

Developer Response to Environment Canada

The Developer (Hamlet of Tuktoyaktuk, Town of Inuvik and GNWT Department of Transportation) is pleased to provide the following responses to the conformity review comments provided in Environment Canada's letter dated June 24, 2011.

This document is provided in addition to the Addendum to the Environmental Impact Statement submitted to the Environmental Impact Review Board (EIRB) in response to the EIRB's letter dated July 15, 2011: *Conformity Statement and Board Direction Regarding the Draft Environmental Impact Statement for the Hamlet of Tuktoyaktuk, Town of Inuvik and GNWT – Construction of the Inuvik to Tuktoyaktuk Highway, Northwest Territories* [02/10-05].

1. GENERAL COMMENTS

Reviewer's Comments:

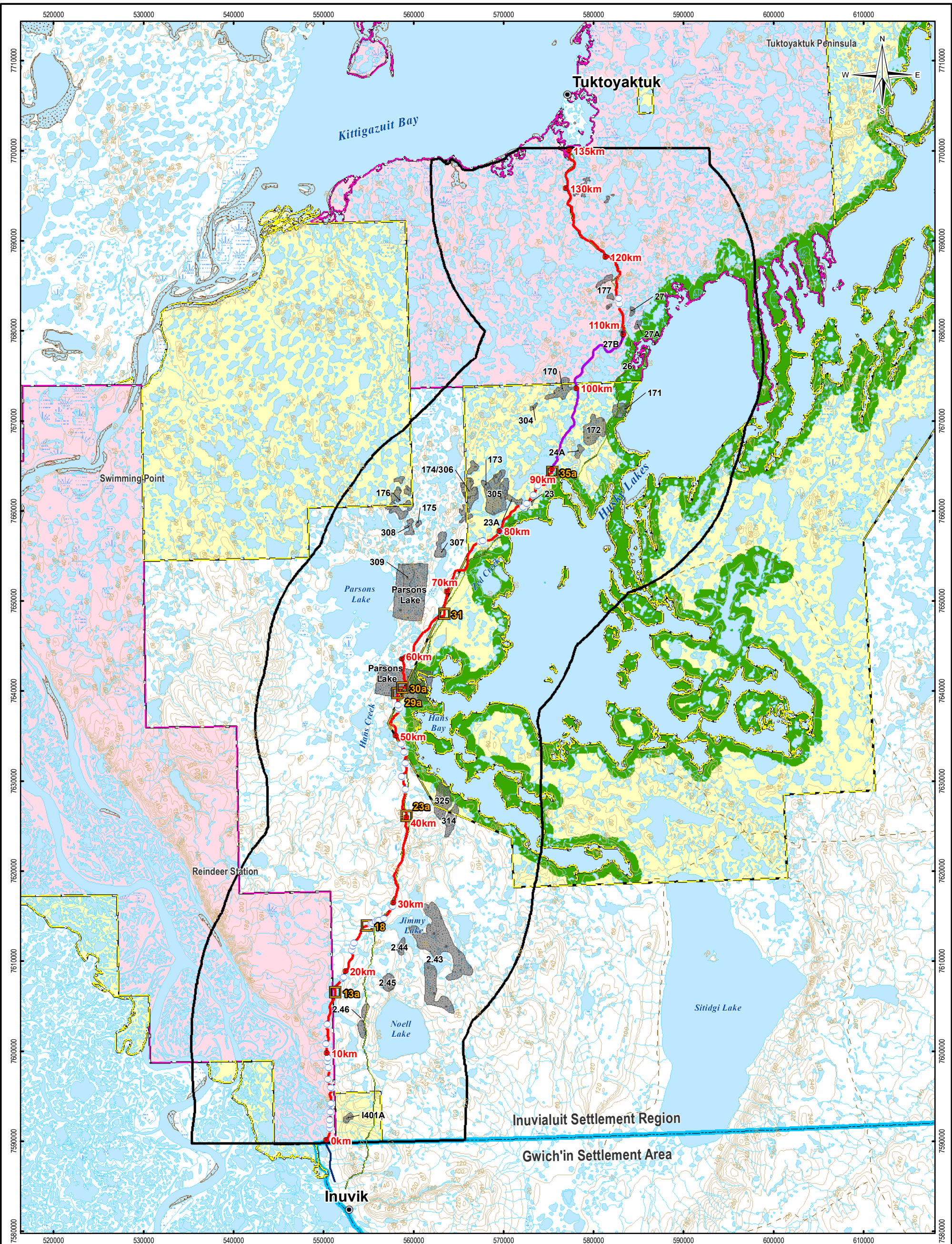
According to Section 1.2 Development Overview in the DEIS, the current proposed alignment is the Primary 2009 Route, however other route alignment options in the vicinity of the Husky Lakes are also continuing to be considered (page 5 of the DEIS). Section 2.1 Alignments Considered in the Current Stage of Project Development (page 38 of the DEIS) describes these alternatives. In order to have an informed technical review of the proposed project, reviewers will require a more defined route.

