

4R.3-1.0 PREFACE

Reference Materials 4R.3 provides the supporting materials for Round Two and Round Three consultation activities, including meeting agendas, notes, presentation materials, among other items. Corresponding information for Rounds Two and Three can be found in Appendix 4C and in Chapter 4. All items are presented in chronological order, beginning with activities in June, 2006, and continuing through to September, 2006.

Meeting notes from Rounds Two and Three took an iterative form and once compiled were sent to the consulted party for verification purposes. This occurred both when Yukon Energy and its representatives took responsibility for notes taking and when note taking responsibility was undertaken by someone else. This iterative process is documented at the beginning of each set of meeting notes, with a text box indicating who took notes, when notes were sent for verification, if and when verification was received, and any other relevant comments.

4R.3-2.0 CONSULTATION WITH NTFN FIRST NATIONS

Each First Nation determined the appropriate format for consultation activities in the community. The materials presented in this document reflect only those activities to which Yukon Energy was invited, and further self-organized activities are described in Appendix 4A and Reference Material 4R-1. All notes were sent for verification to the First Nation, although confirmation was not always received.

4R.3-2.1 CONSULTATION WITH LITTLE SALMON/CARMACKS FIRST NATION

Consultation meetings with Yukon Energy and LSCFN occurred on June 1, 2006, and again on September 11, 2006. Consultation materials for Round Two and Round Three are presented in chronological order below.

Proposed Carmacks-Stewart Crossing
Transmission Line Project
Little Salmon/Carmacks First Nation
Consultation Workshop

Thursday, June 1, 2006

10:00 am to 12:30 pm

Carmacks

- annotated outline for planning purposes-

AGENDA

Opening Prayer *[Mike Vance to arrange]*

Welcome and Purpose *[Mike Vance and Hector Campbell]*

Round Table Introductions/First Nation statements

Workshop *[Cam]*

- **Objective:** workshop to identify issues regarding selection of 60 m Right-of-Way, and proposed route and alternatives in Little Salmon/Carmacks traditional territory, particularly on settlement lands
- **Route alternatives:** description of proposed route and options/alternatives in Little Salmon/Carmacks traditional territory *[Hector]*
- **Specific area focus:** focused discussion on the Tatchun Creek area and settlement lands:
 - North of Tatchun Creek, including McGregor Creek
 - South of Tatchun Creek, including options around Tantalus Butte

In each of the above areas, we would be seeking information on these types of issues:

- Trapping, hunting and fishing [domestic and commercial]
- Berry picking and medicinal plant gathering – what is collected and are there any areas to avoid?
- Firewood collection – when and where
- Commercial forestry activities – are there any, where and when
- Important cultural sites in the area to avoid
- Any other concerns

Summary of outcomes and follow-up action items:

- Outcomes – list on flipchart
- Areas for additional discussion – list on flipchart
- Preferred route consultation in late June - format

Closing prayer *[Mike Vance to arrange]*

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: Mike Vance

Date: June 26, 2006

Confirmation Requested for Date: July 7, 2006

Confirmation Received: None

Date:

Notes: For the purposes of this meeting, notes were taken on a flipchart for everyone to view and are submitted here as notes to the meeting

Date of Meeting: June 1, 2006

Time: Meeting with select members in the morning, followed by an open community meeting in the evening.

Location: Little Salmon Carmacks First Nation Heritage Hall

In Attendance: Hector Campbell – Yukon Energy

Cam Osler – IG

Nancy Leblond – IG

Kristin Kent – IG

Mike Vance – organizer for Little Salmon Carmacks First Nation (LSC)

See Below for the remaining list of LSC members and other attendees for the morning session

52 community members (adults) attended the community supper and meeting in the evening, along with numerous children

Morning Session:

Mike Vance (LSC) opened the meeting and outlined the consultation process [as was described in a newsletter distributed at the meeting]. He read aloud the list of issues as identified in the Agenda (See Appendix B) and emphasized that no final decisions about the routing of the transmission line had been made. Hector Campbell (Yukon Energy) thanked everyone for coming to this first meeting. Cam Olser (InterGroup) provided an overview of the transmission line project, requirements for routing, and current options being considered. The meeting was then opened to comments and concerns from all those in attendance. These comments were taken down on a flip chart and provide a record of the meeting, which can be in the section below. Names have been omitted for confidentiality reasons.

Community Meeting and Supper:

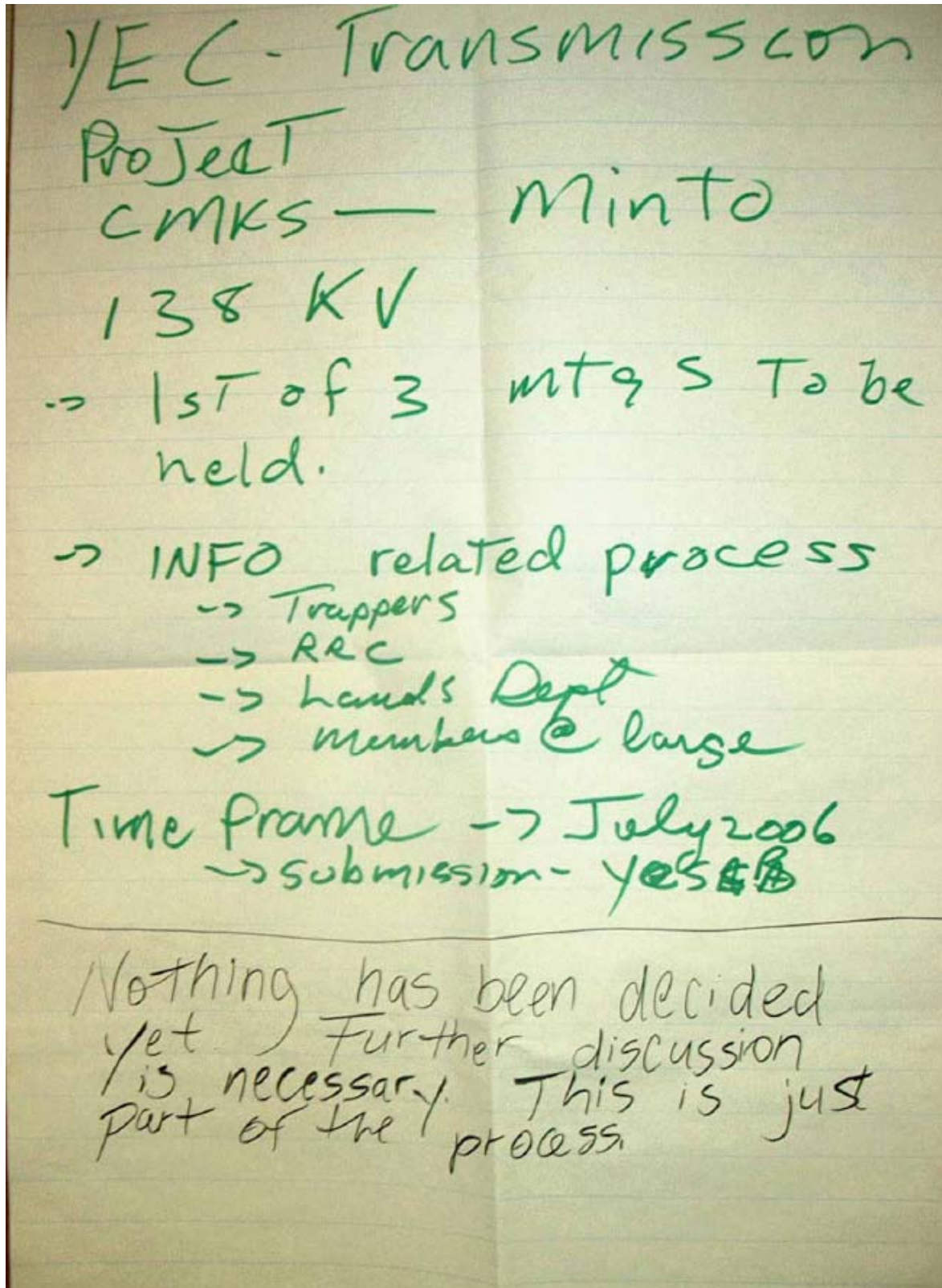
In the evening, an open community meeting was held with supper and door prizes provided. Similar to the morning session, Mike Vance opened the meeting, followed by a welcome from Hector Campbell and an overview of the project from Cam Olser. Many of the attendees from the morning were present, along with numerous other community members. A second opportunity for people to voice comments or concerns was provided. These comments were recorded on a flip chart and are provided below.

