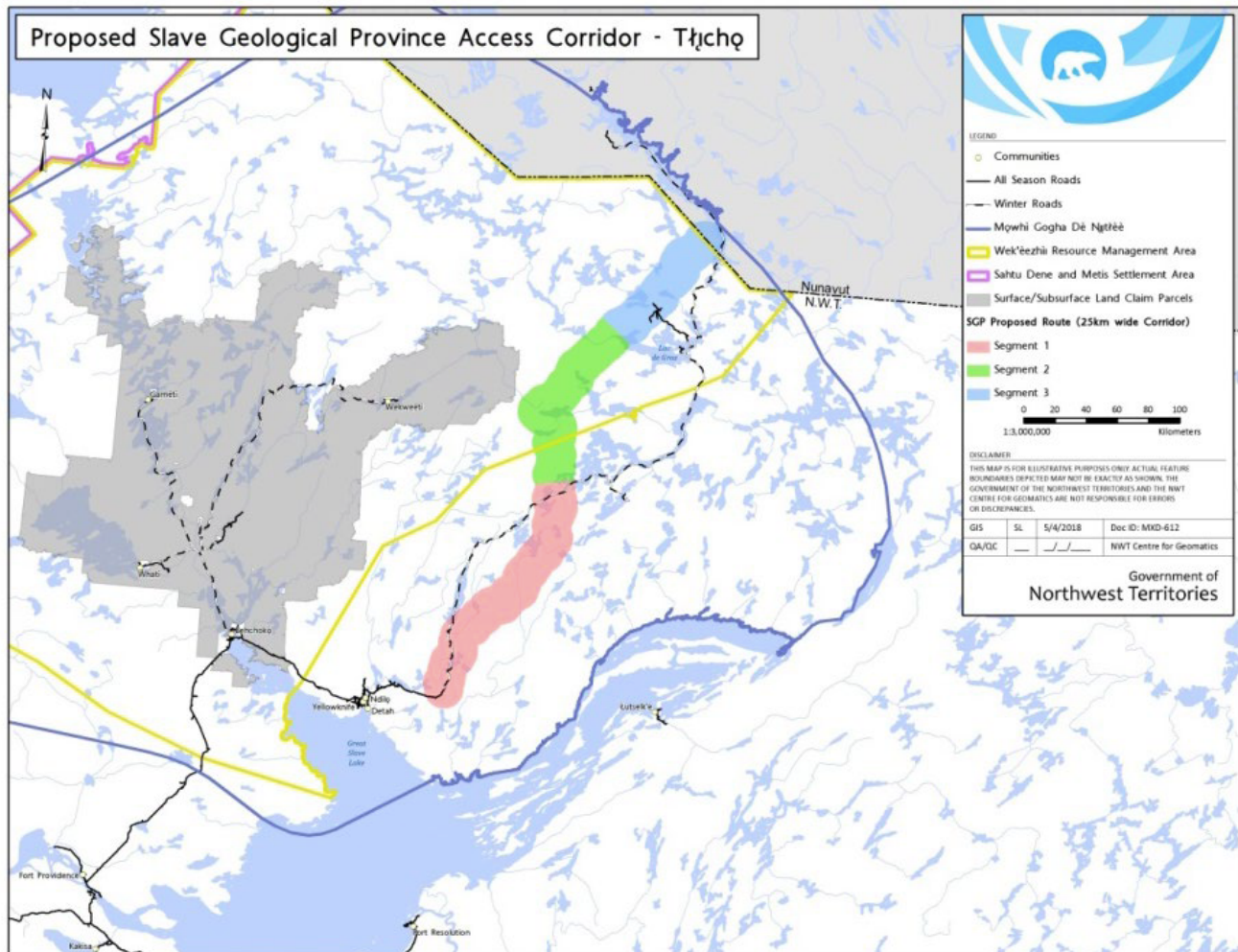


## Summary: Slave Geological Province Corridor<sup>1</sup>

**Proposed Project:** A 413 km access corridor into Slave Geological Province (SGP) north from Yellowknife, Northwest Territories (NWT) to the Nunavut border, proposed by the Government of the NWT (GNWT)'s Department of Infrastructure. Construction of a new all-weather gravel road replacing existing winter roads and new energy and communications infrastructure will be included. There is a possible future connection to the proposed Grays Bay Road and Port project to the north, in the Kitikmeot Region of Nunavut.



<sup>1</sup> Based on information provided by GNWT Department of Infrastructure, January 2021



**Background:** The GNWT has prioritized this project as part of their 25-year transportation strategy, which identifies priorities and actions to access resources and new economic opportunities in close collaboration with Indigenous governments and other stakeholders.

**Current status:** The proposed project has five development phases. In 2019, \$40 million from the federal and territorial governments was announced for planning and environmental impact assessment of the first of 3 segments of the road project (from the end of the existing all-weather road to Lockhart Lake) and for planning the other two segments (to the NWT-NU border). Engineering and environmental studies, including wildlife research, are being conducted to determine the route alignment and identify best practices for construction.

**Consultation:** The Department is engaging with Indigenous governments. They want to balance maximizing access to mineral potential with minimizing negative impacts on the environment, traditional land use, and wildlife species, including barren-ground caribou, and are looking for input to identify traditional use areas and wildlife habitats to avoid.

**Next steps:** Development of a project description for the Lockhart all-season road to initiate the environmental review in 2022. This will require community consultation and engagement, Indigenous partnerships, and completion of traditional knowledge, socio-economic and technical studies. They must also finalize the route for the road.

The GNWT will be lobbying the federal government for the remainder of funding required for technical review and road construction.

For more information from the GNWT: <https://www.inf.gov.nt.ca/en/SGP>

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