Developer's Response:

Section 2.1.2 (Alignments Considered in the Current Stage of Project Development) of the EIS discusses the Primary Alignment and the various minor re-alignments proposed in the Husky Lakes area. Included in that section is a description of Alternative 3, the 2010 Minor Realignment, recommended by Inuvialuit interests to modify Alternative 1 (2009 Minor Realignment) and to provide a more direct route. This information was presented to the Developer just prior to submission of the Project Description Report, and is identified as an option in this EIS.

As stated in this section, the Developer considers this alternative alignment in the Husky Lakes area to be a promising route option, but the engineering considerations related to this option in the field have yet to be assessed. However, the Developer feels that subject to Project approval and additional field study data, Alternative 3 would be further considered and likely adopted in the detailed design stage.

Based on this information provided in the EIS, the Developer acknowledges that the preferred alignment of the Primary 2009 route warrants clarification. Thus, for the Technical Review, the Developer would recommend that the Primary 2009 route, with incorporation of the Alternative 3 minor realignment, as shown in Figure 1, be considered as the preferred route for the proposed Highway.



LEGEND

- Stream Crossing
- Stream Crossing - Potential Bridge
- Regional Study Area (15 km buffer)
- Preferred Route
- Alternative 3 (2010 Minor Realignment)
- PWC 1977
- Navy Road
- Inuvialuit 7(1)(a) Lands
- Inuvialuit 7(1)(b) Lands
- Gwich'in / Inuvialuit Boundary
- Borrow Sources
- Husky Lakes 1000m Setback
- Trail
- Contour
- Watercourse
- Waterbody
- Wetland
- Sand

NOTES
Base data source: NTS 1:250,000
Borrow Sources, ILA Lands, Husky Lakes 1000m Setback: Inuvialuit Land Administration

PROPOSED INUVIK-TUKTOYAKTUK HIGHWAY

2009 Route with Alternative 3
(2010 Minor Realignment)

PROJECTION UTM Zone 8	DATUM NAD83
Scale: 1:400,000	
5 2.5 0 5 10 Kilometres	

FILE NO.
V23201322_EIRB_Map001_Alignment.mxd

PROJECT NO. V23201322	DWN KW	CKD TS	REV 2
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OFFICE EBA-VANC	DATE August 19, 2011
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Figure 1

ISSUED FOR USE

2. TERMS OF REFERENCE - SECTION 5.4

Reviewer's Comments:

Section 5.4 The Development Setting of the Environmental Impact Statement Terms of Reference (TOR) (dated November 3rd 2010) states that the Proponent is to provide a general overview of the geographical, ecological, social, economic, and cultural setting in which the development is proposed to take place. EC notes that the general overview of the ecological setting is missing from the DEIS (Section 1.4 The Development Setting of the DEIS). Furthermore, although Section 1.4.2 Alternative Alignment (page 11 of the DEIS) states that a separate assessment of the routes with respect to social, cultural, and economic setting is not necessary, EC notes that the ecological setting is also missing from this section.

Developer's Response:

The Developer acknowledges that a general overview of the ecological setting is not included in the introductory Section 1.4 (The Development Setting) of the EIS. This is because an overview of the ecological setting is provided in the Executive Summary, which immediately precedes the introductory section (Section 1.0 Introduction) and it was judged to be redundant and unnecessary to repeat in Section 1.4. Regarding the environmental conditions of the alternate alignments considered, to the extent of available information, this information is presented and discussed for all VCs in Section 3.1 (Biophysical Environment).

3. TERMS OF REFERENCE - SECTION 5.6

Reviewer's Comments:

Section 5.6 Study Strategy and Methodology of the TOR states that any guidelines or best practices that have been used or modified for use in the design and proposed construction and operation of the project are to be included in the DEIS. EC notes however, Section 1.6 Study Strategy and Methodology of the DEIS (page 20) currently does not identify any guidelines or best practices used or modified for use.

