



Application Guide: Primary and Access Resource Road Permits

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1.0 Introduction

This guide is designed to assist the resource industry in preparing applications for either a primary resource road permit or an access permit under the *Resource Roads Regulation*. Primary permits, include comprehensive plans that meet the regulatory requirements for resource road construction, use, maintenance, closure and decommissioning projects in Yukon. Access permits provide permission for the use of existing resource roads, include permit conditions that ensure compliance with safety and environmental standards.

Resource roads are defined as roads whose intended use is to access mines, minerals, oil and gas, quarry materials or any other prescribed resource. They are built to be temporary, private, industry-use roads that provide access to a target resource. The intent of the regulation is to ensure these roads are well managed and decommissioned at the end of life so that they do not become public roads. Note that on-claim roads do not require a resource road permit and are managed under the quartz or placer regime.

Road construction and management in Yukon requires careful planning due to the territory's sensitive ecosystems, remote geography, and areas of cultural significance of areas. Improper development or management of roads can have long-lasting negative impacts on wildlife and the environment through habitat degradation and increased hunting pressure, or through physical impacts such as soil erosion and ground instability. Additionally, projects may have implications for traditional land use and Indigenous rights, including those related to harvesting; understanding these potential impacts is critical to effective road development and management.

Most resource road projects trigger the requirement for an assessment under the *Yukon Environmental and Socio-economic Assessment Act (YESAA)*. It is recommended that you submit a draft of your primary resource road permit application or access permit application to the Land Management Branch for a preliminary review. It is also recommended that the application be submitted as part of your YESAA project proposal to facilitate early feedback and identify potential concerns during the YESAA assessment. This will ensure a smoother regulatory process and more robust project planning. This approach is intended to help applicants align their applications under the *Resource Roads Regulation* with broader environmental and socio-economic assessment requirements. Your primary resource road permit or access permit application will likely require refinement after the YESAA phase to incorporate proponent commitments, decision document terms and conditions and any additional engineering or site assessment work.

This guide consolidates best practices and legislative frameworks that govern road development in the territory. It aims to help applicants submit well-developed applications that address environmental, cultural, and operational concerns specific to Yukon's unique landscape

and communities. As a living document, it will be periodically updated to reflect current practices, and legislative and regulatory systems.

1.1 Overview of the Resource Roads Regulation

A resource road is a road constructed and used specifically for the purpose of accessing mines, minerals, oil and gas, quarries and renewable energy projects on public land. This regulation affects new resource roads. Access to existing public roads will remain unchanged unless re-designated through a formal process that includes public engagement. Newly permitted resource roads will be regulated throughout their construction, operation, closure and reclamation to limit adverse environmental effects and ensure health and safety of industrial road users.

Resource roads require security from operators, ensuring proper reclamation and limiting future environmental liabilities. The new regulation also provides increased clarity for applicants' projects related to access issues.

Resource roads are used to access:

- mines;
- minerals;
- oil and gas developments;
- quarries; and
- renewable energy sources.

You need a permit to:

- build a new resource road (Primary Permit);
- designate an existing road (unmaintained highway under the *Highways Act*) a resource road (Primary Permit); and
- access a resource road (Access Permit or Authorization).

As part of the primary resource road application, applicants are required to submit several key plans that will guide the construction, operation, and decommissioning of the road. These plans are outlined in the following sections and include plans for road maintenance, wildlife management, fuel storage and handling, emergency response, and decommissioning and reclamation. The plans ensure compliance with the regulatory requirements and support goals of minimizing environmental impacts. This guide will help you understand the expected contents of these plans, and applicants should also incorporate proponent commitments, decision document terms and conditions, and any additional requirements stemming from the YESAA or other sources. Applicants must clearly define the roles and responsibilities for

activities described in plans such as monitoring, inspections, and reporting. Assigning these responsibilities ensures proper implementation throughout the project lifecycle. Personnel involved in these activities must be adequately trained in areas such as waste management, spill response, and environmental monitoring.

1.2 Structure of guide

This guide is structured to follow the format of the primary permit and access permit application forms, Appendix A. Each section offers practical advice on the information to include and provides guidance for navigating the regulatory process and ensuring compliance with all relevant requirements.

If you are applying for a primary permit to construct a new resource road or designate an existing road as a resource road, then refer to section 3.0.

If you are applying for an access permit to utilize an existing resource road, then proceed to section 4.0 of this guide.

2.0 Winter road applications

A winter-only road may be constructed, operated and maintained under a land use permit. However, there may be cases where the Director of Land Management Branch determines that a resource road permit is required for a winter road, or a permittee may prefer to have a resource road permit for the winter road. If you have been notified by the Land Management Branch that you are required to apply for a resource road permit for your proposed winter road, complete the application form, noting that the activities will only occur on frozen ground conditions with a minimum 10cm of packed snow. If you would like to discuss the option of permitting a winter road as a resource road, contact the Land Management Branch.

3.0 Primary permit application

3.1 General information

Applicant: Provide your name, address, phone number, email and Yukon Corporate Registry Number if applicable.

Agent details: If an agent is handling the application, include their contact information.

Project description: Provide a concise description of your project. Include the purpose of constructing or designating a resource road, its general location, basic details on the road itself (length, number of lanes, duration of use etc.) and any other detail that provides a general sense of your project. Explain your route to access the resource and whether you will also be using existing resource roads (and are therefore applying for an access permit) or public roads.

3.2 Resource use authorization

Authorization requirement: You must hold or have applied for a resource use authorization.

These authorizations are:

- an operating plan within the meaning of the *Quartz Mining Act*. (i.e. a Class 3 or Class 4 exploration program).
- a license issued under section 135 of the *Quartz Mining Act*.
- an operating plan within the meaning of the *Placer Mining Act*. (i.e. a Class 3 or Class 4 placer land use operation)
- an oil and gas disposition within the meaning of the *Oil and Gas Act*.
- a lease of land granted under the *Quarry Regulations* for the purpose of operating a pit or quarry.
- a license or permit to mine coal issued under the *Coal Regulation*.
- a lease of a location for coal mining purposes issued under the *Coal Regulation*.
- a lease issued under the *Dredging Regulation*; or
- a lease or permit issued under the *Territorial Lands (Yukon) Act* or the *Lands Act* for the purpose of generating electricity from a renewable energy generation project & associated Water Licence.

Attach a copy of your authorization or proof of application. **Please note that a Class 1 or Class 2 placer or quartz exploration notification does not qualify as a resource use authorization.**

Note that the following are not considered resource roads and require direction from the appropriate agency or government:

- Winter roads on land administered under the *Territorial Lands (Yukon) Act* (administered by Land Management Branch), see Section 00.
- Roads on land administered under the *Parks and Land Certainty Act* (administered by Department of Environment).
- Public roads and highways (administered and controlled by the Department of Highways and Public Works).
- Forest resource roads (administered by the Forest Management Branch).
- Municipal roads (administered and controlled by the municipality).
- Roads on private or federally managed land.
- Roads on Settlement Land parcels as identified through a Yukon First Nation Final Agreement.

