spend an estimated $750,000 on community wharves. No estimate of overall federal government expenditures is available.

User Costs

General merchandise costs for both the Eastern Arctic and Keewatin range from about $600 to $700 per tonne for a typical 5 tonne shipment. This includes packing at source and cartage at destination. Keewatin rates also include rail costs from Winnipeg to Churchill. These rates vary with shipment size and type.

Comparable Western Arctic rates vary from about $400 to $800 per tonne, including trucking from Edmonton to Hay River.

Bulk fuel shipping costs average $100 per tonne in the Baffin, $200 per tonne in the Keewatin and range from $30 to $340 per tonne from Norman Wells to Western Arctic destinations.

Only the Eastern Arctic marine system can carry refrigerated cargos.

1.5.2 Problems

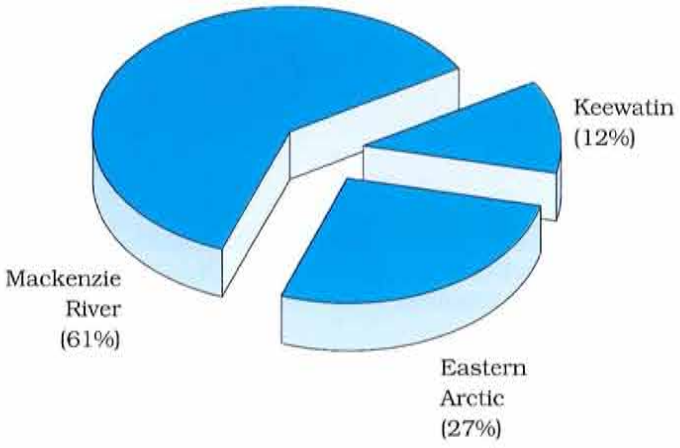
Marine systems in the North have suffered from a lack of co-ordination and integrated planning amongst the various agencies involved. There has been, with a few exceptions, little attention paid to terminal facilities for resupply or local activity, especially in recent years. Current CCG policy in particular emphasizes cost recovery/user pay in ports programs.

Facilities for resupply at many communities fall short of any standard. Cargo and fuel handling is difficult, and in some cases hazardous. Environmental hazards are also a concern at some locations.

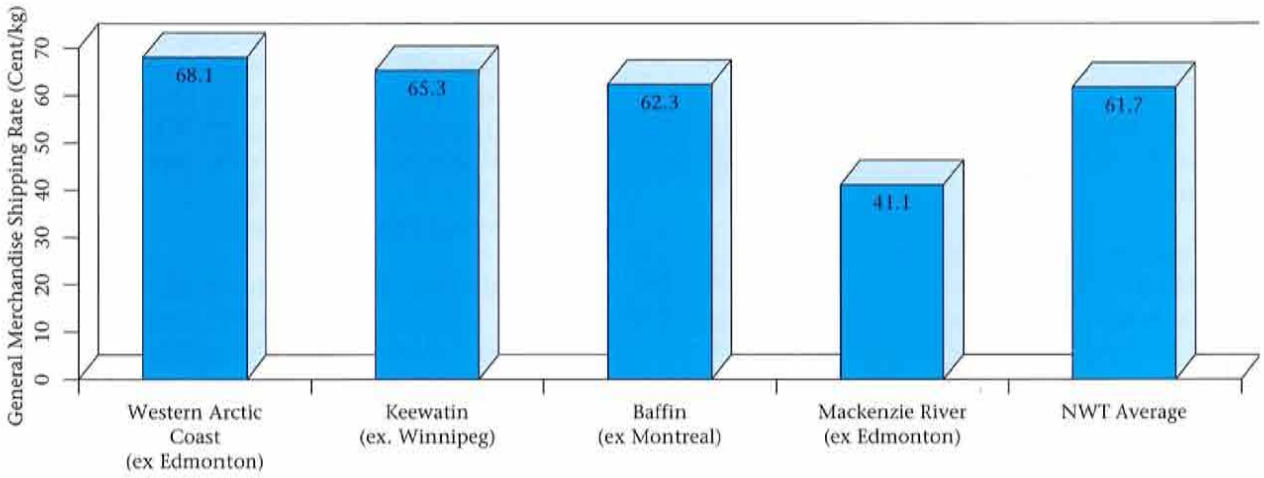
For most communities, local marine facilities are either non-existent or inadequate. This problem has, and will continue to become more serious as residents invest in larger craft.

There is a growing interest in harvesting the coastal fisheries in the Keewatin and Eastern Arctic. However, few locations have suitable facilities to support commercial fishing fleets.

MARINE RESUPPLY TRAFFIC DISTRIBUTION BY SECTOR

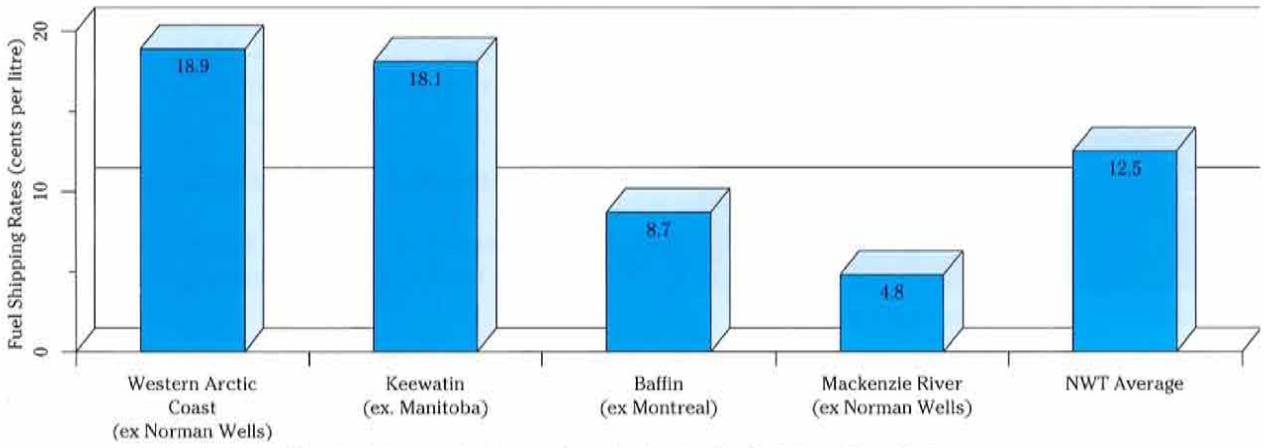


MARINE SHIPPING RATES – GENERAL MERCHANDISE



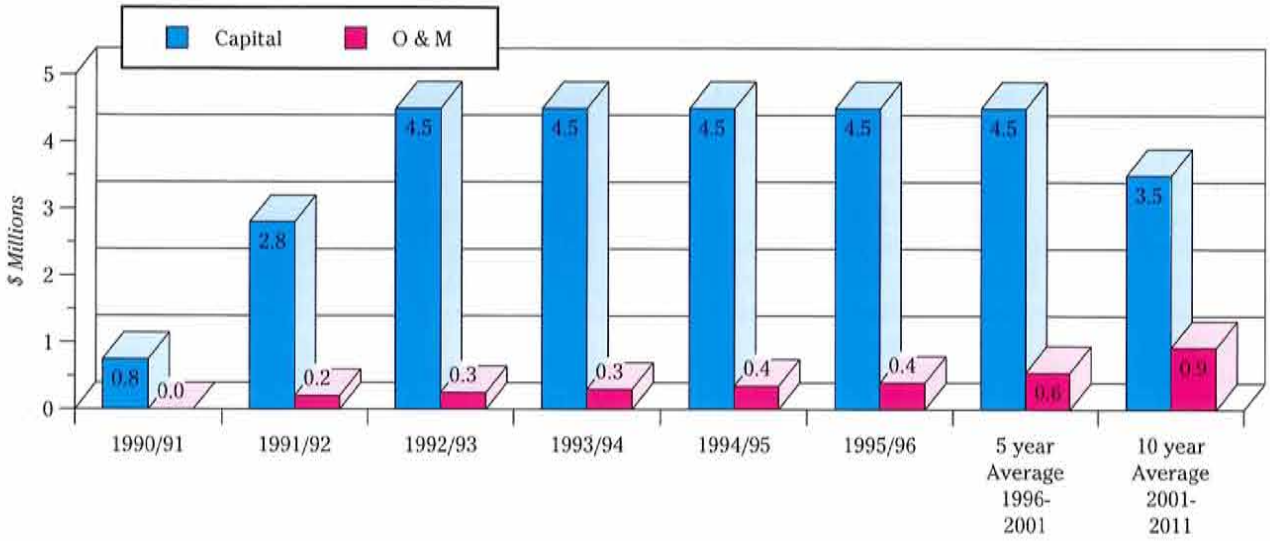
Weighted Average By Region Includes Applicable Truck And Rail Costs, Packaging. Based on 5 tonne Shipment Size