Developer's Response:

The Developer has provided this information in the Addendum to the EIS submitted to the EIRB in response to Category 3 Conformity Request #2.

4. TERMS OF REFERENCE - SECTION 6.2-A

Reviewer's Comments:

Section 6.2 Scope of Project Components and Activities of the TOR states that the DEIS shall provide a description of all project components that the Proponent deems necessary for completion of the Project and that this shall include a description of the location, the spatial extent, and the temporal extent/project phase of the project component. EC notes that the DEIS does not appear to include "other drainage and thermal erosion control structures" (page 19 of TOR).

Developer's Response:

Drainage and thermal erosion considerations are discussed in Section 2.6.7 (Drainage and Thermal Erosion Considerations) of the EIS. Further information on drainage control is provided in Section 2.6.6 (Stream Crossing Design Considerations), and Section 2.6.4 (Design Embankment) discusses the importance of embankment thicknesses to protect the underlying thermal regime.

5. TERMS OF REFERENCE - SECTION 6.2-B**Reviewer's Comments:**

Section 6.2 Scope of Project Components and Activities of the TOR states that the DEIS should describe related project activities, including the construction, operation and maintenance, and where relevant, closure, decommissioning and restoration of permanent and temporary structures associated with the project components and where possible include a description of the location, spatial extent, and temporal extent of the activities necessary for the project.

EC notes that the DEIS does not appear to include "management of excavation material, including stockpiles", and the "handling, storage, and use of explosives" (page 20 of the TOR).

Developer's Response:Management of Excavation Material

The management of excavation material, including stockpiles, is discussed in Section 2.6.8 (Borrow Sources) of the EIS. Section 2.6.8.6 (Pit Development Plans) provides further detail on how a typical borrow source will be developed and the information required for the preparation of the source-specific Pit Development Plan.

Handling, Storage, and Use of Explosives

The handling, storage, and use of explosives (if required) is not explicitly discussed in the Project Description section of the EIS (Section 2.0 Project Description). However, acknowledgement that the Developer is committed to conformance with the requirements of the *Explosives Use Act* is identified in Section 4.0 (Impact Assessment). Furthermore, in Section 1.5.1.4 (Fisheries and Oceans Canada Authorizations), the Developer notes that "borrow sources will not be developed within 50 m of any watercourse and 1 km of the Husky Lakes. Where blasting is required, DFO guidelines for the use of explosives will be followed."

Similar to the development of the Source 177 deposit for construction of the all-weather access road to Tuktoyaktuk, an explosive agent (e.g., Amex - a packaged blend of ammonium nitrate and fuel oil) will be used as necessary to help break up and loosen the frozen borrow material prior to excavation and use for construction of the road embankment.

To ensure the safety of the operation, the explosive agents (Amex and boosters) and blasting caps (detonators) were transported to site by approved and licensed carriers. The detonators were stored in a separate locked compartment from the Amex and boosters. Once on-site the Amex, boosters and detonators were stored in separately locked and certified magazines. At the storage site the blaster assumed control of the products and held the key(s) to the magazines, all products were logged and any time product was added or removed it is recorded in the magazine logs. Prior to

conducting blasting operations, the contractor conducted pre-construction safety and orientation meetings. The following procedures, extracted from the safety presentation, were presented to all personnel involved with the blasting operations:

- The worksite where explosives are being used will be under the control of the certified blasting supervisor, who has been deemed competent.
- The contractor will adhere to the *Mine Health and Safety Act* and the *Explosives Regulation*.
- The blasting contractor will take every reasonable measure and precaution to protect the health and safety of employees and other persons at the worksite.
- All personnel working with or near explosives will be familiar with the applicable safe work practices being utilized at the worksite.
- Before the detonation of an explosive, the certified blaster will ensure that all safety precautions set out in the permit are in place.
- Prior to the detonation of an explosive the certified blaster will sound an audible warning at a reasonable time before the detonation.
- The certified blaster will ensure that all avenues of approach to the site have been guarded.
- They will ensure that all workers and other persons near the site of the blast site have reached a place of safety. At the Source 177 site the ILA Monitors will check the area for both human and animal presence prior to any detonation to ensure the area is clear.
- After any detonation of explosives the certified blaster will make an immediate inspection of the worksite.
- They will not permit any person to return to the site until the inspection has been completed and they have given the “All Clear” signal.
- The ILA Monitors will recheck the surrounding area to ensure no wildlife, such as bears have been disturbed.
- The certified blaster will shout “Fire” immediately before detonating the explosive.
- There is absolutely no smoking or open flames allowed within 20 m of any blast pattern or explosive material.
- All explosive material must be handled with care.