Other authorizations may be required depending on the nature of the development. A non-exhaustive list, including purpose of, and the responsible authority for, these authorizations is

outlined in Appendix A. Regulatory authorities should be contacted before applying for permits so that applicants understand the requirements and timelines necessary to obtain permits.

Nature of application

Type of permit: Indicate if you are applying to construct a new road, designate an existing road as a resource road, or both. If you wish to use all or part of an existing resource road, you will need to fill out an access permit application form and submit both application forms together. Note that on-claim roads do not require a resource road permit and are managed under the quartz or placer regime.

Applicants may apply to have an existing road designated as a resource road. Designation enables the provisions in the *Resource Roads Regulation* to apply to the designated section of road. In most cases, the terms and conditions of the primary permit, and plans such as the operational plan will apply to the designated section, ensuring that all users of the road abide by the safety and operational requirements. If you are requesting designation of an existing road as a primary road, note that there are additional steps the Government of Yukon must undertake. It is recommended you reach out to the Land Management Branch early on in your project planning to assist with understanding the process and timelines involved. The Government of Yukon will undertake First Nation consultation and ensure that public engagement has been completed before a decision is made on your application to designate a road. Designation of an existing road as a resource road will also require an Order-in-Council under the *Highways Act*.

Rationale: Explain why construction of a resource road or designation of an existing road as a resource road is required to access the area relevant to your resource use authorization. Note that designating an existing road as a resource road may have high levels of public scrutiny so your rationale must be robust and clear. It is relevant to list any existing roads in the area (resource roads or otherwise) and whether you are or are not using these roads. See [GeoYukon](#) to find roads and trails within your project area. If you cannot use existing roads, clearly explain why.

3.3 Overview

This section is where general project information is described, including the disturbed area of the proposed road and all other related infrastructure (laydowns, fuel storage, road camps, etc.). This information is used to assist with the calculation of security (see Section 3.11 for more information).

Provide maps of all features and elements in your project area. Attach as many maps as necessary to convey all the information listed in the application form. Energy, Mines and Resources Land Management Branch has digital mapping standards available at <https://yukon.ca/en/land-use-digital-mapping-standard>.

These following elements must be included in all maps submitted to the Land Use Unit as required under a resource road permit:

- A detailed map of the route proposed to access the resource.
- identify all trails, roads and highways in the area and indicate whether they will be used.
- if constructing a new road, identify all elements relevant to road construction and design:
 - lay down areas, access roads to quarries/gravel pits, all watercourse crossings, culverts, bridges, gate(s) and other infrastructure.
- if applying to designate an existing road as a resource road within the meaning of the *Resource Roads Regulation*, provide maps noting the road, or road sections you wish to designate.
- locations of all camps associated with road construction, maintenance and/or decommissioning and reclamation, including size(s).
- land in the area that are known to be subject to the rights or interests of other parties.
- areas of environmental concern including:
 - permafrost, slumping, wetlands, watercourse crossings, wildlife key areas, areas above tree line, steep slopes, areas with landslide or avalanche potential.
- locations of stockpiled overburden/organics.
- fuel storage locations.
- locations of any slopes over 30 percent grade that the road will be traversing and
- locations of all proposed road sections over 5 percent grade.

A shapefile of the road location and major features is also recommended.

3.4 Site assessment

The purpose of a site assessment is to identify and address potential environmental impacts before submitting the permit application. It incorporates desktop background research with on-the-ground data collection and/or aerial reconnaissance to provide data specific to a piece of land (e.g., the site-specific context). The site assessment provides information on topography, hydrology, vegetation, soils, permafrost, geotechnical conditions, terrestrial and aquatic habitat, environmental sensitivities, wetlands and heritage resources.

Field investigations will identify areas that should be avoided or that will require special management. They also provide a baseline record of environmental data that will help in setting reclamation goals.

Depending on the complexity of your project, site data collection may require several seasons of baseline to delineate the full range of environmental conditions. You may additionally be

required to have the site assessment either prepared or reviewed by a qualified person. Contact Land Management Branch to understand requirements for your project.

Photographs:

Photos of terrain, vegetation, water crossings and sites of special concern should be collected along the proposed route and provided in the site assessment. Take clear, high-resolution photographs of the entire route and especially of the areas of concern. Ensure photos are dated and labeled to correspond with specific locations on your map.

Environmental features:

Identify key environmental features such as wetlands, watercourses, permafrost, vegetation, species at risk, and fish and wildlife habitats. Note signs of erosion, slumping, or areas of high ecological sensitivity, as well as any protected or conservation areas.

- **Water crossings:** Ground truthing is mandatory for all watercourse crossings and photos must be included. A hydrological assessment may be required to ensure water flow and quality are preserved during construction. Include the appropriate sizing for culverts or bridges based on flow data. Reference material can be located [here](#).
- **Permafrost areas:** Applicants are expected to identify where permafrost exists beneath, or where it may be affected by the proposed road. Use the [Yukon Permafrost Database](#) to complement field investigations, and conduct ground truthing, including geotechnical testing, where required. Depending on the equipment used, a Land Use Permit may be required to conduct geotechnical testing, contact the Land Management Branch for more information. Design roads with measures to avoid known or highly suspected areas of permafrost and prevent permafrost thawing, such as thermal stabilization or raised embankments.
- **Slope stability:** Slopes with potential instability (e.g., steep grades, landslide/avalanche areas and existing slumping) may require assessment by a qualified person in geotechnical studies. Determine safe construction methods or potential re-routing options. Erosion control and reinforcement measures may also be required.
- **Wildlife habitats:** Identify [wildlife key areas](#), including breeding grounds or migration routes by reaching out to the Regional Biologist from Environment Yukon (located in Haines Junction, Mayo, Dawson City, Watson Lake, and Whitehorse). Detailed mitigation strategies for impacts on wildlife will be covered in a separate section of the application.
- **Aquatic habitats:** Identify and assess aquatic habitats within the area of the proposed road, including lakes, rivers, streams, and wetlands. Evaluate the potential for road construction to disrupt water flow, sedimentation, or water quality. Special attention

should be given to fish spawning areas, migratory routes, and any sensitive aquatic species. Incorporate mitigation strategies to avoid or reduce impacts on these habitats, and ensure compliance with relevant environmental regulations, including any required permitting or consultation with Fisheries and Oceans Canada.

Mitigation of environmental concerns:

Where areas of environmental concern are identified, explain your strategies for mitigating impacts. This may include:

- **Avoidance:** e.g., re-routing the road to bypass sensitive areas.
- **Best practices:** e.g., implementing erosion control measures such as silt fences or buffer zones around water bodies.
- **Engineering controls:** e.g., using advanced technologies to stabilize permafrost or mitigate instability, such as geotextiles or retaining walls.