MARINE SHIPPING RATES – BULK FUEL



Weighted Average by Region Includes Applicable Rail Costs From Refinery

MARINE FACILITIES PROGRAM COSTS



MARINE FACILITIES PROGRAM CAPITAL (1990 $000'S)

PROGRAM OBJECTIVE/TASK	current 1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Total 1996/97 2000/01	Total 2001/02 2010/11	20year TOTAL
2 Upgrade Resupply Facilities		600	1000	1000	1000	1000	5000	10000	19600
3 Upgrade Local Facilities	750	1200	1500	1500	1500	1500	7500	15000	29700
4 Mackenzie River Dredging		1000	2000	2000	2000	2000	10000	10000	29000
TOTAL CAPITAL	**750**	**2800**	**4500**	**4500**	**4500**	**4500**	**22500**	**35000**	**78300**

MARINE FACILITIES ANNUAL OPERATIONS & MAINTENANCE (1990 $000'S)

	current 1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Average 1996/97 2000/01	Average 2001/02 2010/11	20year AVERAGE
1 Co-ordination/Planning		100	100	100	100	100	100	100	100
2 Facility Maintenance		100	150	200	250	300	450	825	575
TOTAL O & M	**0**	**200**	**250**	**300**	**350**	**400**	**550**	**925**	**675**

OBJECTIVE TWO - PUSHING BACK THE ECONOMIC FRONTIERS

2.1 INTRODUCTION

The Northwest Territories Economic Strategy describes an "Economy in Transition" from a traditional land-based to a wage-based, market economy. This Strategy and the report of the Legislative Assembly's Standing Committee on the Northern Economy (the SCONE report) note that this transition has taken place in the major resource, administrative and transportation centres. Group I communities have the requisite economic, population and infrastructure base.

It is the less populated regions and group II/III communities which are now struggling with the transition. A growing population faces limited business and employment opportunities. The Economic Strategy focuses on education, business development, improvements in infrastructure, and northern management of our natural resources as ways of ensuring that appropriate business and employment opportunities are created and that residents of all regions can benefit from these opportunities. The Economic Strategy recognizes that "the development of the Northern transportation infrastructure is the key to development of our vast Territory".

Improving our existing transportation facilities can reduce some of the barriers to economic and social development. However, vast areas of the North are simply inaccessible. If we can define accessible, in relative terms, as any area which is within 100 kilometres of all-weather road or an airport, we can see that only a small fraction of the North is accessible. Even if we include seasonal access by winter road or navigable waterways, there are still vast areas outside the range of accessibility.

The now abandoned N.W.T. section of the Canol Road was constructed for military/strategic reasons.

Pushing back our economic frontiers means providing access where none exists. It means opening new areas of the North for the responsible harvesting of renewable resources, for the development of non-renewable resources and for the promotion of tourism. It means bold initiatives to build roads into our northern hinterlands.

The northern third of this nation is a source of great national pride. It is a fundamental part of the Canadian character. But the enormous economic potential of this region is yet to be realized, let alone fully appreciated. The North can and will evolve from a financial liability to a tremendous asset in the 21st century.

Investment in the responsible development of the North is investment in the future of Canada.

2.2 BACKGROUND

The first highway built in the Northwest Territories was the Canol Road. This road connected Norman Wells to Ross River and Whitehorse in the Yukon. It was built by the United States military in 1942-43 to support construction of the Canol pipeline, which was to supply oil to the Pacific war effort. The pipeline and the N.W.T. section of the road have since been abandoned.

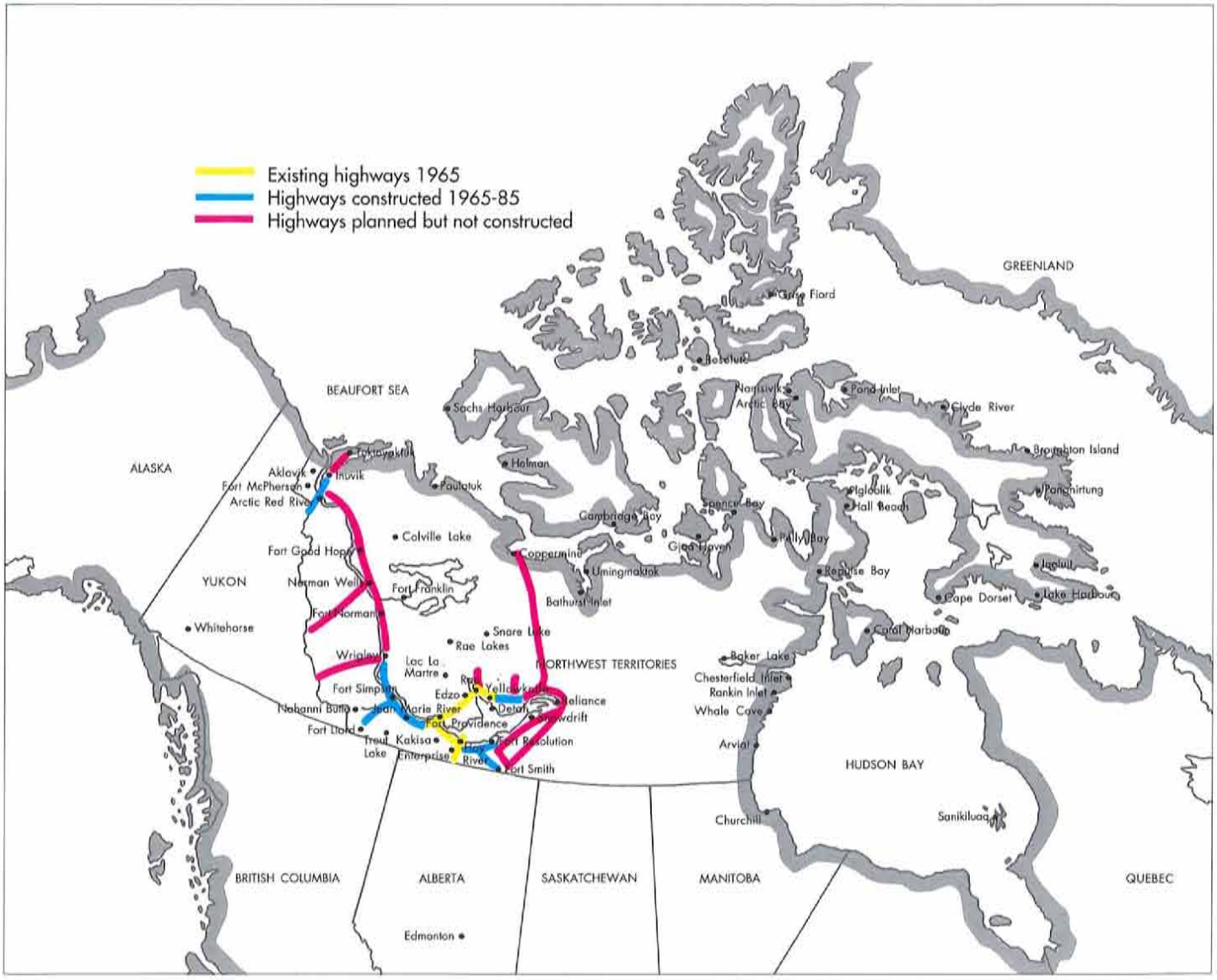
In 1949, the Mackenzie Highway was built along the winter tractor train route from Grimshaw, Alberta to Hay River. This move lead to the decline of the Athabasca - Slave River marine route, as Hay River became the main barge terminus for Western Arctic resupply.

In 1958 Prime Minister John Deifenbaker announced his "Northern Vision" and coined the phrase "Roads to Resources". The goal was to construct a network of highways to open Canada's Northern hinterlands for resource exploration and development. Federal assistance was provided to the provinces, while the federal government undertook an ambitious $100 million program of road construction in the Northwest Territories and the Yukon. Even after the Conservative defeat in 1963, the Northern Roads Program continued for 20 years.

A 1965 report by the Department of Northern Affairs and National Resources (now I.N.A.C.) recommended an ambitious 20 year plan of construction for the Yukon and Western Northwest Territories.

In the Northwest Territories, the Yellowknife Highway was completed by 1960. This was followed by connections to Pine Point (1965), Fort Smith (1969) and Fort Resolution (1975). By 1972, the Mackenzie Highway had been extended to Fort Simpson and work was under way to continue down the valley. Work was halted just south of Wrigley, largely due to concerns expressed by native residents. Efforts were then diverted to the Dempster Highway, which was completed in 1977, and the Liard Highway, opened in 1983. Under a recent agreement, G.N.W.T. will undertake completion of the Mackenzie link to Wrigley.

NORTHERN ROADS PROGRAM – 20 YEAR PLAN (1965)



During these two decades, considerable work was done. Annual federal expenditures on new roads in the N.W.T. peaked at approximately $70 million (1990 dollars) in the mid 1970's. However, nothing of significance has happened since the opening of the Liard Highway in 1983. There are no federal plans or funding for any new road construction. For all practical purposes, the federal Northern Roads Program is now defunct.