Similar procedures will be employed for future explosives operations associated with the development and extraction of aggregate material for construction of the Highway.

6. TERMS OF REFERENCE - SECTION 6.3.1

Reviewer's Comments:

Section 6.3.1 New Work and Additional Field Studies Required of the TOR states that “the proposed schedule, timing of data collection and analysis, and how these results may affect the environmental review and the final design of the development must be discussed” and that the Proponent “must provide explanations as to why this information was not included in the current development submission” (page 21). EC notes that the DEIS does not appear to include this information.

Developer's Response:

The Developer has provided a revised Section 2.7.7 (Recent Studies Completed and Additional Field Studies Required) in the Addendum to the EIS submitted to the EIRB in response to Category 3 Conformity Request #5.

7. TERMS OF REFERENCE - SECTION 10.1.1

Reviewer's Comments:

Section 10.1.1 Terrain, Geology, Soils and Permafrost of the TOR requests that the Proponent describe and evaluate the potential impacts of the Project on terrain, geology, soils, and permafrost. EC notes that Section 2.2.5 Technical Factor - Potential for Geotechnical Challenges (page 51 of the DEIS) states that “the potential for geotechnical challenges is based on the limited terrain assessment” and therefore the DEIS does not include a complete description and evaluation of potential impacts.

Developer's Response:

The particular comment noted by EC, as cited in Section 2.2.5 Technical Factor - Potential for Geotechnical Challenges of the EIS, was in reference to the specific discussion on the various technical factors used in the simplified multiple accounts analysis presented Section 2.2 of the EIS (Comparison of Alignment Options). This section of the EIS served to compare and evaluate the initial three alignment options considered in the vicinity of the Husky Lakes and was considered to be adequate for that purpose.

The existing terrain conditions along the preferred route alignment are discussed in Section 2.3 of the EIS. Key Highway geotechnical issues, including information related to permafrost and permafrost-related features, sensitive terrain, thermokarst, thaw flow slides and pingos is presented in Section 2.4 of the EIS. Additional information on the terrain, geology, soils and permafrost of the general area, including the Primary 2009 Route and alternative alignments considered, is provided in Section 3.1.1.

The assessment of possible effects of Highway construction and operation on the terrain, geology, soils and permafrost of the Project area is provided in Section 4.2.1 of the EIS and Project design and mitigation measures are outlined in Section 4.2.1.3. Although it was acknowledged that further terrain and geotechnical investigation would need to be undertaken as part of the detailed design

steps, the Project Team is of the view that the potential effects of Highway construction and future operation have been adequately identified and can be effectively mitigated.

In particular, as noted in Section 4.2.1.3 (Project Design and Mitigation Measures), the current approach to Highway design and construction in permafrost regions is documented in the national guidelines entitled *Development and Management of Transportation Infrastructure in Permafrost Regions*, published by the Transportation Association of Canada (TAC 2010). The design parameters and construction techniques presented in Table 4.2.1.1 of the EIS as mitigation measures are based on experience in the Project area and the case studies and lessons learned presented in the TAC guidelines.

8. TERMS OF REFERENCE - SECTION 10.1.5

Reviewer's Comments:

Section 10.1.5 Species of Concern of the TOR states that "the Developer must consider any change that the Project may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, as those terms are defined in subsection 2(1) of SARA (see definition of impact on the environment in Appendix 3, Definitions). Accordingly, the Developer shall take into account the requirements of SARA and provide the information necessary to evaluate the potential impacts of the Project on the species covered by this Act including mitigation and monitoring. All direct, indirect, and cumulative effects should be considered. Species under consideration should include both those listed on Schedule 1 of SARA as well as those designated as at risk by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC)" (page 32). EC notes that the DEIS does not consider the indirect nor cumulative effects. Further comments on Species at Risk are below.

Table 3.1.9-1 Terrestrial Mammals Potentially Occurring within the Regional Study Area of the DEIS (page 216) includes Polar Bear as a terrestrial mammal potentially occurring in the Regional Study Area (RSA) for the project. As discussed above, Section 10.1.5 Species of Concern of the TOR specifies that the Developer must consider any change that the Project may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, and that species under consideration should also include those designated as at risk by COSEWIC. Polar Bear are considered a species of "Special Concern" by COSEWIC, and are under consideration for listing on Schedule 1 of SARA.