Broader site considerations:

All areas impacted by the project must be included in the assessment, including camps, laydown areas, quarries/gravel pits and access roads. With respect to quarries, ensure that proposed sites for pits or quarries meet volume needs without causing slope instability, water contamination or permafrost damage. Acid rock drainage/metal leaching testing is expected, and applicants should plan to provide results accordingly.

3.5 Road construction plan

The road construction plan provides a comprehensive overview of the methods, materials, and equipment that will be used to construct the resource road, ensuring that it is adequate for safe vehicle operation, environmental protection, and operational efficiency. Depending on the complexity of your project, a qualified person may need to prepare or review the road construction plan. Contact Land Management Branch to discuss requirements specific to your project. Key elements to include in the plan are:

- **Construction techniques:** Describe the methods and equipment for constructing the road, including any specific techniques for handling ditches, culverts and watercourse crossings. Identify areas where material will be removed and/or added, as well as approximate volume of material to be removed, volume of fill material to be brought on site and discuss plans for topsoil and overburden.
- **Standards compliance:** Ensure the road meets the required standards for your resource use authorization (for example, if you are building a haul road, does the road and any

water crossing meet weight requirements) Reference any guidelines from the Transportation Association of Canada, if used.

- **Quarry and material use:** List quarry locations and quarry permits, and describe fill material handling, including testing for acid generation or metal leaching. Describe material sourcing, pit management, transportation and use, or gravel and borrow materials. Include a pit development plan for all pits located along the resource road, which identifies slope stability and erosion and sediment control measures.
- **Identification of sub-grade material:** Evaluate the types of sub-grade materials present along the proposed road route, such as clay, silt, sand, gravel or bedrock. Assess their suitability for supporting road construction, focusing on their stability, load-bearing capacity and susceptibility to issues like erosion, frost heave or drainage problems.
- **Erosion and sediment control:** Describe erosion and sediment control methods, including erosion prevention, silt fences, sediment traps, and buffer zones around sensitive areas. Outline measures to protect vegetation and manage soil disturbance, including topsoil conservation, re-vegetation strategies and organic matter management.
- **Permafrost management:** Describe how construction will address areas of permafrost to prevent thawing and subsequent ground instability. Techniques may include elevated roadbeds, insulation or other thermal stabilization methods.
- **Slope stability:** Outline how construction will address slopes with signs of instability. Include geotechnical assessments and describe any engineered solutions such as retaining walls, slope flattening or re-routing.
- **Watercourse crossings:** For all water crossings, provide details on crossing types (e.g., culverts, bridges) with dimensions. Describe measures to prevent sediment deposition and protect riparian and fish habitats. Identify the absence or presence of fish within the watercourse, and within the watershed. Applicant may also be required to obtain a water license for a watercourse crossing.
 - **Activities within proximity to a water body or watercourse:** It is recommended that work be completed more than 30m away from a water body or watercourse where possible. Refer to the [Preferred practices for works affecting Yukon Waters](#) document to assist in construction when working within proximity to a water body or watercourse.
 - **Wetlands:** [A policy for the stewardship of Yukon's wetlands](#) applies to all land uses and resource sectors under the control and administration of the Government of Yukon. Applicants must follow this policy.

- **Camp and site management:** The application includes several questions related to road construction camps. Note that the only camps that can be authorized under this permit are those associated with road construction, road maintenance and road decommissioning/reclamation. If construction requires a camp, provide the location, size, and facilities, including waste management, water supply plans and attractant management plans. Describe site preparation activities, including clearing, grubbing and leveling. Include measures to minimize impacts on surrounding environments and prevent human-wildlife conflict (e.g. strategies for managing waste and other wildlife attractants).

3.6 Operational plan

The operational plan describes how the road will be operated post-construction.

Consideration of Multiple road users

Applicants are encouraged to consider not only their own use of the road, but, when possible, the potential multi-use of the road by other resource users and other authorized users. This consideration is particularly relevant to road safety, access control and road restrictions. As the primary permit holder of your future road, any other road user will be required to comply with your operational plan. While safe sharing of resource roads by the resource industry is a key objective of the legislation, it is acknowledged that the primary permit holder is responsible for the life cycle of the road, including most of the costs. For this reason, although not required, resource users (access permit holders) will be encouraged to enter into user agreements with the primary permit holder. If a user agreement is made, a copy is required as part of your access permit application (Section 4.0) and **is not to be submitted during the assessment through the YESAA process**. Personal and financial information will be redacted from any public inquires in compliance with the Access to Information and Protection of Privacy Act (ATIPPA).

A user agreement can outline terms and conditions under which multiple parties would share and access a road. It may include stipulations on maintenance responsibilities, cost-sharing arrangements, usage restrictions (such as vehicle types or times of access), liability and insurance requirements and protocols for conflict resolution. The agreement could be a means of ensuring that the road is safely and equitably used by all parties, while maintaining its condition and minimizing environmental impacts.

The Government of Yukon is not a party to a user agreement, but the application requests a copy of any relevant user agreement so that we may clarify conformity of access permit applications with a primary permit holder's operational plan. If there are disputes or non-

compliance with a user agreement, this may result in a civil litigation between primary and access permittees and Yukon government would not be involved.

Key elements of the operational plan include:

- **Road details:** Describe the road type (e.g., seasonal, year-round), length, width, number or lanes and any special features. Width of disturbed area includes the road itself and any ditches or clearings alongside the road. The duration of road use refers to how long you plan to operate the road for.
- **Equipment and vehicles:** Outline the types of equipment and vehicles to be used, the frequency of use and how authorized vehicles will be identified.
- **Safety measures:** Explain safety protocols including speed limits, signage, radio control protocols and emergency procedures.
- **Access control:** Access control involves managing the use and access to the road to ensure safety, environmental protection and proper upkeep. Access management strategies may be proposed either as identified through public consultation during the environmental assessment or as desired and required through the operational plan of the primary permit holder. Key considerations include:
 - Signage: Initial signage at the beginning of the resource road will be provided by Land Management Branch for the installation by the primary permit holder. The signage will notify the public that road use is restricted to permitted users only. It will also state that those authorized to use the road do so at their own risk and that they must follow the operational plan of the primary permit holder. Any additional signage required in the operational plan or the resource road permit for the purpose of notifying road users of safety concerns (speed signs, radio control protocols, sharp corners, steep slopes, etc.), will be the responsibility of the primary permit holder.
 - Restrictions on vehicle types: Define which vehicles can use the road (e.g., limiting access to heavy machinery or during specific seasons).
 - Placards or other methods to identify authorized vehicles at a glance.
 - Gate systems or barriers: Consider installing gates, barriers or signage to control unauthorized access, and access during seasonal closure. Barriers may or may not include an office or attendant booth. Additional measures of access control may be added to the permit as a term and condition.
 - Monitoring: Outline procedures for monitoring road use, such as inspections or surveillance.