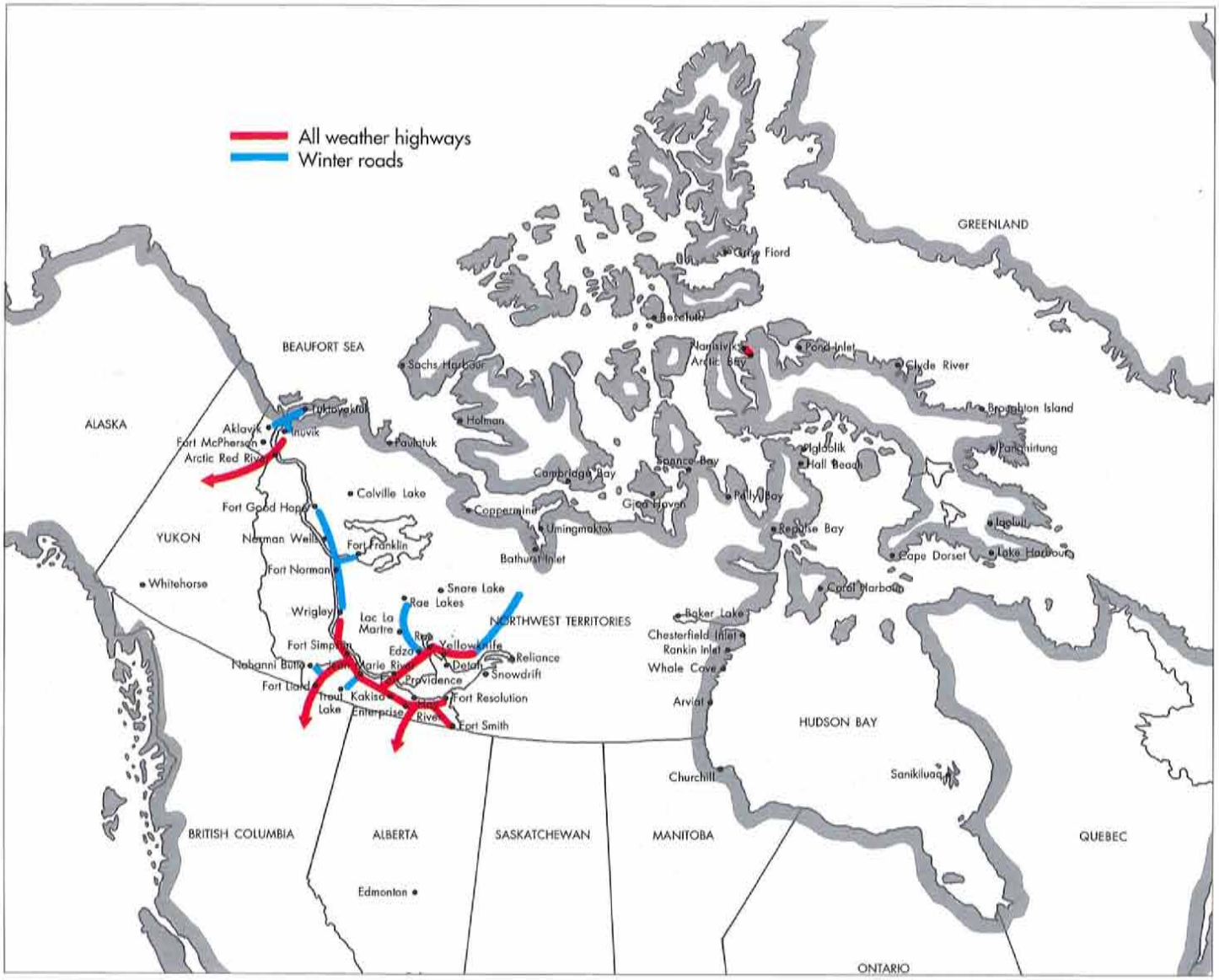
The job is far from finished. The current highway network falls far short of John Diefenbaker's vision. It falls short of the federal 20 year plan of 1965.

2.3 ECONOMIC PROSPECTS FOR NEW ROADS

Mineral Development

Mining and mineral exploration constitutes a major component of the N.W.T. economy. The industry employs about 2,000 people in the Northwest Territories, of which 65% are Northerners. In 1988, six operating mines produced more than $750 million in gold, silver,

NORTHWEST TERRITORIES PRIMARY HIGHWAYS



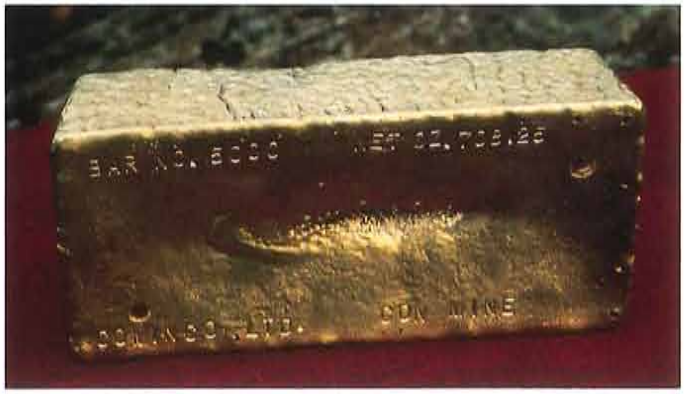
lead and zinc. Approximately $70 million was spent on mineral exploration.

However, we have only begun to scratch the surface of the vast mineral potential in the North. Known reserves are enormous, while areas of high potential have yet to be fully explored. There is little doubt that many known ore bodies and others yet to be discovered would be in production in southern Canada.

Of the seven mines currently operating in the N.W.T., three are on all-weather highways. Two base metal (zinc/lead) mines are located directly on tidewater. This provides immediate access to cost effective marine bulk transportation for the delivery of mineral concentrates to the marketplace. Production from the more isolated Lupin and Colomac gold mines justifies the annual construction of winter roads for bulk fuel, materials and equipment resupply.

An examination of current mineral reserves and published production rates indicate that five of the currently operating seven mines have production lives of less than 10 years. New mines must be brought into production during this decade to maintain a strong mining presence in the N.W.T. Failure to maintain a viable sector in the N.W.T. would have profound effects on all other sectors of the economy.

Three of the N.W.T.'s producing gold mines have all-weather highway access (Nerco-Con, Yellowknife).



The N.W.T.'s two operating base metal mines are located on tidewater (Nanisivik).

Development of known reserves in the Kitikmeot Region south of Coronation Gulf is stifled by the lack of adequate transportation infrastructure. The Keewatin Region has high mineral potential. However, exploration activities are again hampered by the lack of adequate infrastructure. A recent decrease in the allocation of exploration incentives in the 1990 federal budget has already precipitated a decline in exploration activities in the N.W.T. over past levels.

Five of the N.W.T. seven mines have estimated reserves for less than 10 years of operation.

A recent study by the Institute of Resource Studies at Queens University concluded that economic mineral deposits are much more easily discovered and developed in northern Canada than in the traditional mining regions of southern Canada. This is the result of the relatively unexplored nature of the mineral rich Greenstone Belts in the North, the thin cover of overburden and the high probability of discovering shallower and less costly ore bodies in northern regions. The major

hindrance to northern mining operations is the cost of transportation. Plant, materials and personnel must be brought into the production site and product must be shipped out to the marketplace.