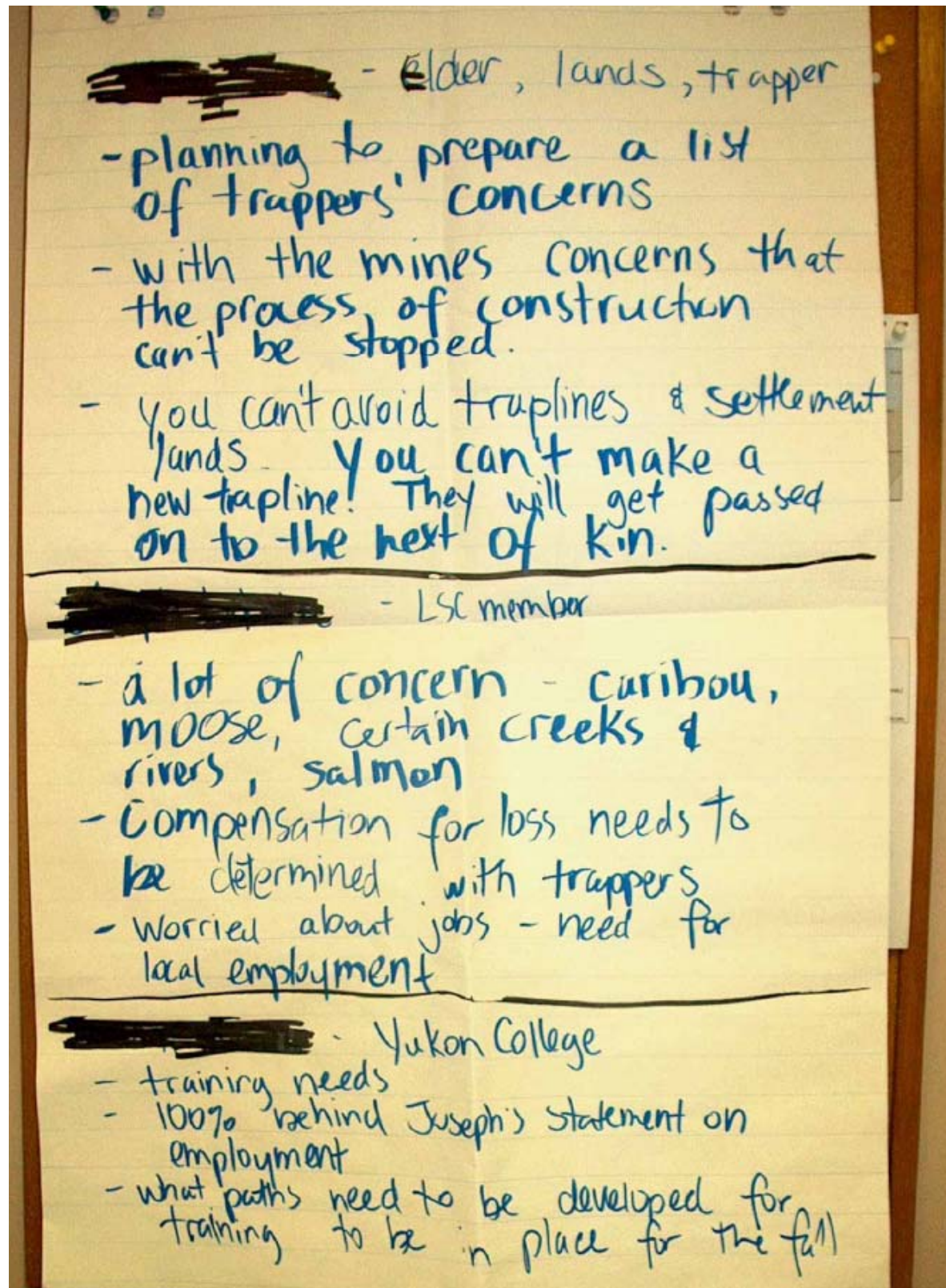
Little Salmon Carmacks
First Nation

June 1, 2006
10-11:45 am.

Nancy LeBlond, Intergroup/Yukon Emergency
Clyde Blackjack L.S.C.F.N. ELDER.
Maggie Ambrose C.A.R.C. FARM
Kathy Sam. H.T.G Home Care / Carmack/F.N.
Rogie Tom - Elder
Johnny Sam - Elder Council L.S.C.F.N Carmacks.
Joe O'Brien - Elder L.S.C.F.N (trophy holder Jatchone)
Joseph O'Brien - L.S.C.F.N
Roddy Blackjack - elder L.S.C.F.N
Howard Charlie - elder L.S.C.F.N
Eugene Skookum - elder L.S.C.F.N (Longrange instructor)
Dawn Marino - Yukon College
Selena Cheater - Carmacks RRC
Gary Sam - ✓ ✓
Don Marino - ✓ ✓
KITTY CHARLIE L.S.C.F.N ELDER
ROWENA BLACKTACK L.S.C.F.N ELDER
EILEEN FIELDS L.S.C.F.N MEMBER
GORDON SIMON L.S.C.F.N ELDER
ALEX CHARLIE L.S.C.F.N MEMBER
Trisha Johnnie L.S.C.F.N Member
Joe O'Brien L.S.C.F.N member (Elder)
Joe O'Brien Tr L.S.C.F.N member
Evelyn Skookum L.S.C.F.N Elder
Kathy Sam L.S.C.F.N Elder
Roddy Blackjack L.S.C.F.N Elder
Howard Charlie L.S.C.F.N Elder
Mike Vance L.S.C.F.N Member
Rose Tom L.S.C.F.N Elder

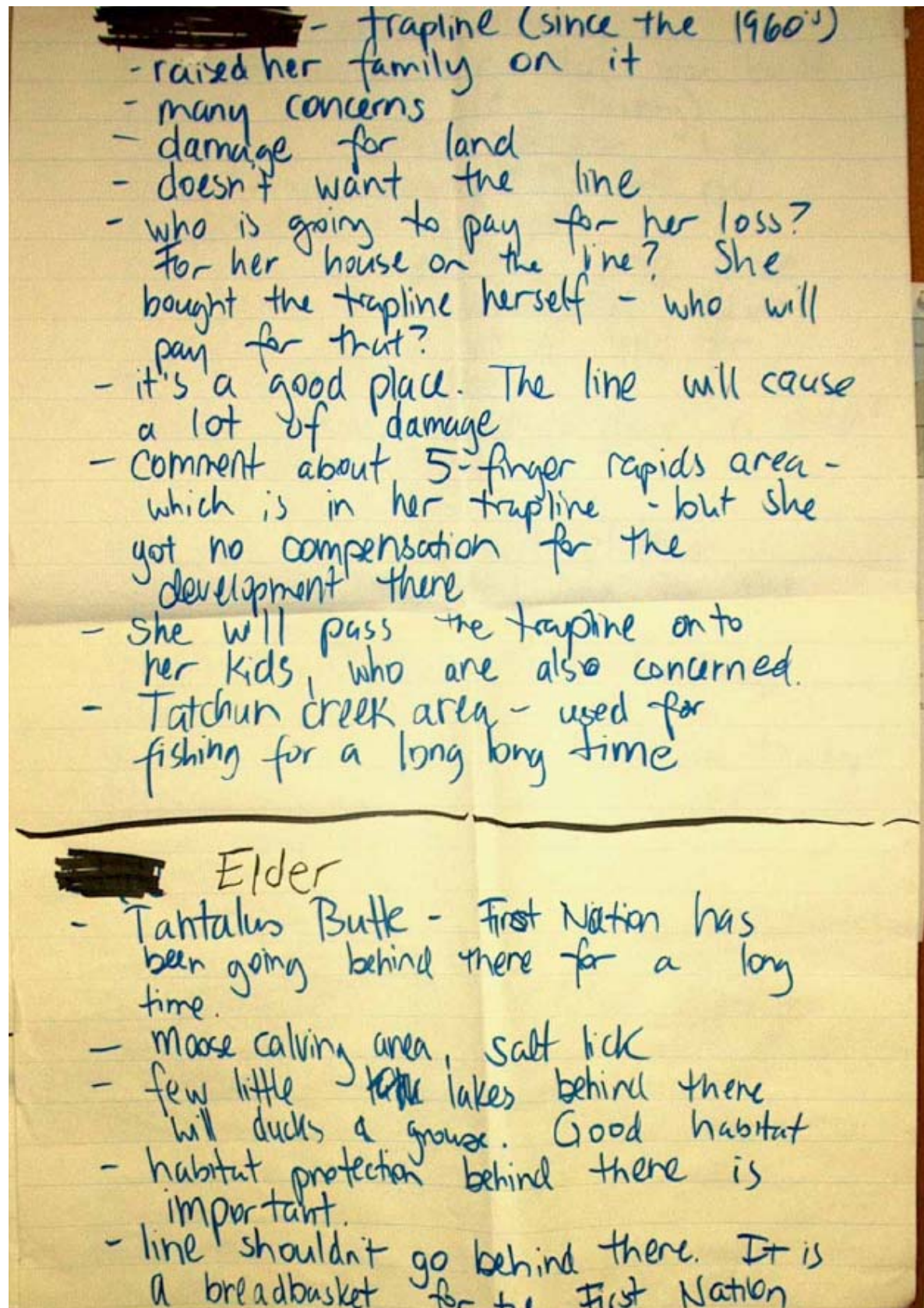
Morning Meeting Notes, June 1, 2006:





- ~~_____~~ - advisor, elder
- last transmission line that was built affected activities (e.g. hunting) along the 500m corridor. Little Salmon Carmacks Reserve #10 → no compensation as of yet.
- not sure we need the line → we have power from Whitehorse. We've already lost a lot of land for that transmission line
- trapline system was put in place in 1940's by the government
- moose areas
- need for meeting with elders
- could just bring the line to the Minto mine
- access from the line for hunting, moose habitat -- area will be opened to the public, increased trails
- electric rates still fluctuate when part of the system is damaged.
- Don't need the line.
- Shortcut through Tatchun area of concern for one trapper ~~_____~~

-
- ~~_____~~ - elder, former chief
 - we get our power from Aishik now
 - would like to hear more from the trappers
 - need to know how much damage will be done to the land



- Gopher Lake (behind Tantalus Butte)
used a lot in the spring. A lot
of memories for the First Nation
back there.

McGreggor Creek

- Key habitat area
- moose & caribou calving area

Community Meeting Materials:

Proposed Carmacks-Stewart Crossing

Transmission Line Project
Little Salmon/Carmacks First Nation
Community Meeting

Thursday, June 1, 2006
6 pm

Carmacks

Supper provided

Opening Prayer

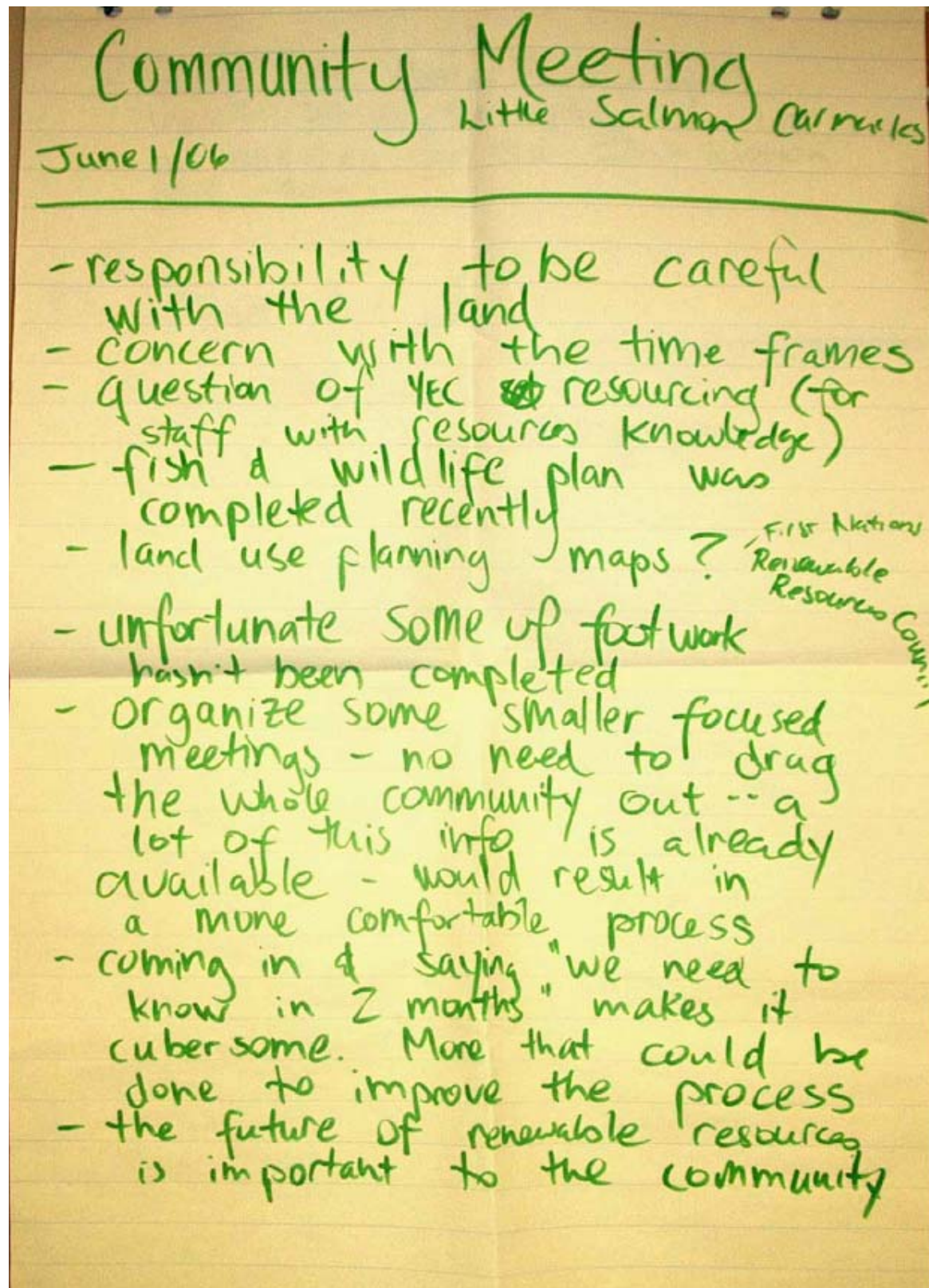
Welcome *[Mike Vance and Hector Campbell, YEC]*