3.6.1 Road maintenance plan

The road maintenance plan outlines ongoing activities to keep the road safe and operational. Key elements include:

- **Maintenance schedule:** Regular inspections and other activities to maintain the road surface, clear drainage systems, erosion control and repair any damages promptly. Include specific schedules for tasks such as grading, culvert inspections, dust control and vegetation management. Align road maintenance with the wildlife management plan (e.g. managing snow drift/berm height to enable wildlife passage).
- **Equipment and methods:** List the equipment used and methods for maintaining the road. Include information on seasonal maintenance and any special procedures for handling erosion and drainage.
- **Drainage management:** Ensures proper function of culverts and ditches to prevent water-related damage.
- **Snow removal and ice control:** Where applicable, plans for managing snow and ice conditions, including ploughing and location of snow pushouts/dumps.
- **Gravel pits and borrow sources:**
 - **Material sourcing:** Identify and list all gravel pits and borrow sources used for road maintenance. Ensure these sources are permitted and managed in compliance with the Quarry Regulation. Contact Land Management Branch if you have any questions about permitting requirements.
 - **Pit management:** Include a pit management plan that addresses the extraction of materials, minimizes environmental impacts and ensures stability during and after extraction.
 - **Transportation and use:** Describe how materials will be transported from pits to the road, including safety measures to minimize dust and prevent spillage during transport.

3.6.2 Fuel storage and handling

Include documentation for any petroleum fuel storage facility, regardless of capacity. For sites with fuel storage or refueling stations, provide detailed information such as the location of the storage/refueling station, the number of tanks, their capacities, and registration details. Note that certain storage tanks such as those above 4,000 L trigger additional permitting requirements and these must be shared with the application. Specify the responsible party for inspections, the frequency of these inspections, and confirm whether the tanks are registered.

Provide a summary of all fuel storage, refueling and spill response practices during all stages of your proposed project.

- **Fuel management:** Detail the types and quantities of fuel, storage containers and secondary containment facilities. Include information on the location of each tank and the inspection procedures.
- **Refueling and transport:** Explain refueling practices including how fuel and hazardous substances will be transported and handled.
- **Spill response:** Provide a comprehensive fuel spill plan that details procedures for spill prevention measures, managing fuel spills, including how waste petroleum products will be disposed of and reporting requirements in event of a spill. The spill response plan should identify the roles and responsibilities of individuals involved, the necessary spill containment equipment, and the protocols for cleaning up spills in various environments (soil, water, snow, or ice). Additionally, describe how contaminated materials will be handled, stored, and treated. Note that permits are required to move contaminated materials off-site or to construct storage/treatment areas on-site. Further information on the *Spills Regulations* and spill response requirements can be found at:
 - <https://yukon.ca/en/emergencies-and-safety/spill-response-and-prevention/report-spill>

A storage tank permit with the Fire Marshal's Office is required when installing, operating and decommissioning a fuel storage facility, see Appendix A.

3.6.3 Wildlife management plan

The wildlife management plan must outline strategies to minimize negative impacts on wildlife during all project stages, including measures to minimize habitat loss, reduce disturbances and comply with regulations for species at risk and critical ecosystems. It will be informed by the information you collected as part of the site assessment and desktop review. Information on any wildlife key areas or species of conservation concern that may fall within your project area can be found using [GeoYukon](#) or by reaching out to the Regional Biologist from Environment Yukon (located in Haines Junction, Mayo, Dawson City, Watson Lake, and Whitehorse).

- **Wildlife and habitat:** List species in the project area and their habitats based on the findings from your site assessment and desktop analysis of expected wildlife species and habitats. Further input from various stakeholders can be expected during the YESAA assessment process.
- **Impacts and mitigation:** Identify potential adverse effects and mitigation measures based on a mitigation hierarchy: avoid, minimize, restore and offset. Outline strategies to protect wildlife and habitat throughout the project, including measures to contain

wildlife attractants. Include relevant information aligning with the YESAA project application and include any updates as outcomes of the YESAA process such as proponent commitments and terms and conditions from the YESAA decision document.

- **Monitoring and reporting:** Describe the monitoring strategies that will be implemented to assess the effectiveness of the mitigation measures outlined in the plan. This could include wildlife monitoring to track the presence of species of concern and any changes to wildlife habitat during project activities. Also outline how wildlife monitoring results and any wildlife incidents arising during the project will be reported to regulatory authorities. Include a description of the frequency of monitoring and reporting and who will be responsible for conducting these activities.

3.6.4 Emergency response plan

An emergency response plan must address all stages of your project and ensure readiness for any potential incidents, including fires, medical emergencies and environmental hazards.

- **Response procedures:** Develop detailed response measures for different emergency scenarios. This should include fire response, wildfire event response, first aid and medical evacuation protocols and other potential hazards. Ensure that response procedures are specific to the site conditions and project activities.
- **Communication protocols:** Establish clear communication channels and methods for reporting emergencies. This includes contact information for first responders, project supervisors and local authorities.
- **Emergency resources and equipment:** Provide a list of emergency equipment on-site, such as fire extinguishers, wildlife suppression equipment, first aid kits, spill response kits and communication devices. Detail their locations and ensure regular maintenance and accessibility.

3.6.5 Invasive species management

The applicant must generate an invasive species management plan that details how the spread of invasive species is controlled throughout the resource road. This involves having all equipment and vehicles arriving in a clean condition (all mud/dirt and plant parts removed). Tires, tracks, wheel wells and blades should also be washed and inspected by the operator for plant parts and seeds before arriving at the work site.

- **Management steps:** Outline steps for preventing and managing invasive species during construction and throughout the permit duration. Include the timing and frequency of surveys. Identify the locations of stockpiled overburden.

3.7 Heritage resources

Heritage resources are defined in the *Resource Roads Regulation* as having the same meaning as in a Final Agreement. Applicants should be aware that not all Yukon First Nations have signed Final Agreements, and that there may be additional considerations depending on the location of your project. For areas within the traditional territories of First Nations without Final Agreements (e.g., Kaska Dena and White River First Nation traditional territories), or in transboundary traditional territories, heritage resources may not be as clearly defined under the *Resource Roads Regulation*. In these cases, definitions from Chapter 13 of the Umbrella Final Agreement, or similar definitions from the YESAA, may provide helpful guidance. In these regions, the *Yukon Archaeological Sites Regulation* under the *Historic Resources Act* provides protection for heritage resources. Management recommendations or terms and conditions are typically developed through project-specific heritage assessments and/or land use authorizations. Additionally, First Nations may have their own heritage laws (as is the case for Vuntut Gwitchin, Tr'ondëk Hwëch'in, and Na-Cho Nyäk Dun), expectations and protocols for heritage management, making early engagement essential.