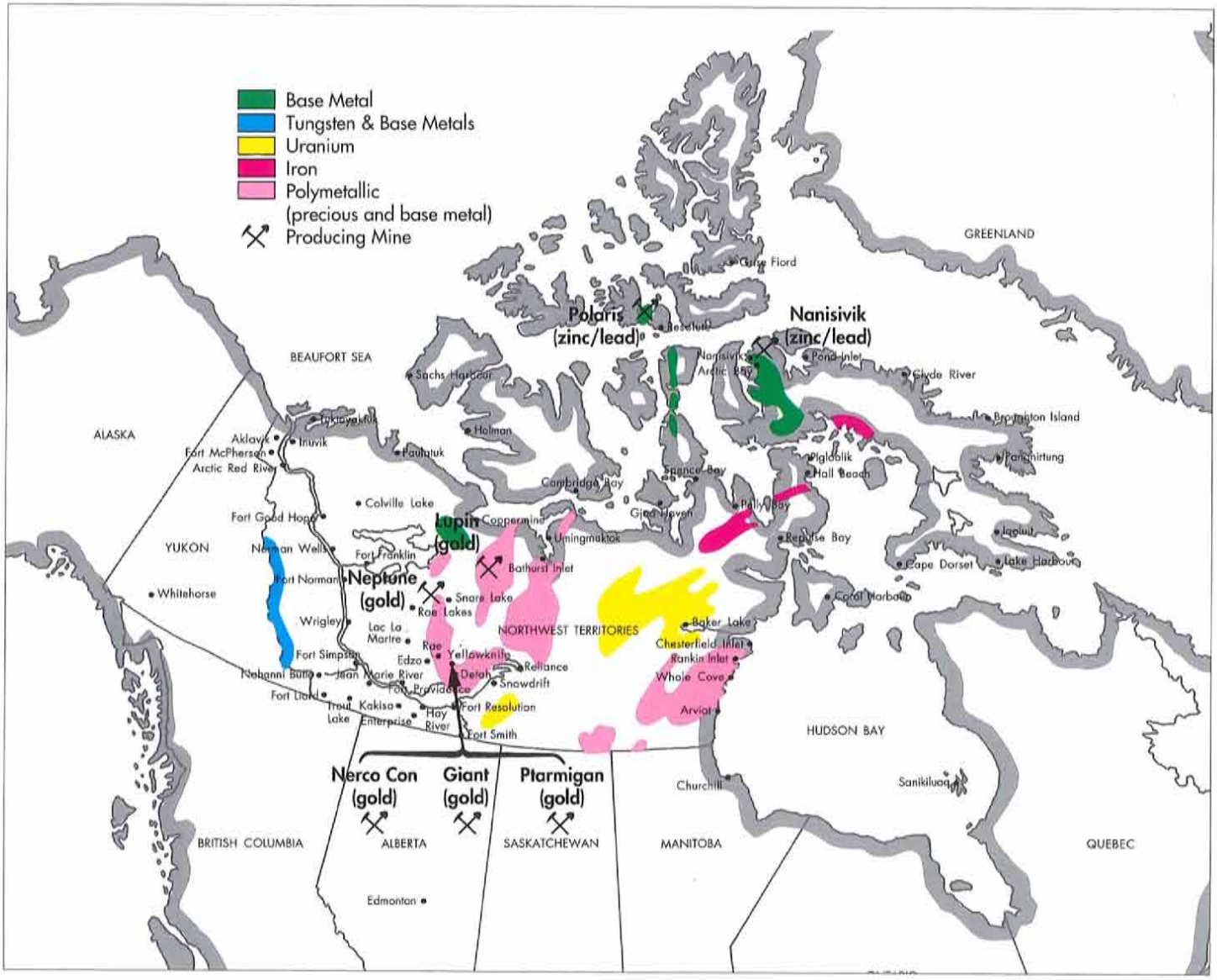
Many of the defined mineral properties in the N.W.T. would go into production if all-weather roads were provided. However, none by themselves justify investment in the hundreds of kilometres of road required. Providing road access will stimulate mining and exploration, creating hundreds of direct mining positions and possibly thousands of jobs in the support sectors.

Oil and Gas

The Northwest Territories has substantial known and potential reserves of oil and gas. The best known of these is the Beaufort Sea/Mackenzie Delta area. This area is not yet producing, although about $4.5 billion has been spent on exploration, and current reserves are estimated at over 9 billion barrels of oil and 2 trillion cubic metres of natural gas. Construction of a gas pipeline costing in the range of $4 billion and/or an oil pipeline at $6.5 billion is being considered.

Norman Wells has been producing since the 1920's. A major expansion of the oilfield and construction of a

AREAS OF HIGH POTENTIAL FOR MINERAL DEVELOPMENT



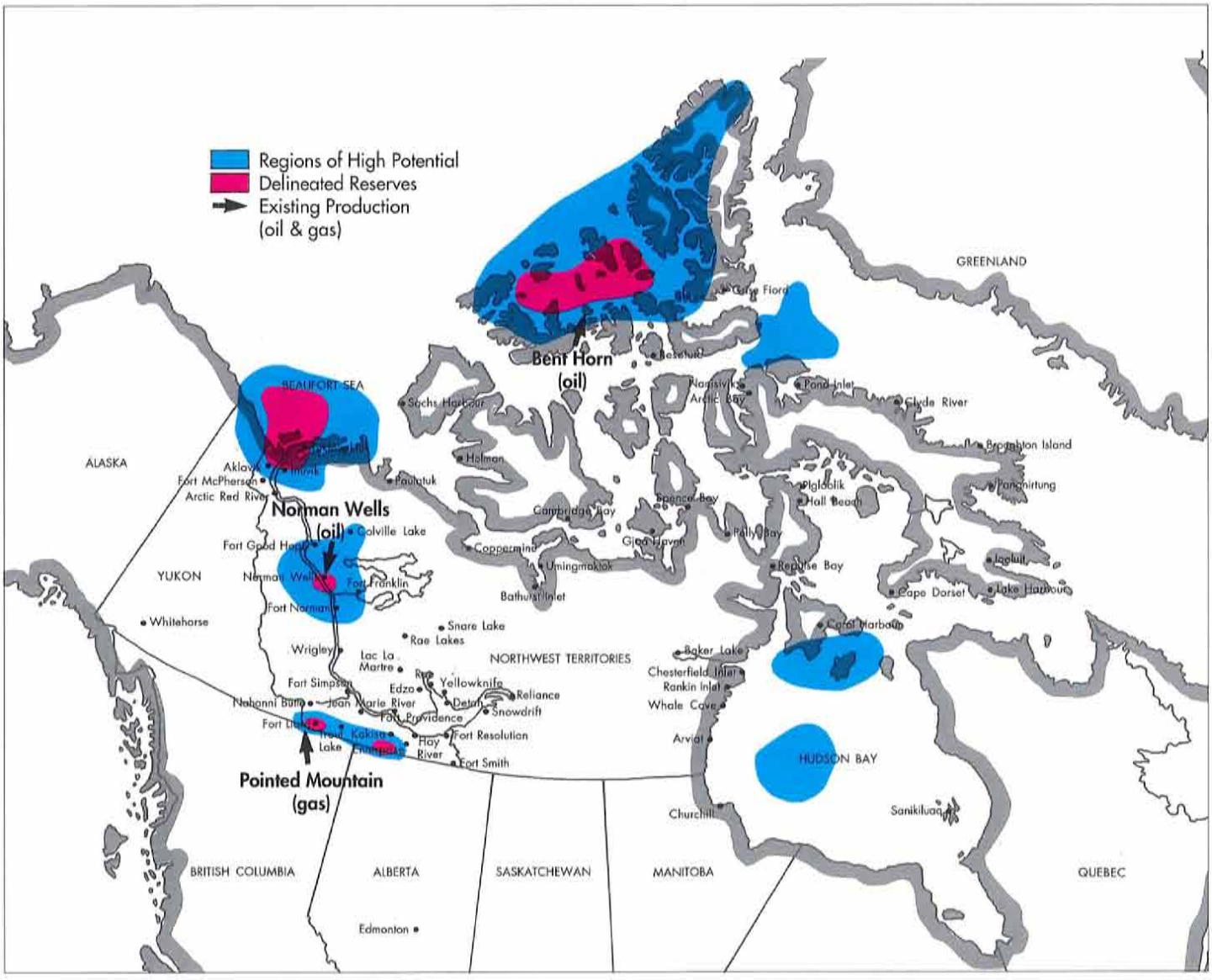
pipeline south boosted production to over 6 million barrels in 1985 and 11 million barrels by 1988.

Other producing fields include Bent Horn in the High Arctic, which ships relatively small quantities of oil (250,000 barrels per year) to eastern Canadian refineries, and Pointed Mountain, which has estimated gas reserves for 5 to 10 years at 200 million cubic metres per year.

Other identified gas reserves include those delineated in the High Arctic - Queen Elizabeth Islands, the Cameron Hills and the Liard District. Significant areas of future potential hydrocarbon development include Lancaster Sound (oil) and the Hudson Bay area (oil & gas).

About $4.5 billion has been spent exploring for Beaufort Sea oil and gas.

REGIONS OF HIGH POTENTIAL FOR HYDROCARBON (OIL & GAS) DEVELOPMENT



The Norman Wells pipeline was completed in 1985.

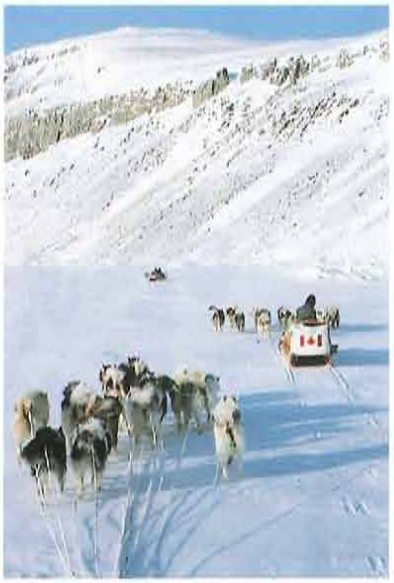
The oil and gas industry is less reliant on all-weather highways than is the mining industry. Highways can reduce costs for resupply of exploration/production activities and provide access for the delivery of pipeline construction supplies and for pipeline maintenance. Maintenance now performed by winter road and air access would benefit by all-weather road access.

Because of the geotechnical difficulties inherent in constructing pipelines over permafrost terrain, future construction activities would likely be performed exclusively during the winter period. The Norman Wells pipeline was constructed utilizing winter roads and the construction of a future pipeline(s) in the Mackenzie corridor would also likely be undertaken utilizing a system of winter roads.