Polar Bear were not included in the list of wildlife Valued Components (VC) despite their assessment by COSEWIC and their potential occurrence within the RSA. The DEIS should include this species as a VC or provide a rationale as to why it is not included.

Developer's Response:

Species at Risk/of Concern

The selection of VCs assessed in the EIS, including species listed on Schedule 1 of SARA and those designated as At Risk by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC), is initially discussed in Section 3.1.9.3 (Species at Risk) for terrestrial mammals. The

listed/designated wildlife species are subsequently discussed in more detail in sections 3.1.9.7 (Grizzly Bear), 3.1.9.8 (Wolverine) and 3.1.9.10 (Boreal Woodland Caribou).

The potential effects and mitigation measures for grizzly bears are discussed in the Grizzly Bear section (Section 4.2.7.3). Potential effects on wolverines are discussed in the Furbearers section (Section 4.2.7.5). Boreal caribou have been shown to be affected by linear development; however, the density of linear development in the RSA is less than the threshold predicted to impact populations. Thus potential effects on caribou in general are discussed in the Caribou section (Section 4.2.7.2).

Initial discussion on listed/designated bird species is provided in Section 3.1.10.1 (Species at Risk) and the bird VCs are identified in Section 3.1.10.2 (Valued Components). Further information on the listed/designated bird species is provided in Sections 3.1.10.3 (Horned Grebe), 3.1.10.10 (Peregrine Falcon), 3.1.10.12 (Short-eared Owl) and 3.1.10.13 (Rusty Blackbird). The potential effects and mitigation measures for birds in general, including the listed/designated bird species are discussed in Section 4.2.7.6 (Birds and Bird Habitat, Impact Assessment). Table 4.2.7-14 summarizes the recommended mitigation measures for bird species at risk.

The limited potential residual effects predicted for the environmental VCs, including caribou, grizzly bear, wolverine (furbearer) and bird species is also discussed in the cumulative effects assessment (Section 5.4). The cumulative effects assessment discusses the effects of past, present and potential future projects in the study area and determined that currently there were very limited opportunities for a potentially significant adverse cumulative environmental effect to occur related to any of the VCs assessed. As a result, with the application of the mitigation measures identified, potential cumulative effects were determined to be not significant.

Polar Bear

The Developer has provided additional information and an assessment in the Addendum to the EIS submitted to the EIRB in response to Category 3 Request #11 and Category 2 Request #4.

9. TERMS OF REFERENCE - SECTION 10.1.7

Reviewer's Comments:

According to Section 4.3.8.1 Potential Effects - Protected Areas and Special Management Areas, page 605 of the DEIS, goose are harvested throughout the Inuvialuit Settlement Region and that "the proposed Highway would cross through portions of this management area. The effects and mitigation measures associated with wildlife and wildlife habitat are discussed in the wildlife effects section (Section 4.2.7)".

Section 10.1.7 Wildlife and Wildlife Habitat of the TOR states that "the Developer shall discuss the duration and geographic extent (e.g., distance of noise related disturbance) of potential impacts in relation to how wildlife populations and harvest activities could be affected" (page 33). EC notes that there is presently no discussion as to how potential project-related impacts such as sensory disturbance, dust and bird collisions with vehicles associated with the road passing through this harvesting site might affect goose harvesting activities in the future.

The DEIS also states on page 562 that: “In addition to Project mitigation measures, the WMAC, IGC and HTC, could consider the establishment of a no-hunting zone along the proposed Highway as a public safety consideration to address human safety concerns that arise from hunting from roadways” (Section 4.2.7.6 Birds and Bird Habitat of the DEIS).

The DEIS should discuss how the establishment of this no hunting zone might affect goose harvesting in the area identified above. It should also discuss whether there are other areas within the RSA that provide equivalent hunting grounds for geese should the value of this harvesting area be diminished or if harvesting in this area is restricted.

Developer’s Response:

Section 4.2.7.6 (Birds and Bird Habitat) of the EIS discusses and assesses the potential effects of sensory disturbance, dust and collisions with vehicles on birds in a general manner and identifies proposed mitigation measures to minimize potential effects on birds, including geese.

As discussed in the EIS, most of the Highway construction activities will take place in the winter months when geese and other waterfowl are not present in the Project area. Construction activities during the summer months will be limited to grading and compaction of the embankment, the completion of work on one or more bridges constructed the previous winter, and the installation or maintenance of some culverts. The effects of such limited, localized and short-term activities on birds, including geese and other waterfowl in the geese concentration area in the vicinity of the Husky Lakes, are expected to be negligible.