Final Agreements are constitutionally protected modern treaties which outline First Nations' rights within their traditional territories. These documents are publicly available and include definitions of heritage which can be reviewed by applicants. Heritage resources can include physical artifacts and sites that are of historical, cultural or spiritual significance, as well as documentary records such as recordings or photographs. These include archaeological sites, burial grounds, traditional land use areas, structures and items that hold cultural and scientific significance. The Final Agreements emphasize the protection, preservation and management of these resources, recognizing their significance to both a First Nation and Yukon as a whole. Regardless of whether your project is located in traditional territories of First Nations with or without a Final Agreement, it is important to engage directly with the First Nation to determine how heritage resources will be defined and protected, and to understand specific expectations beyond territorial regulations.

To avoid disturbing archaeological and cultural sites, roads should be carefully planned, with input from Territorial and First Nation governments. Roads should be sited so that disturbance of heritage resources is avoided. Any impacts to heritage sites constitute a contravention of the *Historic Resources Act*, and standard terms and conditions of land use authorizations typically require that heritage sites be avoided by a minimum of 30 meters. If a site cannot be avoided, mitigation measures must be developed and agreed upon by Yukon Government and the affected First Nations before any activities may occur near a heritage resource. Territorial and First Nation governments can provide further information about heritage resources and measures to mitigate impacts to these resources in the Yukon. In areas with multiple overlapping traditional territories, the applicant may need to consult with multiple jurisdictions and coordinate management strategies that address overlapping heritage considerations.

Applicants are encouraged to familiarize themselves with the [Handbook for the Identification of Heritage Sites and Features](#).

- **Heritage pre-screening:** Pre-screening of your proposed route may be available through the Department of Tourism and Culture. Contact the Land Management Branch with your proposed project area to initiate pre-screening for heritage resources.
- **Heritage assessment:** Applicants should indicate any known heritage resources in the area, including those identified during the YESAA assessment. If the proposed route cannot avoid impact to heritage or areas of potential, then a Heritage Resources Impact Assessment, conducted by qualified persons, will likely be required prior to the beginning of project activities.
- **Standard terms and conditions:** Applicants must abide by their project-specific terms and conditions, as well as standard terms and conditions of land use authorizations, and all applicable laws and regulations, which includes reporting all suspected archaeological sites or burial grounds and immediately stopping any work which may impact heritage resources.

3.8 First Nation and stakeholder engagement

Applicants should discuss their proposed project with impacted First Nation governments and land users in the area and incorporate mitigation/avoidance strategies in their application for environmentally and/or culturally sensitive sites. The Government of Yukon and other regulatory authorities strongly encourage community engagement prior to, during and, where applicable, after the permitting process.

- **Engagement summary:** Provide details on discussions with affected First Nations and other stakeholders, including any feedback received and how it has been addressed.

3.9 Decommissioning and reclamation plan

A decommissioning and reclamation plan describes the proposed timing, activities and equipment needed to complete decommissioning and reclamation. Decommissioning and reclamation should facilitate a safe, stable and non-polluting/non-toxic environment that is aesthetically and environmentally compatible with the adjacent environment. This requires stabilizing the project footprint, reinstating natural drainage patterns (all the while maintaining water quality) and minimizing the risk to terrain (including landslides, destabilization of surface geology and uncontrolled erosion and sediment transport). This also involves creating conditions that support the recovery of the natural environment.

- **Decommissioning:** Describe the process and timeline for making the road unusable for travel, including methods and equipment. Include consideration of road infrastructure such as bridges, culverts, surface clearings etc. If outlined in the operational plan, a

primary permit holder may conduct seasonal closures, which may involve activities similar to those conducted under decommissioning, to deter unauthorized use.

- **Reclamation:** Provide a plan for reclaiming the land, including methods for soil stabilization, re-vegetation and restoration of natural conditions. Include monitoring to demonstrate the success of reclamation efforts.

3.10 Schedule of fees

- **Fee calculation:** Calculate the application fee based on the area involved. Include GST and any additional fees. The application fee can be paid to Yukon Government in person at the Land Management Branch in Whitehorse (320-300 Main Street) or at a [Compliance Monitoring and Inspections office](#). The fee can be paid in person or by mail with cheque or credit card.

3.11 Security

The *Resource Roads Regulation* is rooted in the principle that industrial-use access roads on public land will be reclaimed at the end of a project. Security cost estimates are intended to reflect the financial risk to the Government of Yukon if it were required to undertake the decommissioning and reclamation of the proposed road in the event of default by the permit holder. Therefore, security costs are based on the assumption that the Government of Yukon is responsible for carrying out the work, not the permit holder. The security ensures that funds are available to cover environmental liabilities and restore the land to a stable and safe condition.

Determining requirement for security

The requirement for security will be determined on a project-by-project basis, taking into consideration the location, scale and scope of the project. There are three security options for any given project:

1. No security required
 - The calculated security amount for a project is less than \$5,000.
 - This option will only be considered when the criteria for requiring full security (#3) prior to commencing work are not triggered.
2. Initial installment and payment plan
 - The permit holder provides a minimum of 25% of the calculated security amount prior to the commencement of work and the remaining balance will be paid in annual installments as outlined in a payment plan established as part of the permit terms and conditions.
 - This option will only be considered when the criteria for requiring full security (#3) prior to commencing work are not triggered.

3. Full security required prior to work

- The road will cross or has a likelihood of negatively impacting fish-bearing waters.
- The road will cross environmentally sensitive sites such as riparian areas, wetlands, permafrost, slopes subject to slumping or other effects, as identified through environmental assessment.
- Mobilization to the project site to undertake reclamation activities would incur extraordinary costs to the Government of Yukon (e.g., remote roads, barge access only, etc.).
- The applicant has been found guilty of an offence respecting an activity undertaken without a resource use authorization when one was required.
- The applicant has been found guilty of an offence in contravention of the *Resource Roads Regulation* or the *Land Use Regulation*.
- The applicant has outstanding remediation or reclamation requirements on another unrelated project for which they hold a resource use authorization or a permit under the *Resource Roads Regulation* or the *Land Use Regulation*.

Calculation of security

The types of decommissioning and reclamation activities applicable to a project can vary significantly depending on location, landscape features, environmental sensitivity and management goals. Dealing with sensitive environments (e.g., terrain instability, wetlands and low-lying areas and watercourse crossings both fish bearing and non-fish bearing), add significant complexity and cost to reclamation above and beyond the general earth works related activities. Security estimates will consider the following factors:

- **Landscape characteristics and terrain stability:** This includes slope gradients, soil composition and the presence of permafrost, which may influence the complexity and cost of stabilization and restoration activities.
- **Sensitivity of the receiving environment:** Proximity to wetlands, watercourses or sensitive wildlife habitats, will necessitate more rigorous reclamation practices to minimize impacts.
- **Types of reclamation activities required:** Activities such as soil stabilization, re-vegetation, erosion control, removal of road infrastructure (e.g., culverts, bridges), asset removal/disposal, hazardous material removal/disposal and remediation of any releases will be considered in determining the overall scope and cost of decommissioning.
- **Road segment characteristics:** Costs may vary along different segments of the road based on changing environmental conditions and land use objectives.