Brief Presentation of proposed project *[Cam Osler/ Hector Campbell]*

Open invitation for questions and discussion

Closing Comments *[Hector Campbell]*

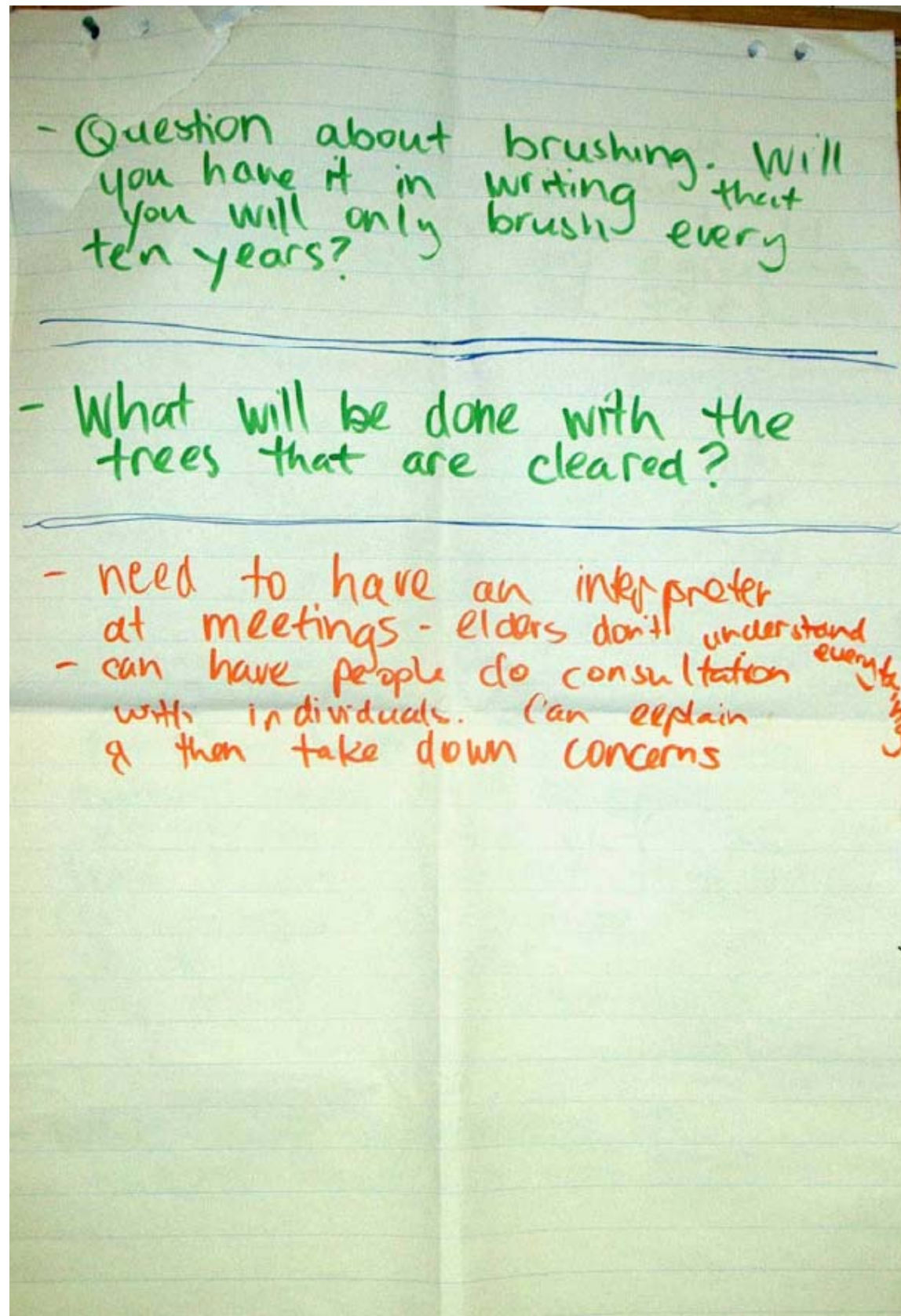
Closing Prayer



This consultation comes late.
- the newspaper reported the Agreement. Consultation should have been before any agreement was signed with the First Nations

- Catching up with all the info -- Chief & Council agreed before the community was consulted
 - More study needs to be done to determine the route
 - Tatchun Creek - salmon spawning area - has been protected by the First Nation a long time.
 - Salmon need shade to spawn so no trees can be cut. We have fought to protect that area
 - Our grandchildren need to enjoy what we enjoyed
 - Have to find a better route
-

- What is the ~~process~~ for fire hazard? (with a t-line)



- Question about brushing. Will you have it in writing that you will only brush every ten years?

- What will be done with the trees that are cleared?

- need to have an interpreter at meetings - elders don't understand everything
- can have people do consultation with individuals. Can explain & then take down concerns



YUKON ENERGY
CORPORATION
P.O. Box 5920
WHITEHORSE
YUKON Y1A 6S7
(867) 393-5300

July 7, 2006

Mike Vance
Lands and Resources Department
Little Salmon Carmacks First Nation

Dear Mike:

Re: Route alternative issues in Little Salmon Carmacks First Nation traditional territory

Thank you for meeting with Yukon Energy and ourselves on June 1st giving us the opportunity to discuss routing alternatives for the Carmacks-Stewart Transmission Project, and following up on the initial meeting of May 18, 2006 in Pelly Crossing. We also appreciate the time and effort that has occurred on an on-going basis since June 1st, particularly the joint visits to the Tantalus Butte area on June 6th and 22nd, and to the Tatchun Creek area on June 22nd. While we wait for additional ground-truthing in these two areas, we need to keep the consultation process moving towards finalizing a preferred route as soon as possible in accordance with the MOU. In this regard, we have summarized a list of issues focused on routing alternatives in the accompanying table.

The attached draft table reflects the route alternatives in LSCFN traditional territory, and the issues and concerns identified by LSCFN community members at the June 1st morning workshop and evening community meeting.

It is our intention to share this draft table, along with similar tables from SFN and NNDFN, with the Steering Committee when it meets in the very near future. A final version will also form part of the YESAB submission document. We would welcome your review and comment at the earliest opportunity, hopefully prior to the Steering Committee meeting (so that we can include any needed changes).

Once again, we thank you for the opportunity to discuss the CS Transmission Project with LSCFN, and look forward to continued progress on finalizing a preferred route through LSCFN's traditional territory, in accordance with the MOU. Although its June 30th target date

has passed, considerable progress has been achieved. We believe that the necessary filing with YESAB can proceed provided that a preferred route can be confirmed with the Northern Tutchone Council by August 31, 2006.

Yours truly,



Hector Campbell,
Director, Resource Planning & CIO

Cc: John Osler, InterGroup Consultants Ltd

Attachments: CS Project Route Alternatives Draft Table

Route Alternative Issues for Carmacks Stewart Project in LSCFN Traditional Territory

No.	Route Alternative Issue	Source of Issue	Follow-up
1	Route Option 1A/B:		
1.1	<ul style="list-style-type: none"> 1A Tantalus Butte East – keep away from moose habitat, calving and salt licks to east of Tantalus Butte; important hunting area for FN community members 	<ul style="list-style-type: none"> LSC FN elder/trapline holder 	<ul style="list-style-type: none"> Additional ground-truthing required to determine if this option can avoid moose calving areas. Require this ASAP in July.
1.2	<ul style="list-style-type: none"> 1B Tantalus Butte West – would prefer line to follow Klondike Highway 	<ul style="list-style-type: none"> LSC FN elder 	<ul style="list-style-type: none"> This route would cross LSC FN settlement lands and several private properties
2	Route Option 2A/B:		
2.1	<ul style="list-style-type: none"> 2A Tatchun East – too close to Rosie Tom's cabin and crosses her main trap line; opens up area to other hunters 	<ul style="list-style-type: none"> Rose Tom, LSCFN elder and trapper; additional LSCFN elder 	<ul style="list-style-type: none"> Additional ground-truthing required to determine a modification to this alternative – require this ASAP in July
2.2	<ul style="list-style-type: none"> Tatchun Creek crossing – maintain trees along Tatchun Creek for shade for spawning salmon; avoid Tatchun Creek fishing camp 	<ul style="list-style-type: none"> LSCFN community members and elder 	<ul style="list-style-type: none"> YEC would follow DFO's stream crossing guidelines which incorporates maintenance of riparian habitat along creek shores
3	Trap lines: <ul style="list-style-type: none"> Avoid disturbance to trap lines – you can't make a new trap line, they are handed down to next generation 	<ul style="list-style-type: none"> LSC FN elders/trappers 	Trapper compensation will be addressed by YEC with individual trap line holders
Socio-economic/cultural			
4	Wood harvesting: <ul style="list-style-type: none"> Entire route – want opportunities to harvest wood (merchantable timber as well as fuelwood) – this requires access to cut the wood (which impacts distance of t-line ROW from highway) 	<ul style="list-style-type: none"> LSCFN community members 	<ul style="list-style-type: none"> This will be taken into consideration in the development of a Project Agreement, as outlined in the MOU of May 2006. Forestry interested in permitting merchantable timber harvest prior to ROW clearing.
5	Cultural areas: <ul style="list-style-type: none"> Socio-cultural and heritage values of places like Tatchun Creek, traditional use area behind Tantalus Butte 	<ul style="list-style-type: none"> LSC FN elders 	<ul style="list-style-type: none"> Traditional use areas will be taken into consideration in the route selection and design process.