Tourism

Tourism is a growth industry in the N.W.T. Summer pleasure travel expenditures increased by a factor of three in less than 10 years to $31 million in 1988. This growth trend is expected to continue as the estimated market potential is more than 5 times the existing traffic. World trends to increase leisure and recreation will further enhance this potential.

Upgrading existing transportation facilities and services along with marketing and training will help to realize this potential. New roads into the hinterlands will increase this potential further. Road connections forming a loop or with an 'exotic' terminus (eg. the Arctic Ocean) are considered especially attractive to the motoring tourist.



The scenery, culture and wildlife of the N.W.T. are major tourist attractions.

Renewable Resources

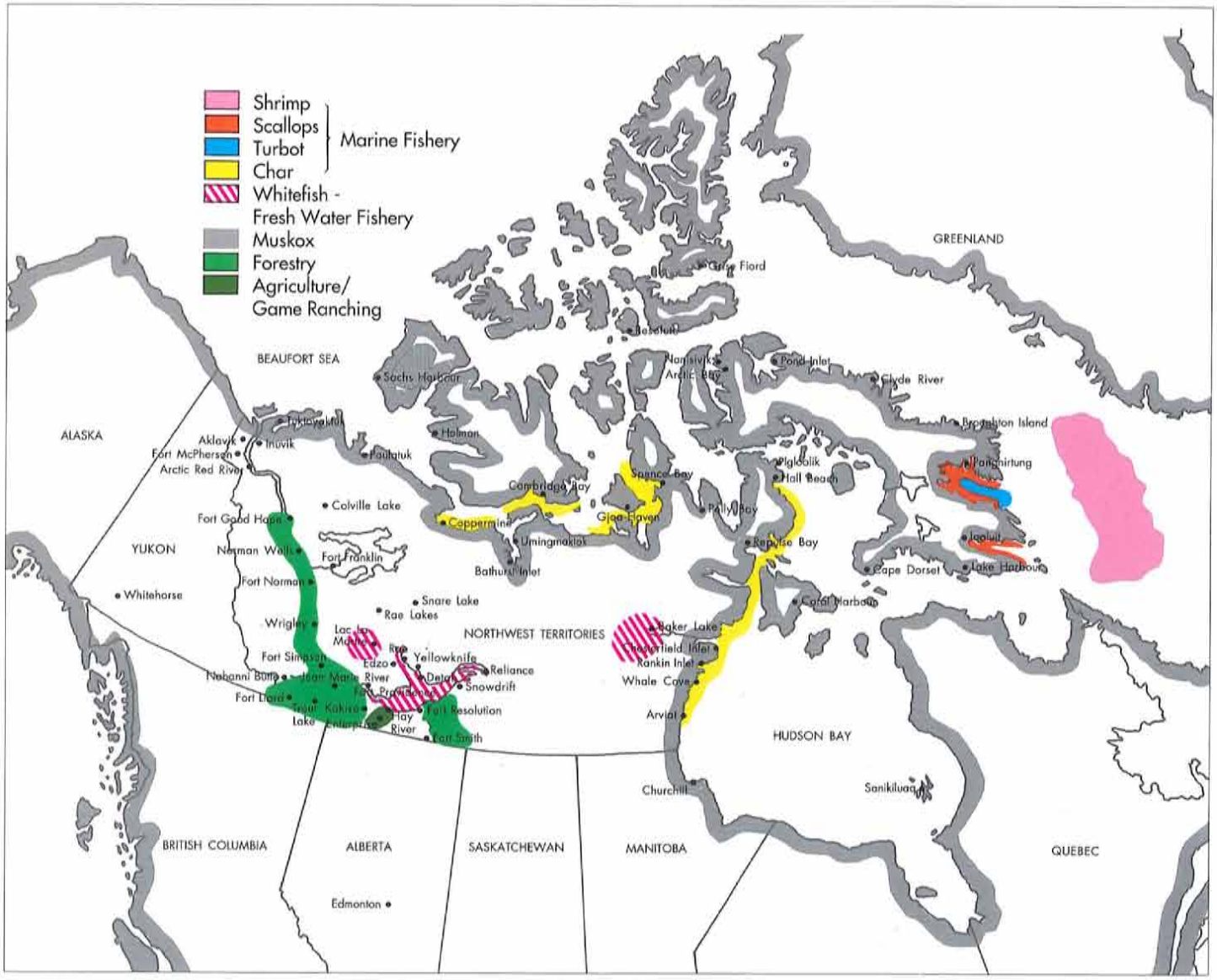
The Economic Strategy notes that there are substantial untapped sustainable commercial yields of fish, lumber and game.

These resources are small in value relative to the non-renewable resource potential. However, they are important in terms of community-based employment and represent opportunities for import substitution.

The expenditure of hundreds of millions of dollars in road access to these resources can hardly be justified by their potential harvest value. However, road construction can, as a spin-off benefit, provide access to these resources and reduce shipping costs.

Only a fraction of the N.W.T. renewable resource potential has been tapped.

REGIONS OF HIGH POTENTIAL FOR COMMERCIAL RENEWABLE RESOURCE DEVELOPMENT



Employment

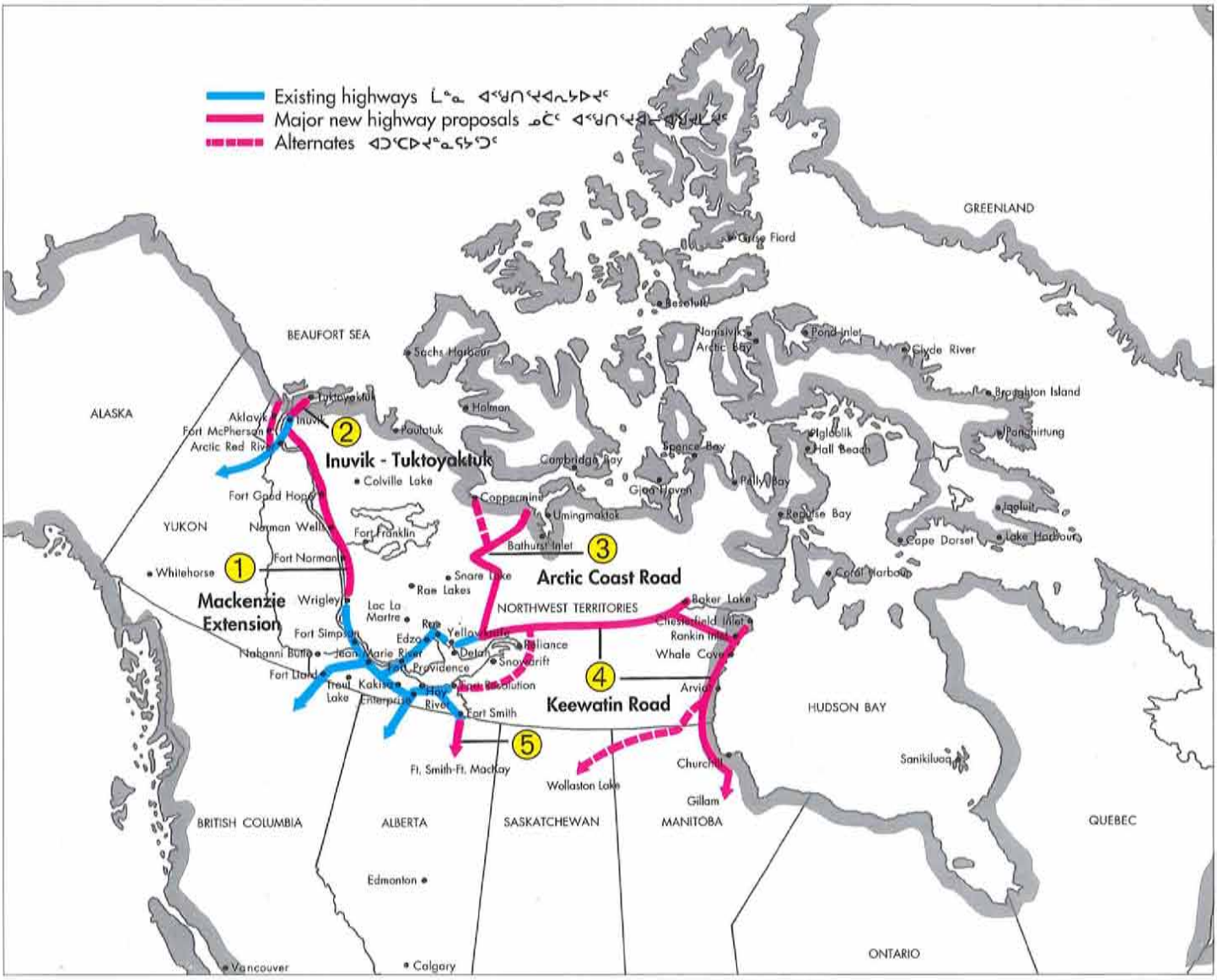
Road construction and subsequent maintenance results in considerable employment. Every 100 million dollars of construction creates over 700 person years of employment. At least 30 cents of every dollar is realized in direct employment benefits. A large proportion of employment is in unskilled, apprenticeship and trades categories, and considerable training opportunities exist. The wages paid will generate income tax revenues and reduce dependence on social assistance. Spending of new disposable incomes will generate other jobs in the retail, construction and service sectors.