- **Resource mobilization and demobilization:** Consideration of time and costs associated with the mobilization and demobilization of necessary resources, personnel, and equipment productivity is also factored into security calculations.

The Land Management Branch utilizes a security calculator to estimate security requirements. This calculator bases cost on the activities and equipment outlined in the applicant's approved Decommissioning and Reclamation Plan; otherwise, costs will be inferred upon assumed activities, equipment and effort required to address the project. To the extent possible, decommissioning and reclamation of project features will be evaluated individually. Costs will account for the forecasted time/effort and productivity to complete the reclamation activities applying typical/standard equipment used during road and bridge construction. Costs will also account for ancillary components, such as mobilization/demobilization of equipment, labour, project materials. Land Management Branch staff may solicit site-specific quotes from vendors for features requiring specialized reclamation equipment and activities. For example, the need for larger equipment used in the removal and salvaging of bridge structures; or the need for specialized surface stabilization approaches at a given project location due to sensitive environmental features (riprap applications, hydroseeding, seeding/planting specific seed compositions).

A table detailing the security estimate breakdown will be provided to the applicant once finalized.

The Land Management Branch may also request that the applicant provide a comprehensive detailed cost estimate from a third-party consulting firm specializing in decommissioning and reclamation. This estimate should reflect industry standards and best practices to ensure that the financial security is sufficient to cover the full extent of the work required.

Preparing your application

Your application, including the site assessment, road construction plan and decommissioning and reclamation plan, will be used to inform certain aspects of the security estimate. A comprehensive and detailed application is in the best interest of the applicant, as it will provide a stronger basis for accurate security estimates. If details are vague or incomplete, the Land Management Branch may add a higher contingency to account for uncertainties or request additional information before proceeding with the approval of the application.

Forms of security

The Land Management Branch will accept the following forms of security listed below.

1. Cash and cash equivalents
 - Forms of security considered as cash or cash equivalent include bank drafts, certified cheques, term deposit certificates, guaranteed investment certificates (GICs) and bonds.

- Only cash and cash equivalents issued by an institution listed in Schedule I or Schedule II of the federal *Bank Act* will be accepted.
- All cash deposits must be accompanied by a cover letter acknowledging the purpose and use of the posted security. A template for this letter is available if required.
- If a mix of cash and cash equivalents is being proposed to furnish financial security, a proposal must be submitted to the Land Management Branch for review and approval prior to furnishing the required security.
- Cash and certified cheques provided as financial security are held in accordance with the *Financial Administration Act*.
- Certified cheques cannot be post dated and must be available for reimbursement at any given time.
- Terms for GICs and term deposits must not exceed one-year and the principal amount, interest or yield on investments must be automatically reinvested at the maturity date.
- Bank drafts, term deposits, guaranteed investment certificates and bonds are held to the order of the Government of Yukon.
- Government guaranteed bonds issued by a province of Canada or the Government of Canada must be transferred to the name of the Government of Yukon.

Management of interest and maturity of financial securities

- Interest earned from cash held by Government of Yukon, or interest or yields on investments held to the order of Government of Yukon, are deemed payable to Government of Yukon.
- Interest earned from cash will continue to be held by Government of Yukon in the form of cash, while GICs and term deposits are required to be reissued with the interest or yields earned from the previous term included. Interest earned by Government of Yukon will be considered when re-evaluating securities to ensure amounts held are consistent with reclamation cost estimates.
- Securities such as term deposits, guaranteed investment certificates and bonds that have matured with no other instruction provided by the owner, will be converted to cash and invested by the Government of Yukon according to the *Financial Administration Act*.

2. Letter of credit and bank letter of guarantee

- A draft instrument must be provided to the Land Management Branch for review and approval prior to furnishing the required security. Templates are available as required.

- All fees and charges associated with a letter of credit or letter of guarantee are the responsibility of the owner.
- A letter of credit and bank letter of guarantee must be issued by a bank or financial institution listed in Schedule I or Schedule II of the federal *Bank Act*.
- All securities must be provided in Canadian dollars and be made payable to the Government of Yukon.
- A letter of credit and bank letter guarantee must be irrevocable and unlimited with partial drawings permitted. The sole beneficiary named must be Government of Yukon and the operation and permit number for which the security is furnished must be identified.
- A letter of credit and bank letter guarantee must enable a designated officer of the Minister to obtain the required funds without any requirement or proof of jurisdiction or claim by Yukon.
- A letter of credit and bank letter guarantee must provide for automatic renewal.
- Any changes to the terms of the security instrument must be approved by all parties involved, including the Government of Yukon, for the security to remain acceptable.
- If the security instrument will not be renewed by the issuing institute or an agreement is not reached on amendments to the terms or amount of security held, the Government of Yukon will demand payment in full and hold the amount as though it were a cash or a cash equivalent form of security. The security will be held in cash form until an alternative form of acceptable security is furnished by the owner.
- Amendments to a letter of credit or letter of guarantee may be required to cover increases or decreases in the amount of security and reflect changes to the name of the owner. Any amendments must be approved by all parties.

Return of security

Security may be returned to the permittee in several circumstances:

1. a periodic review of security held for a project resulting in a decrease in the quantity of security required (i.e., due to lower costs for services or a reduction in the overall environmental liabilities).
2. a letter of clearance has been issued under s. 42 of the *Regulation*.
3. a permit has been assigned to a new permittee.

Where security is being replaced by a new form or a new permittee has taken over the primary permit, the new security must be provided prior to release of existing security.

Security acknowledgement: Applicant has reviewed the security estimate and has agreed upon payment option selected for this project.

3.12 Attachments

- Ensure all required attachments are included with your application, such as maps, photos and detailed plans.

4.0 Access permit application

If an applicant is applying for both an Access Permit on an existing resource road and a primary permit to construct a new, connected resource road, submit both applications as part of one submission.

4.1 General information

Applicant details: Provide your name, address, phone number, email and Yukon Corporate Registry Number if applicable.

Agent details: If an agent is handling the application, include their contact information.

Project description: Provide a concise description of your project. Include the purpose of use of a resource road, its general location, basic details on the road itself (length, number of lanes, duration of use etc.) and any other details that provide a general sense of your project. Explain your route to access the resource and where your new or existing resource roads will intersect with the public roads network.

4.2 Resource use authorization

Authorization requirement: You must hold or have applied for a resource use authorization. These authorizations are:

- an operating plan within the meaning of the *Quartz Mining Act* (i.e. a Class 3 or Class 4 exploration program).
- a license issued under section 135 of the *Quartz Mining Act*.
- an operating plan within the meaning of the *Placer Mining Act* (i.e. a Class 3 or Class 4 placer land use operation).
- an oil and gas disposition within the meaning of the *Oil and Gas Act*.
- a lease of land granted under the *Quarry Regulation* for the purpose of operating a pit or quarry.
- a license or permit to mine coal issued under the *Coal Regulation*.
- a lease of a location for coal mining purposes issued under the *Coal Regulation*.