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: Susan Davis

Date: September 14, 2006

Confirmation Requested for Date: no date specified

Confirmation Received: None

Date:

Notes:

Carmacks-Stewart/Minto Spur Transmission Project
Little Salmon Carmacks Elders Meeting
September 11, 2006

Attendance: Susan Davis, Johnny Sam, Agnus Charlie, Rachel Tom, Rosie Tom, Evelyn Skookum, May Roberts, Simmie Skookum, Roddy Blackjack, Max, Skookum, Mervall Ambrose (RRC), Celina Cheater (RRC)

Sue Davis introduced the session:

- Yukon Energy is looking to develop a transmission line between Carmacks and Stewart Crossing
- YEC was in Carmacks for a meeting in the Spring to introduce the Project
- Mike Vance has been doing some work with YEC looking at possible routes
- YEC needs to submit document shortly to YESAB as part of the environmental review. However, YEC will continue to consult with the community and its members after the documents are submitted.
- The YESAB process will provide additional opportunities for further consultation.
- LSCFN will be looking to hold another meeting in early October with the community to discuss wildlife and trapping issues.
- Sue noted that the YEC consultation process is different than the experience LSCFN has had with Carmacks Copper, and that YEC is trying to approach the project in an open and inclusive manner.
 - YEC wants to learn from their experiences with the Mayo-Dawson Project
- NTFN leadership has entered into a Memorandum of Understanding with YEC that outlines a process for both parties to work on this Project.

John Osler added that this was an opportunity, like the previous community meeting held in the Spring, to talk about the Project. He noted that he was present to learn from the elders their perspectives on the Project.

Discussion then took place around the maps and the following points were made by participants:

- Given that the Project will go through FN lands and impact the people, NTFN should have all the brushing and clearing jobs
- Development is part of ever increasing development in the region
- Traplines are difficult to build and maintain and given that many of the current active trappers are older, difficult to start new ones
- One trapper noted concerns about a current agricultural land use application and its impact on his trapping

- "Trapline Compensation" does not reflect the resource the land has for the community and youth
- A desire was expressed to understand the term "avoidance" in transmission line routing, especially when any clearing will have an impact because it will change things
- Want assurance that the line will be built where it is suggested it will be and not simply moved when approvals are provided.
- Positive comments were made on the crossing of Tatchun Creek by clear span to avoid this important place.
- Tatchun West alternative is not considered to be practical and Project should stay away from mouth of Tatchun Creek.
- Tatchun East alternative, though preferable, needs to be further discussed. Managing/restricting access along this route is needed to ensure the wildlife productivity of the land it crosses is not exploited by others.
- Trapline compensation discussions need a process and should recognize the impacts will be longer than one year, that "value" will be difficult to determine, and that it has to be in place before construction starts. One participant noted that trying to compensate after the damage had been done would not be acceptable.
- Communication before construction activity was thought a positive move.

4R.3-2.2 CONSULTATION WITH SELKIRK FIRST NATION

Consultation meetings with Yukon Energy and SFN occurred on June 21, 2006, and again on August 9, 2006. Consultation materials for Round Two and Round Three are presented in chronological order below.



**Selkirk First Nation
Carmacks to Stewart
Transmission Power Line
Community Meeting
10-4
Link Building
June 21, 2006
(DRAFT#2)**



AGENDA –

- 10:00 Welcome, Prayer
Introductions
Agenda Review
Meeting Objective:
Identify issues regarding ROUTE selection of Powerline Right-of-Way
- 10:30 Chief and Council opening remarks. MOU/Granite Canyon discussion
- 11:00 Jim Harper: Land Lease/Tax base/ Lessons from Mayo-Dawson
- 11:30 Don T. to discuss pros and cons of transmission line
- 12:00 Lunch
- 1:00 Yukon Energy presentation
- 2:15 Glenn Sorenson (Senior Natural Resources Officer): Lessons from Mayo-Dawson
Eg: timber harvest, brush clearing, regulatory problems
- 2:30 Mark O'Donoghue: general summary of wildlife populations, habitat and harvest
- 3:00 **Areas to Avoid/Areas that are OK**
Gina Gill/Lizzy Hall: Summary of door-to-door information gathering
- Round Table** discussion on
Hunting, Fishing and Trapping (Map 1, Map 2, Map 3 and Map 4)
Berry picking/Medicinal plants (Map 1, Map 2, Map 3 and Map 4)
Wetlands (Map 1, Map 2, Map 3 and Map 4)
Cultural Sites (Map 1, Map 2, Map 3 and Map 4)
Firewood collection (Map 1, Map 2, Map 3 and Map 4)
- 4:30 Closing
- 5:00 Supper

-----Draft 2

RECORD OF MEETING

Recorder: SFN

Sent for Verification to: Yukon Energy
InterGroup Consultants

Date: July 10, 2006

Changes Sent for Confirmation : July 11, 2006

Confirmation Received: None

Date:

Notes: Yukon Energy made some minor revisions to the notes requesting the proper spelling of names. These are the notes which are presented below, although confirmation on these changes was not received from Beverly Brown (SFN Lands Directorate).

Consultation on Carmacks – Stewart Transmission Line

(Route Selection)

Pelly Community Meeting

10 am to 4 pm

21 June 2006

Link Building

Facilitator: Don Trudeau

Recorder: Janie Lee Silas

Caterers: Ada Gill, Lena Joe

Coordinator: Gina Gill

Student Helpers: Michael Harper, Tannis Charlie, Jordon Isaac

Attendance: Linch Curry, Jean Van Bibber, Lizzie
David Silverfox, Johnny Simon, George
Joe, Peter Isaac, Kathleen Thorpe,
Charlie Joe, Audrey Joe, Carmen Baker,
Leslie Van Bibber, Darin Isaac, Don
Trudeau, Jean Roberts, Bev Brown,
Eddie Tom Tom, Virginnia Bennett, JimHarper,
Bonnie Huebschwerlen, Mario Menzi ,
Steven Silverfox, Sharon Nelson,
Lucy Carriere, Betty Gill

Opening Comments: Don Trudeau) It is time to start the process and others will join later. I will be our facilitator today and we have a very important matter to discuss. There is a proposed power line through the traditional territory.

Opening Prayer:

Lizzie Hall in Northern Tutchone.

Don Trudeau:

(Reviews the days agenda and the purpose of the day and the importance of this meeting. Asks if anyone has anything to add to the meeting.) Now, from your Chief...

Darin Issac:

Good Morning! (Welcomes everyone and thanks those in attendance). I want to give an extra thanks to the Elders for their hard work. (Discusses the absences of others). I want to make sure that people know that there is a consultation in process on this matter. In the past two months and last fall, we have had many meetings with the Government and the YEC on this transmission line. Ultimately, there will be some changes. (Speaks to the needs of Sherwood Copper). There are timelines that must be adhered to with respect to this line. Otherwise, the mine would have to stay on diesel generators and this is not an optimum choice. We have met with the other two Northern Tutchone First Nations and many meetings of our colleagues throughout the Yukon. Today, there is a rep from LSFN. The chair indicated that we have canvassed door to door. We have met on an ongoing basis with YEC. Our position is that we want to maximize the benefits for the First Nation but that this must occur in an environmentally astute manner. The pros and cons are being explored. The line would improve our economic development. We want to look at how development may occur in Minto and Minto Landing. We also need another name for that area. On my briefing note, it indicates how this may affect individual homes that may want to locate in that area. This will also affect ratepayers and Jim will speak to this later. We have a MOU and we have kept Granite Canyon out of it and this has NOT resulted in the tabling of this project. There is an upcoming meeting about that area and also about the projections of 20 years for the Territory and its power needs. This will include the Granite Canyon. At present, there are no plans to use that area but it may be a matter for the future. We are also waiting for word from the government as to what their plans are. YEC has also agreed to put in a spur line in Minto to the mine. There are many things outstanding: (1) YESSAA regulations and we have met with them. We got some clear indications that this process will take longer and we want to do this right. (2) is the detailed routing of the line and roads and the (3) refers to the air photos of the area with the planned additions. (4) We want to also review the door to door.