However, during the long-term operational life of the Highway, it will be important to diligently employ dust suppression techniques as necessary (i.e., water) to the Highway, particularly in the more important wildlife areas, such as the spring goose harvesting area (Area 304C identified in the Tuktoyaktuk Community Conservation Plan (2008) and the geese concentration area identified during the 2009 Project consultations (Figure 3.2.6-19).

Regarding vehicle-related disturbance or collisions with birds, as noted in the EIS, anticipated Highway traffic volumes will be low, generally in the range of 150-200 vehicles per day. In the geese concentration area, the most likely potential type of incident that could occur would be related to families of geese or other waterfowl walking across the Highway during the nesting/rearing period, which typically extends from June to late August each year.

The Developer encourages the HTCs, IGC, WMAC, Environment Canada and GNWT ENR to work together to develop guidelines and conditions for Highway usage and follow-up monitoring of harvesting activities. Furthermore, as indicated in the Commitments Table included in the EIS, during the operations phase, the Developer has committed to work with appropriate parties to install signage, such as the example shown in Figure 2, to reduce risks of traffic collisions with geese or other waterfowl in bird nesting and concentration areas.



Figure 2: An example of wildlife protection signage

As noted by Environment Canada, among the Project design and mitigation measures identified in the EIS that could be considered and perhaps implemented by the HTC, IGC, WMAC, Environment Canada and GNWT ENR would be the establishment of a no-hunting zone along the Highway to address public safety concerns that could arise related to hunting directly from the Highway. Such restrictions have been in place for the hunting of Porcupine Caribou from the Dempster Highway for a number of years.

Attachment 1 of this response summarizes the current rights and responsibilities of all caribou hunters on the Dempster Highway, as well as applicable laws and restrictions that must be respected. This particular pamphlet was developed by a number of parties including the Inuvialuit Game Council, the Wildlife Management Advisory Council, the Porcupine Caribou Management Board and the Yukon Department of Environment.

The possible imposition of such restrictions on the future Inuvik to Tuktoyaktuk Highway would be primarily directed at addressing public safety issues, but if determined to be necessary to protect the resources, could also be used to manage harvesting activities in a particular area along the Highway corridor, including the spring, summer and fall goose harvesting areas identified in the Tuktoyaktuk Community Conservation Plan (2008).

The effects of a no-hunting zone on Inuvialuit users would need to be assessed by the HTC, IGC, WMAC, Environment Canada and GNWT ENR prior to implementation.

10. TERMS OF REFERENCE - SECTION 10.1.8

Reviewer's Comments:

Section 3.2.8 Harvesting of the DEIS Figure 3.2.8-13 (page 411) identifies an area adjacent to the Primary 2009 route that is an "Area Where Geese Congregate". Section 10.1.8 Birds and Bird Habitat of the TOR requires that consideration be given to "sensitive or important areas or habitat" for birds (page 33). There is no mention in the baseline description for bird VCs of the area mentioned above as an important habitat site.

Developer's Response:

The Developer acknowledges that the important geese concentration area identified during the 2009 community consultations for the Project and delineated in Figure 3.2.8-13 of the Harvesting section (Section 3.2.8) of the EIS was not specifically mentioned in the environmental baseline description

for geese presented in Sections 3.1.10.5 to 3.1.10.7 (Greater White-fronted Goose, Snow Goose, Canada Goose). However, the reader was referred to Section 3.2.8 (Harvesting) for further information on harvest levels.

In addition, as indicated in the Commitments Table, the Developer is committed to the implementation of a number of mitigation measures to ensure the future protection of the bird resources, including geese, in the Project area. These include the development and implementation of a Wildlife Management Plan with specific mitigation measures for birds and other wildlife, and working with agencies such as the HTC's, WMAC, Environment Canada and GNWT ENR to develop guidelines and conditions for Highway usage and follow-up monitoring of harvesting activities.

The possible effects of a potential Worst Case Scenario, involving a spill of fuel from a fuel supply truck into a stream flowing into the Husky Lakes during spring freshet, on the environment and on traditional activities and harvesting is discussed in Section 4.4.5.