- a lease issued under the *Dredging Regulation* or
- a lease or permit issued under the *Territorial Lands (Yukon) Act* or the *Lands Act* for the purpose of generating electricity from a renewable energy generation project and, when applicable, the associated water licence.

Attach a copy of your authorization or proof of application. **Please note that Class 1 of Class 2 placer or quartz exploration notifications do not qualify as a resource use authorization.**

4.3 Overview

Provide maps of all features and elements in your project area. Attach as many maps as required to convey all the information listed in the application form. Energy, Mines and Resources, Land Management Branch has digital mapping standards available:

<https://yukon.ca/en/land-use-digital-mapping-standard>.

The following elements must be included in all maps submitted to the Land Use Unit as required under a Resource Road Access Permit:

- A detailed map of the route proposed to access the resource.
- identify all Resource Roads, trails, roads and highways in the area and indicate whether they will be used.

4.4 Road use

To obtain an access permit, applicants must comply with the primary permit holder's operational plan. If your use of the road requires alteration of the road or exceeds the current operational plan, you may be required to have the primary permit for the resource road reassigned to you. Depending on the nature of your use and any planned reconstruction required, you may be required to submit a new YESAA project and security. If you are unsure of whether your use complies with the operational plan or if you would like to discuss becoming the primary permit holder of an existing resource road, contact the Land Management Branch.

Although not required, resource users, (both primary and access permit holders), will be encouraged to enter into user agreements. If a user agreement is made, a copy is required as part of your access permit application and **is not to be submitted during the assessment through the YESAA process**. Personal and financial information will be redacted from any public inquires in compliance with the *Access to Information and Protection of Privacy Act* (ATIPPA).

A user agreement can outline terms and conditions under which multiple parties would share and access a road. It may include stipulations on maintenance responsibilities, cost-sharing arrangements, usage restrictions (such as vehicle types or times of access), liability and insurance requirements and protocols for conflict resolution. If consideration is given at the time

of road planning, the primary permit holder may expand the scope of their operations to include that of the access permit. The agreement could be a means of ensuring that the road is safely and equitably used by all parties, while maintaining its condition and minimizing environmental impacts. The Government of Yukon is not a party to a user agreement, but the application requests a copy of any relevant user agreement so that we may clarify conformity of access permit applications with a primary permit holder's operational plan. If there are disputes or non-compliance with a user agreement, this may result in a civil litigation between primary and access permittees and Yukon government would not be involved.

4.5 First Nation and stakeholder engagement

Applicants should discuss their proposed project with affected First Nations and land users in the area and incorporate mitigation/avoidance strategies in their application for environmentally and/or culturally sensitive sites. The Government of Yukon and other regulatory authorities strongly encourage community engagement prior to, during and after the permitting process.

- **Engagement summary:** Provide details on discussions with affected First Nations and other stakeholders, including any feedback received and how it has been addressed.

4.6 Schedule of fees

- **Fee calculation:** Calculate the application fee based on the area involved. Include GST and any additional fees.

4.7 Security

If the proposed resource road use by the access permit applicant is anticipated to result in additional maintenance or reclamation costs of the road, security may be required as a condition of the access permit.

Security cost estimates will be informed by your application. The estimates are calculated based on the potential costs to the Government of Yukon if it were required to undertake any additional maintenance, decommissioning or reclamation activities, if the permit holder fails to meet their obligations. It is important to note that these estimates are calculated as if the Government of Yukon were to conduct the work, rather than the applicant.

Factors influencing security for access permits:

Security amounts for access permits may vary depending on factors such as:

- **Type and intensity of road use:** Heavy use or use by multiple vehicles may result in greater road wear, increased maintenance needs, or environmental impacts.
- **Additional maintenance requirements:** If your use involves seasonal or regular maintenance activities (e.g., snow removal, erosion control), security may be adjusted to reflect these costs.

- **Scope and sensitivity of the road segment:** Security amounts may vary incrementally along different road segments depending on the landscape's stability, environmental sensitivity and the specific end-land use objectives for the area.

Application detail and impact on security estimates:

It is in the best interest of the applicant to provide a detailed and comprehensive application to support accurate security estimates by the Land Management Branch. Where details are insufficient, security estimates may be increased to account for uncertainties. The Land Management Branch may request additional information from the applicant before proceeding with approval of the application. In some cases, a detailed cost estimate for maintenance, decommissioning and reclamation from a third-party consulting firm may be requested.

For additional information about security, refer to the security section under the "primary permit application".

Security acknowledgement (when required): Applicant has reviewed the security estimate and has agreed upon payment option selected for this project.

Attachments

Ensure all required attachments are included with your application, such as maps, user agreements and any other cited documentation.

Appendix A – Authorizations that may be required for Resource Road construction

Appendix A – Authorizations that may be required for Resource Road Construction

Note: It is the Applicant’s responsibility to ensure all required permits are obtained. The following list may not be inclusive, and may be subject to change

Activity	Authorization Required	Act or Regulation	Governing Body	Notes
Road construction, maintenance, use, decommissioning and reclamation	Resource Road Permit	<ul style="list-style-type: none"> • <i>Yukon Environmental and Socio-economic Assessment Act</i> • <i>Assessable Activities Exceptions and Executive Committee Projects Regulation</i> • <i>Territorial Lands (Yukon) Act</i> • <i>Resource Roads Regulation</i> 	Yukon Environmental and Socio-economic Assessment Board and The Department of Energy, Mines and Resources	Includes pullouts, runaway lanes, fuel storage, camps (if located within the road footprint)
Works within a highway RoW	Performance of Work Within Highway Right-of-way	<ul style="list-style-type: none"> • <i>Highways Regulation</i> 	Highways & Public Works Transportation Maintenance Branch	A permit is required to develop and maintain RRs that connect to existing highways for disturbance within right of way.
Construction of new road access within highway RoW	Permit under Highways Act Section 7(2) Access Permit Sign Permit	<ul style="list-style-type: none"> • <i>Highways Regulation</i> 	Highways & Public Works Transportation Maintenance Branch	Use of highway RoW for the purpose of constructing a RR access.
Placer Mining (Class 3 or 4)	Approval and Operating Plan, Mining Land Use permit	<ul style="list-style-type: none"> • <i>Placer Mining Land Use Regulation (OIC 2003/059)</i> 	Department of Energy, Mines and Resources	The applicant must have one of the required authorizations as listed in Section 7(2) of the Resource Roads Regulation
Quartz Mining (Class 3 or 4, or major mine)	Approval and Operating Plan, Mining Land Use Permit or Quartz Mining License	<ul style="list-style-type: none"> • <i>Quartz Mining Land Use Regulation (OIC 2003/064)</i> 	Department of Energy, Mines and Resources	
Oil and Gas extraction	Oil and Gas Disposition (as defined by the Oil and Gas Act)	<ul style="list-style-type: none"> • <i>Oil and Gas Act</i> 	Department of Energy, Mines and Resources	
Dredging	Lease	<ul style="list-style-type: none"> • <i>Dredging Regulation</i> 	Department of Energy, Mines and Resources	
Coal mining	Licence, Permit, or Lease	<ul style="list-style-type: none"> • <i>Coal Regulation</i> 	Department of Energy, Mines and Resources	
Operating a pit or quarry, including new quarries for constructed for the purpose of a resource road	Lease	<ul style="list-style-type: none"> • <i>Quarry Regulations</i> 	Department of Energy, Mines and Resources	
Hydro or geothermal electrical generation	Lease, agreement for sale or land use permit	<ul style="list-style-type: none"> • <i>Territorial Lands (Yukon) Act</i> 	Department of Energy, Mines and Resources	
	Water Licence	<ul style="list-style-type: none"> • <i>Waters Act and Regulation</i> 	Yukon Water Board	
Establishment of any campsite that is to be used for more than 400 person-days	Land Use Permit	<ul style="list-style-type: none"> • <i>Territorial Lands (Yukon) Act</i> • <i>Land Use Regulation</i> 	Department of Energy, Mines and Resources	May be required for camp construction if camp is not being built for the construction or maintenance of the resource road and is located off claims included in an approved operating plan.