Don Trudeau:

I handed out some papers for the SRRC bingo for this activity and I will get Dorothy Bradley to explain this. We feel that it is important in the decision making process and this is a good way to educate yourself as to the specifics of the project. I have put the questions on the sheet and if you complete this, you will have a better idea of what is going on. Those with 100% right will go into a draw with two major prizes. (Discusses the other door prizes). Thank you.

Don Trudeau:

Freda Alfred was also in on the door to door. Now Jim Harper will give his presentation on this project.

Jim Harper:

I have a few matters to speak to you about. Good to see everyone. I have many issues to raise with you. I will try and do this in an organized fashion. One of the points is the Mayo/Dawson matter. I had some involvement with this project and I was involved when it went off the rails and with respect to the employee benefits package. All parties agreed that we should not use that experience processes but use this experience to do a better job. The TK was not utilized properly.

When YEC decided to do this line, the background was the fact that Dawson was on diesel and it was hoped to change that dependency. They had the Mayo Dam that was being under utilized. They went to Canada and asked for permission to use that venue without any consultation. The Land Claims Secretariat issued a licence and this was done one day before they signed their agreements for TH and this was part of their agreement. They identified a quarter mile corridor or half km. corridor and said to go ahead and do what they wanted and they hired their own contractors. They went wherever they wanted and in a couple of instances, they went through the TT and NND sites. There was no consultation or agreements and this is the lesson we have now learned.

What we are doing now is changing the process so that this will never happen again. We want to be precise about the entire usage of the land so that what happened to NND and TH does not get repeated. We now have excess power in the system and this is what is behind the accessing of power for the Minto area. There will be no corridors. There is a huge difference in the process and style. There will be reps from the FN to monitor the work and the matter will be dealt with immediately if any deviations occur. This came from TH so in addition to the process that is improved, there will be constant monitoring. We have taken many steps to improve all aspects of the process.

The second matter is that you will recall how this transpired for NND and TH. That was the way things were done in that era. I will now explain how the decision is made. **Firstly**, there is a business decision made. Should we build this line (YEC) and do we need this? There is access power that is not being used and areas that have poor service could have improved services. This decision has not been made to date and this is a direct result of financing considerations and YEC requires \$\$\$ input from YTG because it will not occur without this infusion of funds. The **second** aspect is a regulatory aspect. Who, as a government, has the power to decide as to what occurs from the business decision?

Under the manner that power rates are determined takes into account what input YTG makes because otherwise, Pelly would not have the necessary pull to get this happening. The cost of the construction of the power line is not included in the rates. The other side of this is the sale of the excess power and how this will go to reduce the rates on the long term for ratepayers. The cost of the project is about \$15M. The utilities Board will only allow the YEC to make so much profit and to keep rates down. The benefit does not go to YTG. This will affect your personal bills.

The second issue is as governments or landowners. This is where SFN and YTG come in. The YTG has control of land that is not settlement land and SFN has control of its settlement land. In some areas, this will required a combination of land. The YESSAA people have quite a considerable affect on this process and this comes into play from the Agreements. This is a public review and is called YESSAA and this is part of the consultation process. An application must be made to YESSAA and they have been asked to do this by three individuals from the Board. They have to get the entire proposal review. This includes all of the proposed three aspects for this proposal. When this review is completed, YESSA will make recommendations to the YTG, SFN, LSFN and NND. You then have the ability to (as SFN) to make your views known to this Board. It is a public process.

Dorothy Bradley:

We were told when YESSAA started up, that we could put input now and this would shorten the process. We will have already addressed our issues. It is important that everyone address the YTG land because we are citizens of the Yukon.

Jim Harper:

As an organization, they want to invest their time now to get a positive business proposal. But clearly, you have a right to bring your views known to YESSAA and this is also done by the FN's, SRRC and the other affected RRC's. There are many issues you may want to ensure to be are reviewed. If there are too many objections, this will be shut down the project so keep that in mind. They want to make sure to address all issues now. The YESSAA people do not have the power to make decisions but the land of SFN, LSFN, etc., makes the decision based on the report and consultation and the input to the YEC proposal. The second aspect is the FN views on the proposal and that also goes to the YESSAA people for review. The third step is to respond to the YESSAA recommendations. You will be asked as a government to respond to the YESSAA recommendations. Ultimately, you will have to decide as to whether you agree with the proposal.

Then SFN will be asked as the landowner to decide on the proposal. You will be asked if you like an access agreement in the areas projected on your settlement land on R6 and the TT in Minto, etc. The other matters will then be brought into this. The other matter is an easement which gives the right and security to use and continue to use the land for power purposes. (60 meters). We have worked on this in NND and we want to get this right based on previous mistakes. SFN, LSFN and YTG will be asked to decide to a permit/access and easement. You have the final decision on your land only but as a resident of Yukon, you have two venues to respond if you so choose.

There will also be several other aspects of consideration such as power available in Minto area. The second aspect is that of Pelly. Councillor Van Bibber has raised the issue of where this will go through Pelly and how this will affect our lives here. The generator will then become backup because we wanted to get this moved. Does this provide and opportunity to do this because this has been requested since the 90's. There are implications for downtown Pelly. We need to

see what the community wants. There is an advantage of having power coming through.

The last aspect is the taxation base. You have the tax authority under your agreements under Property Tax to generate income. This may provide benefits from the advent for this project. This will be in the form of levying taxes including property taxes and we have talked about doing this for here and in Minto as industry but to date, this has not occurred anywhere in the Yukon. They may view this as an improvement and are therefore taxable. This is levied against the cost of making improvements and if we do not do this, YTG will. We need to do considerable work in bringing this forward for the FN's and this will be brought to the membership and sharing of possible taxes.

There are other economic considerations for the FN by doing the sole source contracting and there are other opportunities for the people here if you want to go there as an MOU. There is also a socioeconomic package as part of the YESA process or non benefits will be and there is an agreement to do this. This is also going on with respect to the Minto Mine. There are other considerations that may come out throughout the process. Any questions?

Jean Van Bibber:

Why is a line going between Pelly and Stewart when there is no development or market there?

Jim Harper:

They would not agree with that as they see this as a strategy to connect the entire grid and have no gaps and they are looking futuristically. Let us say future development happens and also to the rest of the Yukon. It is a strategic interest and not local strategy. This is also Phase II of the project and will do more research on the needs.

Linch Curry:

They were thinking about this happening a few years ago. That was before Dawson and I was asked if I wanted power on the trapline.

Jim Harper:

I am aware of those inquiries in the past and this was some preliminary investigation to see where conceptually the line could go. This was early days of the discussion and they have had this project in the works for many years. The time has now come to fruition.

Emma Alfred:

When I look at what happened in Mayo and the invasion of the traplines. We have no control as to what will happen in the land once they start. There needs to be a better communication and they should know our agreements.

Jim Harper:

I agree with your basic presentation and that is why we are doing this. You are quite right in the fact that some trappers will be affected. So you want to be very clear to the membership, someone will be affected. You will want to be very clear as to the route and that is what we are doing now. YEC must have agreements with the trappers and with SFN Heritage and I would encourage this to be brought forward.