11. TERMS OF REFERENCE - SECTION 10.3

Reviewer's Comments:

Section 4.4 Accidents and Malfunctions of the DEIS (page 609) does not appear to contain all the components that Section 10.3 Potential Accidents and Malfunctions of the TOR requests that the Proponent include in the DEIS.

Developer's Response:

Section 4.4 (Accidents and Malfunctions) of the EIS addresses the main types of accidents and activities that could occur in relation to the construction and operation of the Highway, and the proposed prevention and mitigation measures that would be employed to prevent or minimize risks to personnel and the environment. The key strategy is to prevent accidents from occurring through education and enforcement.

As per the Commitments Table in the EIS, the Developer and its contractor(s) will have Environmental Management Plan(s) and Spill Contingency Plan(s) to manage potential accidents and malfunctions for the life of the Project. The general actions to be taken to address the emergency or spill incident, details pertaining to the response organization(s), communications and reporting protocols and other applicable activities will be described in the emergency response and spill contingency plans to be developed and implemented as necessary by the successful contractor(s) retained by the Developer.

ATTACHMENT 1

Hunting Along the Dempster Highway



Inuvialuit



Yukon
Environment

Hunting along the Dempster Highway

If you are a beneficiary of the Inuvialuit Final Agreement...

Your rights

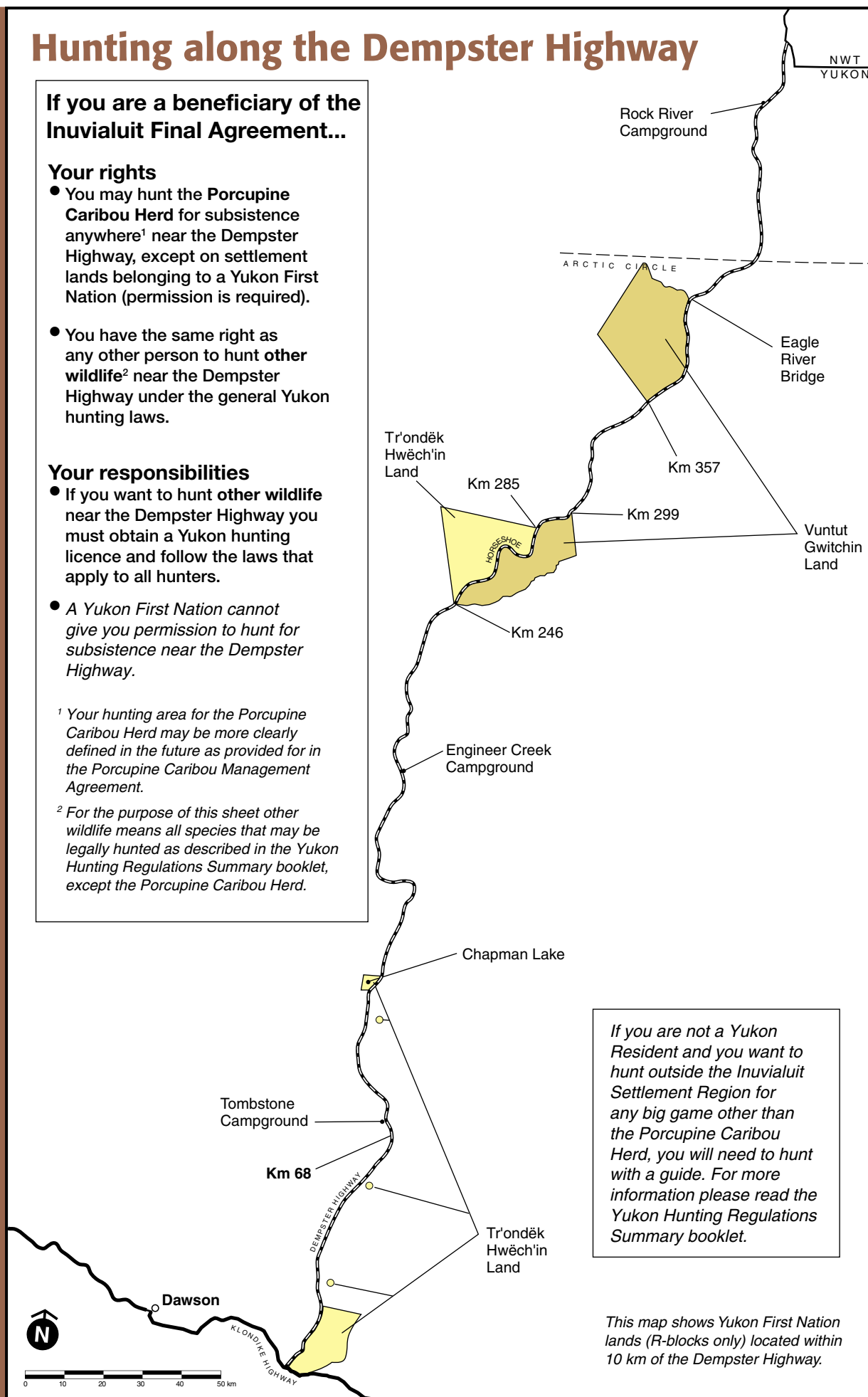
- You may hunt the **Porcupine Caribou Herd** for subsistence anywhere¹ near the Dempster Highway, except on settlement lands belonging to a Yukon First Nation (permission is required).
- You have the same right as any other person to hunt **other wildlife**² near the Dempster Highway under the general Yukon hunting laws.