Activity	Authorization Required	Act or Regulation	Governing Body	Notes
Clearing or installing a utility right-of-way	Land Use Permit	<ul style="list-style-type: none"> • <i>Territorial Lands (Yukon) Act</i> • <i>Land Use Regulation</i> 	Department of Energy, Mines and Resources	Are required for utilities constructed adjacent to the Resource Road
Permission to obtain gravel/sand from a quarry	Quarry Permit, Resource Road Permit (required if quarry location and material is included in the RR footprint). Air Emissions Permit (if excavation is greater than 4 ha)	<ul style="list-style-type: none"> • <i>Quarry Regulations, Resource Roads Regulation</i> • <i>Environment Act, Air Emissions Regulation</i> 	Department of Energy, Mines and Resources Department of Environment	Quarries and borrow pits will be required to generate specified materials for the construction of the road.
Storage and handling of petroleum products	Storage Tank Systems Permit, Land Use Permit (if not included within the Resource Roads permit), Special Waste Permit	<ul style="list-style-type: none"> • <i>Environment Act</i> • <i>Storage Tank Regulations</i> • <i>Special Waste Regulations</i> • <i>Territorial Lands (Yukon) Act</i> • <i>Lands Act</i> • <i>Land Use Regulation</i> 	Department of Environment, Energy, Mines and Resources and Community Services	May be required for bulk storage of fuel for active work headings. Special waste permits required for used motor oil (20L generated in 30 days).
On-site sewage disposal system	Permit to install a sewage disposal system Water licence	<ul style="list-style-type: none"> • <i>Public Health & Safety Act,</i> • <i>Sewage Disposal Systems Regulation</i> • <i>Waters Act</i> • <i>Waters Regulation</i> 	Health & Social Services, Environmental Health Services and Yukon Water Board	Permit may be required for temporary work camps that require on-site sewage disposal.
Water crossings (ex. bridge or culvert), use of water or deposit of waste	Water Licence	<ul style="list-style-type: none"> • <i>Waters Act</i> • <i>Waters Regulation</i> 	Yukon Water Board	A water licence may be required for the construction and maintenance of a RR. It is also required authorization for the Primary Permit application of a RR for the purpose of servicing a hydro or geothermal electrical generation site.

Activity	Authorization Required	Act or Regulation	Governing Body	Notes
Working near water may include, but not restricted to: <ul style="list-style-type: none"> Harmful alteration, disruption, or destruction of fish habitat Destruction of fish by means other than fishing. Obstruction of fish passage Deposit of deleterious substance in waters frequented by fish. 	Fisheries Authorization Section 22, 32, 35 (2)	<ul style="list-style-type: none"> <i>Fisheries Act</i> 	Fisheries and Oceans Canada	Road construction around the Stewart backchannel may require a Fisheries Authorization. Other construction impacting fish and fish habitat may require Fisheries Authorization if construction cannot be completed using mitigations identified by DFO.
Work that crosses a navigable water	Review for possible exemption Canada Navigable Waters Act if work does not substantially interfere with navigation. Otherwise, Application for an approval of proposed works	<ul style="list-style-type: none"> <i>Canada Navigable Waters Act</i> 	Transport Canada	
Overnight storage of explosives at any site other than a mine or quarry	Permit for use of explosives	<ul style="list-style-type: none"> <i>Explosives Act</i> 	Natural Resources Canada Minerals & Metals Sector	Explosives storage will be required for active road headings.
Explosives storage	Explosives Magazine Permit	<ul style="list-style-type: none"> <i>Explosives Act</i> 	Yukon Workers' Safety and Compensation Board Workplace Health & Safety Regulations	Explosives storage will be required for active road headings.
Blasting – underground or surface	Underground and Surface authorization to conduct blasting in Yukon	<ul style="list-style-type: none"> <i>Workplace Health and Safety Regulations</i> <i>Mine Safety Regulation, Section 14</i> 	Yukon Workers' Safety and Compensation Board Workplace Health & Safety Regulations	Construction will require the use of explosives.
Incidental harvesting of timber	Forest Resources Permit	<ul style="list-style-type: none"> <i>Forest Resources Act</i> 	Department of Energy, Mines and Resources Forest Resources Act, Authorization can also be granted through the Quartz Mining Act, Placer Mining	Only required on a Resource Road if the applicant intends on retaining the timber for commercial use.

Activity	Authorization Required	Act or Regulation	Governing Body	Notes
			Act, Territorial Lands (Yukon) Act or the Lands Act.	
Burning wood	Burning Permit	<ul style="list-style-type: none"> • <i>Forest Protection Act, Forest Protection Regulation</i> • <i>Territorial Lands (Yukon) Act</i> 	Community Services Protective Services	Only required when lighting an open fire between April 1 and September 30.
Operating within 30 m of a heritage resource	Written authorization from Government of Yukon	<ul style="list-style-type: none"> • <i>Territorial Lands (Yukon) Act</i> 	Department of Energy, Mines and Resources	
Heritage Resource Impact Assessment	Archaeological Sites Regulation permit	<ul style="list-style-type: none"> • <i>Historic Resources Act</i> • <i>Archaeological Sites Regulation</i> 	Tourism and Culture	
Development in the Dempster Highway Development Area	Dempster Highway Development Permit	<ul style="list-style-type: none"> • <i>Dempster Highway Development Area Regulations</i> 	Department of Environment	Applies when developing land or using motorized vehicles other than snowmobiles off-road in the Dempster Highway corridor

Notes:

RoW – Right-of-Way

RR – Resource Road

RRP – Resource Roads Permit