The potential employment benefits to Northern residents are the greatest in areas of high unemployment. The benefits are also greater if a steady, moderate level of ongoing employment is provided, rather than the short-term, high level of activity characterized by a mega-project.

Living Costs and Mobility

Providing roads to communities will significantly reduce the costs of living and doing business. In addition to the communities served directly, the costs in more remote communities can be reduced as roads are extended north and as new, closer transportation hubs are encouraged. For example, a road to Rankin Inlet would likely result in the growth of this community as a transportation hub, lowering resupply costs for the

PUSHING BACK THE ECONOMIC FRONTIERS



whole region. A road to the Arctic Coast would similarly reduce costs for the Central Arctic region.

Lower transportation costs will improve the mobility and freedom to move, particularly in more remote communities.

The benefits of road access will increase in direct proportion to the growing population. New roads will also support the economic transition of the less advantaged group II and III communities.

2.4 POTENTIAL NEW ROADS

Bearing in mind the economic prospects of the various frontier regions, four major new road projects are proposed within the N.W.T. A fifth road, connecting Wood Buffalo National Park and Fort Smith to the Alberta highway system at Fort Mackay is also of considerable interest to Northerners. Each has varying potential for stimulating activity in the non-renewable resource, renewable resource and tourism sectors. Each would have impacts on employment and living costs.

These five projects are described briefly:

1. Mackenzie Highway Extension to Inuvik

This project has been on the drawing board for many years, and has generally been regarded as the next logical step in highway system expansion in the Western Arctic.

The route could slightly improve access to areas of high mineral potential along the N.W.T. -Yukon border. However, access to this region has generally been through the Yukon, via the Canol and Nahanni Range roads. In the oil and gas sector, a Mackenzie Valley highway would likely help stimulate exploration activity and would certainly reduce the costs of pipeline construction and operation. It would also shorten the distance and reduce costs for road resupply of Mackenzie Delta/Beaufort Sea exploration and development.

This route is regarded as showing high potential for tourism development. The link would create a loop from the Yukon and Alaska via the Dempster Highway. This would attract a share from these two market areas and boost the overall tourism traffic.

The main attraction for renewable resources would be access to the forest reserves of the valley. The construction of this route would provide considerable training and employment opportunities for the smaller, less developed communities in the region. It would also further fuel the economies of the more developed centres of Yellowknife, Hay River, Norman Wells and Inuvik. Living costs would be reduced for all valley communities north of Wrigley.

The cost estimate for construction of the 804 kilometres from Wrigley to the Dempster Highway is $417 million (1989 dollars). The annual O & M cost would be $7.6 million per year, slightly under 2% of capital.

2. Inuvik - Tuktoyaktuk

Also on the drawing board, this route was planned to support oil and gas exploration activities based in Tuktoyaktuk. Although activity declined in the eighties, this is regarded as a temporary setback. The Beaufort will no doubt become a significant oil and gas producer as and when demand and prices warrant.

It has recently been suggested that an alternative route to the Beaufort Sea coast should be considered. This route would connect the Dempster to the Stokes Point or King Point area west of the Mackenzie Delta. From an oil and gas development perspective, such a route would access deeper water and be closer to the areas of highest development potential.

New road access to the Mackenzie Delta region would have limited impact on potential mineral development. Although not yet well defined, the Beaufort Sea appears to have promising potential for fishery development. The Tuktoyaktuk area is considered to have a significant tourism potential. Substantial regional employment benefits will result. Living cost reductions will affect the population of Tuktoyaktuk.

The preliminary cost estimate for the 160 kilometre route is $160 million (1989 dollars). Ongoing O & M at 2% of capital would be $3.2 million per year.

3. Arctic Coast Highway

A route has been proposed extending north from Yellowknife to the Arctic Coast, connecting currently delineated base metal and precious metal deposits and traversing areas of high potential. This proposed route is regarded by industry, the federal government (I.N.A.C. and E.M.R.) and the G.N.W.T. Department of Energy, Mines and Petroleum Resources as having the

An Arctic Coast Highway accessing enormous mineral deposits, would also have considerable tourism potential.

highest potential for stimulating new mineral production and exploration activity in the N.W.T.

The Canadian Arctic shipping industry has developed the capacity to effectively support current mining operations in the Eastern Arctic. Canada has also developed expertise in shipping in the Arctic ice environment. Road access, combined with sea access at the coastal terminus, would greatly enhance the mineral development potential of this region.

The scenery, wildlife, waterways and sport fishing potential of the region would be very attractive for tourism development.

This region is largely unpopulated and the route would not provide direct access to any existing communities. However, the northern road terminus would almost certainly develop as a road-sea-air transshipment hub, improving access and reducing costs for the whole Central Arctic region.

An alternative routing to a northern terminus closer to Coppermine should also be considered. This would be more attractive from the perspective of employment and mobility for that community, but less attractive in terms of base metal shipping.

The route consists of 3 segments:

Segment	Length (km)	Cost - $ Million Capital	Annual O & M
1. Yellowknife to Lupin	450	310	6.2
2. Lupin to Izok Lake	80	55	1.1
3. Izok Lake to Coast	340	235	4.7
TOTAL	**870**	**600**	**12.0**

4. Keewatin Road

This route would connect the coastal communities of the Keewatin to the National Highway System and traverse areas of high mineral potential. The route has 3 major segments:

1a. Gillam Manitiba to 60th parallel
1b. 60th parallel to Arviat
2. Arviat to Baker Lake Community Connections
3. Great Slave Lake to Keewatin Route

The first segment offers high tourism potential and access to fisheries and would move the highway terminus into the region. An alternative route could be considered from northern Saskatchewan. This route would traverse areas of higher mineral potential.

The second segment would provide inter-community connections, increasing mobility and reducing resupply costs. It would also provide mineral area access, enhanced tourism potential and access to freshwater and coastal fisheries.

The third segment would also traverse areas of high mineral, tourism and fishery potential.

All project sections would provide high employment opportunity, although the maximum benefits to the underdeveloped Keewatin communities would come from construction and maintenance in the areas nearest these communities.

Taken together, this route would provide access to enormous mineral potential and would provide a highly attractive tourism route. Combined with the Mackenzie Highway, it would create an Arctic Trans-Canada Highway.

As a large portion of the north-south route is within Manitoba, this project would obviously require the participation of that province. The section lengths and costs are:

Section	Length (km)	Cost - $ Million Capital	Annual O & M
1a. Gillam Manitoba to 60th parallel	456	410	5.1
1b. 60th parallel to Arviat	191	160	1.6
2. Arviat to Baker Lake	725	550	5.9
3. Great Slave to Keewatin	1200	840	9.6
Subtotal N.W.T.	2116	1550	17.1
TOTAL	**2572**	**1960**	**22.2**

5. Fort Smith - Fort MacKay Road

This route would provide a more direct link from the Fort Smith area to the northern Alberta highway system and would provide all-weather access to the northern Alberta community of Fort Chipewyan.

There was some interest in this route, or an alternative connection to John D'or Prairie, when development of a Slave River hydro-electric project was under consideration in Alberta. However, this project has been shelved and the recent Northern Alberta Transportation System Study does not place a high priority on development of all-weather road access to the area.

From a Northwest Territories perspective, such a route would have significant tourism potential since it would form a road loop which includes the Wood Buffalo National Park. It would also provide employment benefits and reduce costs for residents of the Fort Smith area.

Alberta Transportation estimates the total construction cost at approximately $112 million for the 375 kilometre route.

The future of this road is somewhat problematic since the main source of interest is in the N.W.T., while the route is entirely within Alberta.

Summary

The total cost of all five projects is over $3 billion (including $400 million in Manitoba and $112 million in Alberta). These highways would add 4000 kilometres to the N.W.T. highway system.

It is unrealistic to assume that the major N.W.T. projects can be justified for renewable resource development. Some offer strong arguments in the long-term for development of tourism and/or community access. The Fort Smith connection may eventually be justified by Slave River hydro development in Alberta.

The potential benefits of these roads will include mineral and oil and gas exploration and development, increased tourism and renewable resource development. The construction of the roads and the economic activity which is stimulated in all sectors will generate considerable employment. All these roads have the potential to reduce living costs for N.W.T. residents.

In qualitative terms, we can compare the potential benefits of each route for each of these sectors. The following table illustrates the relative potential impact of each route on the mineral, oil and gas, tourism and renewable resource sectors as well as the potential for providing employment and reducing living costs for Northerners.

Quantification of these benefits will require considerable further study. Most routes have a high potential for tourism development. What does this mean in absolute terms? Are the potential tourism benefits significant compared to the cost of a road? Are they high compared to a high mineral potential?