Your responsibilities

- If you want to hunt **other wildlife** near the Dempster Highway you must obtain a Yukon hunting licence and follow the laws that apply to all hunters.
- A Yukon First Nation cannot give you permission to hunt for subsistence near the Dempster Highway.

¹ Your hunting area for the Porcupine Caribou Herd may be more clearly defined in the future as provided for in the Porcupine Caribou Management Agreement.

² For the purpose of this sheet other wildlife means all species that may be legally hunted as described in the Yukon Hunting Regulations Summary booklet, except the Porcupine Caribou Herd.



If you are not a Yukon Resident and you want to hunt outside the Inuvialuit Settlement Region for any big game other than the Porcupine Caribou Herd, you will need to hunt with a guide. For more information please read the Yukon Hunting Regulations Summary booklet.

This map shows Yukon First Nation lands (R-blocks only) located within 10 km of the Dempster Highway.



Laws that apply to ALL caribou hunters on the Dempster Highway from km 68 to the NWT border

500 metre safety zone

You must move at least 500 metres off the Dempster Highway before you shoot at caribou.

Annual migration closure

The Dempster Highway will be closed to all caribou hunting for one week each fall when the Porcupine Caribou Herd first begins to migrate across the highway. The closure applies within 8 km of either side of the highway. Dates will be announced in local media.

Restrictions on snowmobile use

You cannot use snowmobiles to hunt caribou near the Dempster Highway until the ground is frozen and covered with snow. This restriction applies within 8 km of either side of the highway. It will be lifted each fall when conditions are right, and will be announced in local media. To protect wildlife habitat and prevent disturbance to the animals, off-road use of other vehicles is prohibited year round.

Hunting caribou for subsistence

Hunting caribou for subsistence means harvesting food for yourself, your family and for ceremonial purposes under the authority of the Porcupine Caribou Management Agreement.

When hunting the Porcupine Caribou Herd for subsistence you may harvest male or female animals, at any time of year, with no bag limits, subject to harvest allocations set by the Porcupine Caribou Management Board.

Your subsistence hunting rights may be limited by laws set in consultation with the Inuvialuit and the Porcupine Caribou Management Board for the purpose of conservation or public safety.

Public safety

Shooting Porcupine caribou from the highway is unlawful because it is dangerous. If you shoot from the highway you may be firing in the direction of hunters who have moved 500 metres away and are now standing on the other side of the caribou. Please check the landscape behind your target before you shoot to make sure no one is in your line of fire.

In the interest of public safety, please do not:

- hunt in a way that would put people at risk,
- hunt in a way that is likely to cause damage to personal property, or
- carry a loaded firearm in or on a vehicle, including a snowmobile. You can carry a loaded firearm in a boat.

For more information

- **Inuvialuit Game Council**
Box 2120, Inuvik, NWT X0E 0T0
Phone: (867) 777-2828; Fax (867) 777-2610
- **Wildlife Management Advisory Council (North Slope)**
Box 31539, Whitehorse, YT Y1A 6K8
Phone: (867) 633-5476; Fax (867) 633-6900
- **Porcupine Caribou Management Board**
Box 31723, Whitehorse, YT Y1A 6L3
Phone/Fax: (867) 633-4780
- **Department of Environment**
Box 2703, Whitehorse, YT Y1A 2C6
Phone: (867) 667-3092; Fax: (867) 393-6213

This is not a legal document. It is a summary prepared to help you understand the basic rules. For more detail consult the Inuvialuit Final Agreement, the Porcupine Caribou Management Agreement, and the Yukon Wildlife Act.