- Darin Isaac:** It is fine to talk to individual trappers but we need to develop a systematic plan as to how to deal with the collective interest.
- Jim Harper:** You can bet that the YESSAA people will be considering this and you raise an interesting point. We need to consider the whole impact on families and the ability for compensation to families and trappers. We are going to have this done here because YTG has been looking at this for years and have not been successful. The trappers concerns must be addressed but continue to bring this forward in your discussions.
- Darin Isaac:** I guess that the compensation to trappers in the previous experience did not occur so we need to review what was not done and develop a system to address this.
- Jim Harper:** I think there were some discussion years ago but this did not continue to be considered.
- Darin Isaac:** It is easy for YEC to say they did consult the trappers but the fact remains that other issues came forward. We need to come up with a package of how this is to be done. This has to be done and soon.
- Bev Brown:** There will be others from YEC who will join us for lunch and review the results of our survey. My understanding from YEC is that letters have been sent out and yet recent contact with individual trappers indicate that no correspondence has occurred to date. To Jim, SFN has control over settlement land and with respect to the large piece of land south of Pelly and the YESSAA. (Introduces guests: Mark, Kevin, Calvin).
- Jim Harper:** Where the power route goes through on settlement land, the final decision for that land rests with YTG. How do we get our interest across for our interests in that land, let's say for hunting? I would encourage you to continue to bring these issues forward in the consultation process and to get these included in their proposal and to also use the YESSAA process. When the recommendations come out from YESSAA, the Minister and SFN - C/C will have the opportunity to respond and consult prior to making a final decision. If you have not had your issues dealt with to your liking, you have that opportunity through the YESSAA process. Ultimately, YTG as the landowner, the easement will have to reflect the YESSAA recommendations. On the other hand, you may not feel that the recommendations go far enough, then you will instruct your government to reflect this in the permit. The same applies to the trappers. SFN will have to decide what they want.
- Don Trudeau:** I want to extend a big thanks to Jim and Darin for explaining the technical aspects of the project. (Lunch and door prizes). We will resume at one o'clock sharp. Please respect the Elders and allow them to go first. When we return, I will be presenting on the trapline issue.

Adjourn at 12:00 noon for Lunch

Reconvene @ 1:35 p.m.

Lizzie Hall added to staff as translator

Don Trudeau:

(Welcomes back participants). (Introduces guests from YTG and YEC). (Introduces participants from the community who are attending the meeting. (Hector Campbell, John Osler, Nancy LeBlond, Harv Sawatsky – YEC,). (Door Prize). We are running a bit behind. I will now present the pros and cons of the power line.

The pros would be the shut down of the diesel generator and the negative impact on the environment. It is also supposed that we shall have a better power rate (contrary to Jim). The baseball players, others who use the area and the people who reside in the area of the generator will be happier. There will be a permanent firebreak across your land. It is not complete and will only slow a fire down but it is an advantage. At high usage times, the power will not shut down. Access can be a pro and con for us. Access will improve along the power line through areas for hunting and berry picking and this may encourage the need to have traditional pursuits.

Just before lunchtime, there had been mention of the traplines. It will be the responsibility of the trapper to forward a claim and this will have to have proof of income. What I am going to say is TK. The YEC is proposing to use the high country. It is the place where the moose and other animals go to protect themselves in the winter. I do not believe that it should be up to the individual trapper to provide proof and this aspect is therefore a con. The access to those winter grounds could impact on a trapper if the animals vacate the land. We do not really know what will happen and this will need to be studied. It seems that the trapper is always at the low end of consideration of any industrial project.

In preparation for facilitating this meeting, I met with Dale Bradley of SRRC and he brought his concerns from the house to house canvassing. The asthetics is that people do not want to see the power line from the road. They want to use the high country.

Lizzie Hall:

Translates into Northern Tutchone.

Don Trudeau:

Those animals go to the area for a reason and this is often for medicine.

Lizzie Hall:

Translates into Northern Tutchone.

Don Trudeau:

The Elders who lived on the land know these things and the youth and younger people do not know this.

Lizzie Hall:

Translates into Northern Tutchone.

- Don Trudeau:** This does not take away from the importance of the land.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** There are medicine spots out on the land. We also use favourite hunting spots or berry picking.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** This has to all be taken into consideration before a decision is rendered.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** This afternoon, after the presenters, I will try and answer the questions you pose and also try to get an understanding of where you want the line. I do not need to know why you want an area protected. Everyone has their reasons.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** Another con would be the fact a 60 metre strip to allotted for the power line. The brush area would be 32 meters. A con would be that this open land throughout the TT would allow heat to melt into the permafrost and this could cause ground instability.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** Also, I imagine there will be the matter of land use currently such as woodcutters (The McGinty family/Bobby Wood and Roberts, Franklin) that will be part of negotiations. In 10B in the south and north ends, these are areas of SFN firewood harvesting areas.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** I think each of you got a handout and pull out the centre piece to Pg. 4. In talking to SRRC - Dale Bradley, the line is adjacent to the highway and SRRC wants this to be at the baseline of the mountains. This would be in close proximity to Llutsaw Lake.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** The con I wanted to point out is the impact on the wetlands and the migration route of wildlife in that area.
- Lizzie Hall:** Translates into Northern Tutchone.
- Don Trudeau:** These are the strongest cons of SFN. The main concern is the wintering, trapping and traditional pursuit grounds.

Lizzie Hall: Translates into Northern Tutchone.

Don Trudeau: General concerns will rest with Gina and home visits.

Lizzie Hall: Translates into Northern Tutchone.

Don Trudeau: One other concern is the entrance into Pelly and there are three proposed routes. There are some cons with the 3A East route. If that line was approved, we do not know where the substation would be built and it would be close to the graveyard. This would be disgrace to the people buried there.

Lizzie Hall: Translates into Northern Tutchone.

Don Trudeau: Both the Pelly East and West would impact on some of the fish camps in the area. This is where the fishnets go.

Lizzie Hall: Translates into Northern Tutchone.

Don Trudeau: That is pretty well what I have to say.

Dorothy Bradley: I want some clarification on the matter of wetlands in Minto. Which one are you referring to?

Don Trudeau: This is a continuation of the Llutsaw Lake area and where it goes and then into the Yukon River.

Emma Alfred: I want to advise the YEC that there are heritage sites in this area and they need to deal with my department.

Don Trudeau: This is a good point as there may be gravesites in this area. I would then like to invite the YEC members to speak. It is suggested instead to have Gina to give the house to house comments.

Gina Gill: Thank you. I will talk and Lizzie will translate. Freda also worked on this survey. We contacted 69 homes and the response was from 30 and 39 did not respond but the ones we did see provided us with a good response. They want the power lands to go around all wetlands and this was the top concern.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: The reason given to go around the wetlands is due to the impact on all of the animals such as moose calving. I heard many stories about these areas but Llutsaw is particularly important to the people.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: We also spoke about the buffer in the previous example. The Elders want a buffer of 100 feet between the highway and the power line. This came from old fire fighters who know what they are saying.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: The power line would go by a cemetery in Minto but they must respect this area and be far away from this.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: This next one requires the map. I cannot explain this without this. Now to the proposed routes into Pelly and the preferred route is to the left and near Willow Creek but not too near. If we keep going it will meet the turn in the highway. They do not want it to the right because of Granite Canyon and not through Pelly either.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: We already said that they want to go by Policeman's Hill but not too close due to slides. It needs to be at the bottom of the hill.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: Also, the proposed line is going near Leroy Lake and this should not happen as many hunt moose there.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: On the map, they have the line close to the mountain in Minto and right on the west side of the mountain and between Stink Lake and Leroy lake. Also, before Minto, on the first map, the people want it to go right along the mountain.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: There were two community members who were not in favour of the power line in any context. There were some Elders that felt that the line was too close to the highway and wanted to have it placed further.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: One of the main questions were what benefit this will be to grandchildren? The Traplines?

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: I think that wraps it up. I want to thank the Elders for their participation and I really enjoyed the task because I heard stories and learned quite a bit.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: Any questions? Thank you.

Emma Alfred: I do not have a question. In the past, we had our Dooli gathering, we spoke about consultation. We want better communication with everyone. In the past, things were imposed on us. We cannot operate like this because we want a proper consultation. We have limited Elders to work with for making decisions for the future generations.

Don Trudeau: SFN has a consultation protocol that must be followed. I have been reminded of another concern by SRRC and the width of the zone and the effect of the line.

Bev Brown: Thank you. I am presenting Glen Sorenson's issues that need to be brought forward. However, to follow up on the door to door survey, we can continue this for those who were not contacted. This will be determined by the availability of the survey crew. Please put your hands up now to indicate if you want this to continue and to participate.

Lizzie Hall: Translates into Northern Tutchone.

Gina Gill: Missed comment.

Bev Brown: If you did have a home visit and still want more information, put your hand up.

Lizzie Hall: We did not have enough time to do this because we only had four days. We want to still put the information out and that is what we want to tell you and ask your opinion. (NT translation).