If we examine the current Gross Domestic Product (GDP), we get an indication of the Northwest Territories economic base. The estimated value of N.W.T. exports is even more telling. Minerals dominate exports, followed by oil and gas and tourism.

Like it or not, the main economic justification for the enormous investments suggested will have to be found in the non-renewable resource potentials of these regions. Western Arctic oil and gas and Mackenzie,

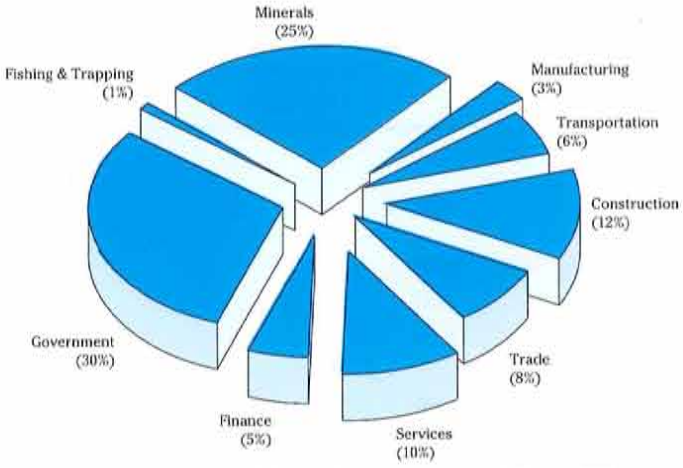
ECONOMIC PROSPECTS OF POTENTIAL NEW ROADS

Sector	Mackenzie -Inuvik	Inuvik -Tuk	Arctic Coast	Keewatin South	Keewatin West	Fort Smith Fort MacKay
Minerals	Med.	Low	V High	High	Med.	Low
Oil & Gas	Med.	Med.	Low	Low	Low	Low
Tourism	High	High	High	High	Med.	High
Ren. Res.	Med.	Med.	Med.	High	High	Med.
Employment	High	High	Med.	High	High	Med.
Living Costs	Med.	Med.	Med.	High	Med.	Med.

Keewatin and Baffin region minerals will likely dominate N.W.T. exports well into (and perhaps through) the twenty-first century.

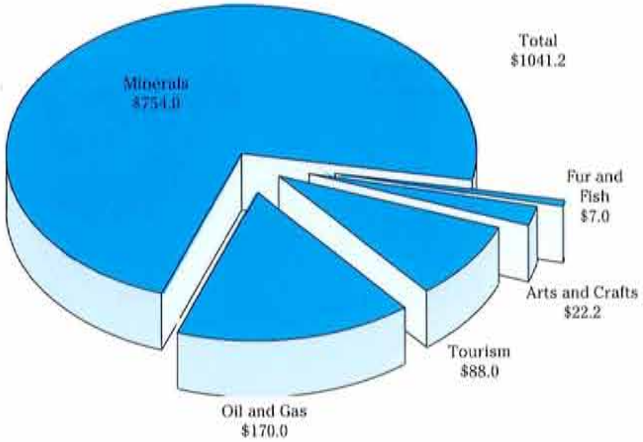
These developments will likely proceed eventually. We must ensure that they do so in an orderly and responsible manner. This means ensuring that our environment is treated with respect and that development proceeds in a way which will complement the management of renewable resources and tourism potential. It means ensuring that Northern residents benefit from the resulting employment, business and revenue opportunities. Some projects will very likely require negotiations (for the first time in the N.W.T.) with private land owners, as land claims are settled.

GDP CONTRIBUTION



Distribution of the GDP (By Sector – Percent of GDP, 1989)

ESTIMATED VALUE OF EXPORTS



1988/89 ($ Millions)

2.5 PROGRAM OBJECTIVES

1. Agreement-In-Principle

The first objective is to obtain an understanding of the importance and the eventual inevitability of major investment in new highway construction in the North. This starts with territorial public and political support. We must then obtain national support through federal and provincial consultations. Without a general understanding and support, there is little likelihood that these projects can successfully compete with other priorities.

2. Detailed Studies

Some detailed engineering studies have been conducted on the Mackenzie Valley Highway. Other routes have had preliminary, somewhat cursory, study only. An immediate commitment is required to commence detailed socio-economic, environmental and engineering studies and public consultation. This will lead to alternate route selection, proposed priorities and schedules and more accurate cost estimates.

3. Implementation

Implementation cannot commence until adequate studies and consultation have been completed. This may be possible within 5 years. It is recommended that winter roads be phased in earlier, particularly in the Keewatin. All-weather roads will take many years to plan, design and construct. Seasonal winter roads will provide an interim improvement in community and renewable resource access, encourage mineral exploration and support the necessary preliminary engineering work for all-weather road design.

Seasonal winter roads will provide improved access, pending completion of all-weather roads.

It is recommended that these projects proceed in parallel, rather than in series. The construction work should be spread over at least two projects at any given time and at different locations within each project. This will ensure the highest possible employment and business benefit to the North and the least possible negative economic/social impact. Attacking these as a series of mega-projects would result in a short term boom-bust cycle, with most of the benefits going to 'migrant' construction businesses and labour force, and little time or patience for training.

2.6 PROGRAM SCHEDULE AND COSTS

The total capital cost of the four N.W.T. routes would exceed $2.7 billion. The Keewatin north-south route would require expenditure in Manitoba of $410 million. The Fort Smith - Fort MacKay road would require expenditure of $112 million, entirely within the province of Alberta.

The proposed capital program would include three to five years of initial detailed studies, with implementation expenditures phasing in and increasing to a level of $125 million per year.

At this rate the total capital expenditures of 1.8 billion over 20 years would be adequate to complete only 2/3 of the proposed network. If all projects proceeded, it would take about 30 years to complete the program.

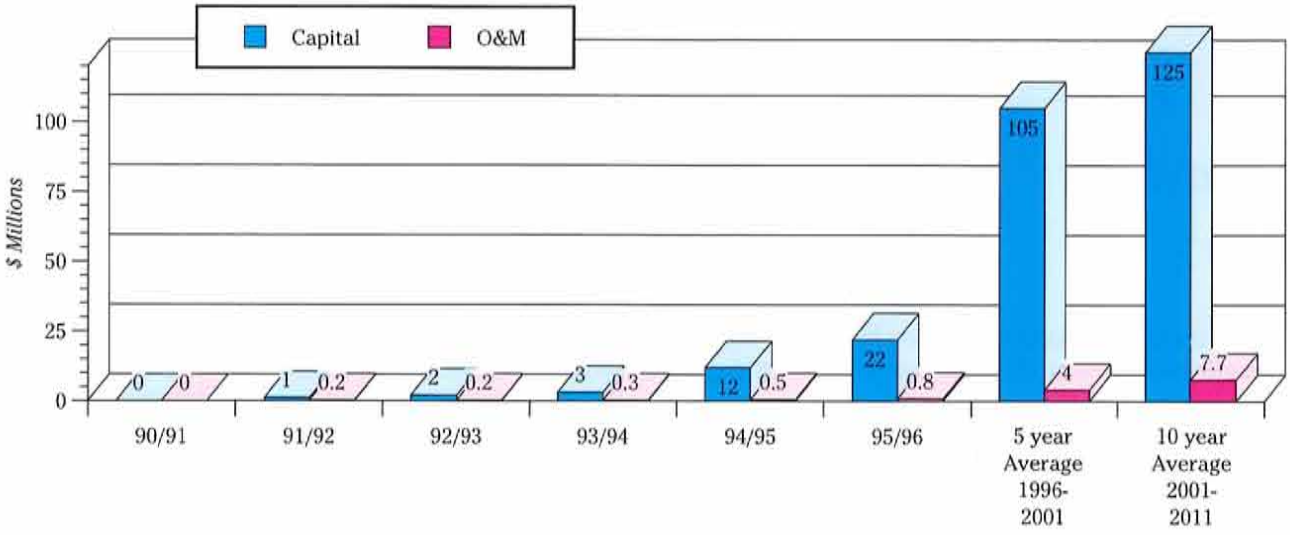
The schedule and costs do not include proposed work in Manitoba or Alberta.

Operation and maintenance costs would phase in as road sections are completed. Annual O & M costs are estimated at 2% of the cumulative capital.

CAPITAL COST ESTIMATES – NEW ROADS

Route	$ Million	km
Mackenzie - Inuvik	417	804
Inuvik - Tuktoyaktuk	160	160
Arctic Coast	600	870
Keewatin		
Inter-Community	550	725
Arviat-Manitoba	160	191
East-West	840	1200
Subtotal N.W.T.	**2727**	**3950**
Keewatin-Manitoba	410	456
Fort Smith-Alberta	112	375
TOTAL	**3249**	**4781**

MAJOR NEW ROADS PROGRAM COSTS



NEW ROADS PROGRAM CAPITAL (1990 $000'S)

PROGRAM OBJECTIVE/TASK	current 1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Total 1996/97 2000/01	Total 2001/02 2010/11	20year TOTAL
2 Detailed Studies		1000	2000	3000	2000	2000			10000
3 Implementation					10000	20000	525000	1250000	1805000
TOTAL CAPITAL	**0**	**1000**	**2000**	**3000**	**12000**	**22000**	**525000**	**1250000**	**1815000**

NEW ROADS ANNUAL OPERATIONS & MAINTENANCE (1990 $000'S)

	current 1990/91	1991/92	1992/93	1993/94	1994/95	1995/96	Average 1996/97 2000/01	Average 2001/02 2010/11	20year AVERAGE
1 Co-ordination/Planning		200	200	300	500	800	2000	2400	1800
2 Facility Maintenance							2000	5300	3150
TOTAL O & M	**0**	**200**	**200**	**300**	**500**	**800**	**4000**	**7700**	**4950**

3.1 INTRODUCTION

Background

We know that transportation costs in the North are very high. Gross expenditures on the transportation services in the N.W.T. exceed $200 million.

The issue of transportation costs has three basic dimensions:

1. High Absolute Costs
In the Northwest Territories, we have 0.2% of Canada's population dispersed over 1/3 of Canada's land mass. We share borders with six provinces and one territory. This naturally results in higher costs to travel between communities, to import goods and materials and to export products. Our sources and our markets are simply farther away.

Transportation costs in the North are high in both absolute and relative terms.

2. High Relative Costs
To compound the problem of distance, the North has smaller, dispersed markets, higher operating costs and an underdeveloped transportation infrastructure. Not only do we have to move people and goods over longer distances, but the rates are higher (cost per passenger-kilometre or tonne-kilometre).

3. Regional Inequities
The high costs of transportation do not affect all areas of the Northwest Territories equally. The Mackenzie Valley is less remote from sources and markets and has more traffic and better transportation facilities than does the rest of the N.W.T. As a result, both the total costs and the rates are generally lower.

We can see the compounding effects of these factors when we compare transportation cost and rates within the North and between the North and the South. We find that:

- Overall transportation rates and costs are higher in off-highway communities.
- Air (travel and freight) rates are higher outside the Mackenzie Valley.
- Air costs are highest in the Baffin and Kitikmeot.
- Surface transportation costs (barge, ship, rail and/or truck), for shipping cargo and bulk fuel are highest in the Kitikmeot and Keewatin.

The effects of high transportation costs and rates include restrictions in mobility, social interaction, education, employment and business opportunities.

High costs discourage tourism and the development of our renewable and non-renewable resources. Dependence on social assistance is high, as are the costs of providing it. The cost for delivery of a whole range of public programs and services is extremely high.

Rates in smaller more remote communities are higher (Lake Harbour).

Current Subsidy Programs

These problems are, to some extent, mitigated by a variety of direct and indirect transportation subsidies. Assistance is available for medical, educational, recreational, vacation and employment purposes. There are direct transportation subsidies for the few communities which rely solely on air transportation. Some renewable resource harvests are subsidized. Public sector employees receive isolated post/settlement allowances while major industries pay higher salaries to compensate for higher living costs. Housing, heating and utility costs are highly subsidized in more remote communities, either by employers or through public housing programs. There is some tax relief through the northern residents deduction. Social assistance payments are indexed to the cost of living.

It has been estimated that a large proportion of air travel is paid for by government, in one way or another. Furthermore, government picks up the cost for a large proportion of the fuel and materials shipped to more remote regions. Direct and indirect government expenditures on transportation services are enormous.

Larger Western Arctic communities benefit from shorter distances and highway access (Yellowknife).

So, What's the Problem?

So why do we need more transportation subsidies? Aren't we just speaking of government subsidizing itself? The current subsidy system has four main problems:

1. Inequity
Subsidies are not universal. Many of these programs are only available to certain employment/income groups. Some are not available to small businesses or their employees.

2. Mobility/Isolation
Although 'necessary' travel such as medical evacuations is subsidized for all residents, inter-community and inter-regional travel can be prohibitively expensive for unsponsored individuals. For example, an economy class return trip from Pond Inlet to the nearest city, Montreal, would cost $8000 for a family of four. This leads to a feeling of isolation from the mainstream of Canadian society.

3. Imbalance
Transportation of goods is generally based on weight. The transportation premium is therefore exaggerated on higher weight/value items. For example, the price of enough mix to make a litre of sugary 'fruit flavoured' beverage is 64 cents in Yellowknife. Weighing less than 0.1 kg, the price rises only 30% to 83 cents in Iqaluit. Meanwhile, the price of a litre (1kg) of milk which costs $1.17 in Yellowknife, rises by 168% to $3.13 in Iqaluit. Both items have a price premium of approximately $2/kg in Iqaluit. Unfortunately, the impact on the price of milk, fresh or frozen fruit, juices, vegetables and eggs is much higher than it is on flavoured beverages, chocolate bars, cookies, sugared cereals and other 'junk' foods.

4. Tourism
Governments and major industries provide their employees (and families) with annual, or more frequent, assistance to travel south for a holiday. Yet little is done to reduce costs for tourists to come north. Current air

travel costs, particularly in the east, discourage all but the wealthiest and most determined 'adventurers'.

In summary, the current subsidy regimes respond to a variety of specific target groups. A cursory review of existing programs has identified some sixty federal and territorial government programs with a transportation subsidy component. Direct and indirect transportation subsidies exceed $100 million. We are not addressing the problem in a co-ordinated or comprehensive manner.

Transportation costs raise the prices for healthy perishable foods.

3.2 PROGRAM PROPOSAL

It is proposed to develop and implement an overall transportation subsidy program which will narrow regional disparities in transportation rates and reduce costs to more equitable levels. The obvious target will be off-highway communities.

Further detailed analysis of options and costs will be required. However, it is known that a major beneficiary will be government departments and agencies. The net cost will therefore be substantially less than the program cost.

Close consultations will be required with the transportation sector and the Government of Canada. A primary consideration in final recommendations will be simplicity of administration.

Pending further analysis, program net costs are estimated at $10 million.

OBJECTIVE FOUR - EXCELLENCE IN TRANSPORTATION PROGRAMS

4.1 DOING THINGS RIGHT

The first three strategic objectives describe what we need to do. Our strategic objectives of upgrading existing infrastructure, expanding our highway system and rationalizing transportation subsidies will guide us to accomplishing our goal.

Doing things right means constant improvement in effectiveness and efficiency. It means being aware of a social, economic and physical environment and the impacts, both positive and negative, that transportation programs can have. It means improving our service to the public.

Any development must ensure protection of our renewable resources.

4.2 PROGRAM OBJECTIVES

1. **Public Safety/Service**
Providing safe facilities for public transportation is paramount. The government must continue to promote public awareness programs in such areas as seat belt use, defensive driving, vehicle safety and substance abuse. We must also monitor, and improve where necessary, legislation and regulation under the Vehicles Act, the Public Highways Act, Transportation of Dangerous Goods and National Safety Code. We must continue also to improve highway conditions, winter and ice road safety and highway signage.

Efforts must also continue in improving service to the public. For example, improvements in access to testing, licensing and renewals must be made.

2. **Sustainable Development**
We must, of course, comply with legislation, regulations and policies established for environmental protection. The department must be vigilant in areas such as quarry and pit management, water crossings, route selection and habitat protection.

We should go beyond simple compliance and where possible, enhance our physical environment and support efforts in sustainable development of renewable resources. Tourism potentials can be enhanced through route selection and roadside improvements.

3. **Integration**
We must examine all transportation options from a local and regional perspective, ensuring that federal, territorial, local government and private sector plans are co-ordinated. This includes sensitivity to inter-modal competition and displacement. We must look for more effective/efficient solutions to transportation challenges.

4. **Opportunities for Northerners**
The size, distribution and scheduling of projects will be tailored to maximize opportunities for Northern businesses and workers and to minimize leakage. Contracting policies will further enhance Northern content. Training programs and hiring policies will promote Northern employment in construction, maintenance and operation of transportation facilities. The Strategy will provide thousands of jobs in professional, paraprofessional, trades and support areas. This should encourage individuals to seek careers in these areas

and provide opportunities for training, apprenticeships and long term employment.

5. **Regional Disparities**
The methods for evaluating benefits and setting priorities must continue to include factors for regional and local disparities in employment and access to transportation services. The Benefit/Cost analysis used includes factors for regional unemployment and mobility in determining potential benefits.

6. **Research and Development**
We must continue to research and develop new and better ways of designing, constructing and maintaining transportation facilities. Arctic marine research and development, ice bridge construction and ice strength evaluation are examples of current initiatives. We can also benefit from exchange of ideas and experience with other agencies and nations. Participation in the Roads and Transportation Association of Canada and National Research Council efforts, as well as involvement in selected international associations and exchange programs on Arctic engineering, will ensure that we are taking advantage of the most current technology.

We must ensure that the benefits of investment are available to Northerners.

4.3 COSTS

The proposed budget for this objective amounts to less than 1% of total transportation expenditures. It includes $1 million per year in capital for research and development initiatives plus $1 million per year for training and improvements in public services, such as testing and licensing.