Bev Brown: There is more consultation to happen in the Fall time. I wanted to apologize to the YEC Reps because we seem to be putting you off but you will get a chance. (Now to the microphones for the general population).

I have asked Glen Sorenson, the RRC officer who was working with YTG during the Mayo - Dawson fiasco. He could not make it and I will read what he says. We have listened to Jim Harper as he indicated what happened during a different time. Glen's job is a government regulator. He saw what was happening and felt that he was not being listened to when he raised concerns. He usually does agriculture and timber permits. The wrong equipment was used to harvest the wood. They should have used fellow bunchers that are more efficient. This increased the cost and wrecks the wood and depletes value due to dirt in the wood. Another issue was the failure to use the wood. The company did not submit a project description for many aspects of the project. There was a failure to indicate the environmental concerns and much was done 'on the fly'. The Elders met in 2003 (SFN - NND - LSFN) at an overlap meeting because of the mess. Don did the minutes May 6-7, 2003. Again, some of the concerns: Ensure the buffer area, jobs for members, not use wrong equipment, size of poles, clean up afterwards, route on the far side of the road away from the road,

	Llutsaw Lake to be avoided, members should get jobs and the whole community should be involved.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Don Trudeau:</u>	Thank you to Bev and Lizzie and I think we have time for Mark and his perspective.
<u>Mark O'Donaghue:</u>	Everyone knows me here. I will talk about this from the effects on the biology of this issue. I am only going to talk about wildlife. The first thing is that when you consider this is that a positive affect may help some and some will hurt others. You cannot make a blanket statement that a power line is either good or bad.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Mark O'Donaghue:</u>	The first one is with the cut through the forest and you change the habitat. The mice and some birds like this. Moose and bear like it because the vegetation. Marten, caribou and some mice and birds do not like this because they like covered area. When you change the habitat of some areas, it changes everything.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Mark O'Donaghue:</u>	When you clear off and areas, for some animals, they do not want to cross big, open areas. The highway corridor and the power line corridor is a large area and there will be impacts.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Mark O'Donaghue:</u>	For the opposite and you clear a path through the bush, some animals such as wolves and coyotes like a travelling run.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Mark O'Donaghue:</u>	What has been found in Alberta where this has been extensively tudied, caribou are affected because the wolves and coyotes are more mobile and the predition rate increases.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Mark O'Donaghue:</u>	When you clear a strip in the forest, it lays it open for exotic and non local plants and this can be seen with sweet clover.
<u>Lizzie Hall:</u>	Translates into Northern Tutchone.
<u>Mark O'Donaghue:</u>	This can really affect hunting pressure on the herds because areas are opened up. If lines are far off the road, there then needs to be more maintenance

roads. You can see this in Mayo and is good for hunters but in stressed areas, this is not good.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: The final impact, herbicides, are often used and can seriously affect the animals and local plants. This is done to keep the area open.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: Those are some of the impacts. What I wanted to touch on next is the mapped areas of importance and I have met with the YEC representatives. We do not have much in the way of TK, so you need to provide this information for the habitat areas and this should be done quickly.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: Some of the things we have on our maps there is wintering range for caribou in Llutsaw and around McGregor Creek and near Tatchun and Llutsaw Lake area. Also north, the Ethel Lake herd may be affected. Also, the Rock Island Lake area. These areas have already been affected by the 1995 fire.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: The Minto area is important for sheep and for eagles and peregrine falcons. The sharp tailed grouse is also along there. It is an important area.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: And finally, there are the wetlands that are north of Pelly in small areas and these cannot be overlooked. We have already spoken about the larger wetlands so the impacts would be the same here.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: I have given these maps to YEC and again, much of the additional information must come for the people and not only the cultural considerations but subsistence harvesting.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: I would just like to finish up on research done elsewhere for you to consider in your selections. Firstly, avoid the important areas altogether. The animals go to the areas for a reason.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: Secondly, a number of people have spoken about a buffer where possible between the highway and the power line. Near the road has some advantages because you are narrowing the land torn up. If you do this with a buffer of 30 meters and then has one area of usage. This was the plan in Mayo but this did not happen in many areas. This becomes important in dealing with the shoulders of the highway. You should lessen the area opened up. The downside is the ascetics.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: I am almost done. Another thing you could do in an area that is newly opened up is to limit access.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: To finish up, there are positive and negative affects depending on the species but there are things that could be done to lessen the impacts. Affects of the power line itself are low if built right.

Lizzie Hall: Translates into Northern Tutchone.

Mark O'Donaghue: Thank you.

Don Trudeau: Any comments of Mark's presentation? It was fairly complete. The marten will be affected. I would like to invite reps from YEC to speak after the break. (Doorprizes).

Break @ 2:45 p.m.

Reconvene @ 3:20 p.m.

Don Trudeau: I would like everyone to come back to the meeting please. I would like to turn the meeting to Chief Isaac.

Darin Isaac: I will make this short. I would like to clarify some things that people may have heard on the radio today. This has to do with an interview with and about the transmission. It has been stated that the Chief supports the power line going through Granite Canyon and I do NOT. They also spoke to the MOU and this is about an 'understanding'. On the second point is the 20 year plan. We are discussing the future needs of YEC. It went over the positive affects such as the termination of diesel. It also referred to my comments about the dam in Whitehorse. I do not appreciate these comments by the press and comments from 1995 when this was referred to under the Agreements. It is a provision of the Final Agreement. There is a notation about further usages of the Granite Canyon. There is a reference to using the complete 8.

We had a number of calls to Premier Fentie but to no avail. I want to make sure that the membership is aware of what their Chief feels about Granite Canyon and

when we get to the table, we will discuss this further. We have to think about the uses of fossil fuels and alternate energy is the way of the future. (Lists types). Hydrogen energy is the next energy force that humans will be using. There is not enough of the fuel to accommodate the world's population. We have been looking at this here. I do not believe in damming up creeks and waterways but there may be some usage in the future that we will have to consider. The transmission line will have to be updated on an ongoing if this goes through. This is the way of the future. We need to consider how the society will survive these changes. I have asked Hector about the News release.

Hector Campbell

I wanted to thank SFN for inviting us to attend and this is an important step in the consultation process and for your input and we have never seen such input before. This is very useful. Power lines are not like roads. You have more flexibility on the route for a power line so the importance of this cannot be understated. This is a new process for us but we recognize that consultation takes time. I am pleased with the way SFN is dealing with this matter. We will continue to come back to the community.

The MOU says that the parties must consult and to identify issues and come up with solutions. The step we are in is the consultative process. We want to identify economic development for the area and keep in mind all of the environmental concerns. The line can be relocated in most places but there will be impacts for all users of the land. I want to support Chief Isaac in all of his dealings with YEC regarding Granite Canyon and he has made this clear and this is not in our plans to develop. It is mentioned as a site but this does not mean that it will be used.

The last point I wanted to make is that this will not proceed is any of the FN's oppose. So with that, John Osler who is a consultant working with us will now take the opportunity to comment. But before this, there will be comments about Mayo – Dawson. I appreciate comments from all parties and we have learned a great deal from this former process.

John Osler:

Don, I was wondering before you start, maybe get Lizzie to translate.

Lizzie Hall:

Translates into Northern Tutchone.

John Osler:

When we were asked to participate, we came here with the hope of getting a clearer opportunity to understand the aspirations of SFN. As Hector explained, this stems from the MOU and the entire consultation process. We want to explore contract difficulties such as trappers and much of this will come up in the meetings in the Fall. Today, this will help both of us decide on the route to be used. No decisions have been made and we are not even sure that the project will proceed. This is not the only opportunity to discuss this and other matters and the opportunities for members. We want to minimize the negative impacts of the process. We have submitted information to the regulators and they will also want to come and talk to you about this project. This is part of a robust and in depth process that will be ongoing.

The project is the Carmacks to Stewart and 180 km. long and a 138 KV transmission line. It will look similar to the one that is going to Faro. There will be substation to reduce the voltage for houses. There are also opportunities for Sherwood Copper generally following the road access route. We have also heard about opportunities that come from these type of lines and these could be beneficial for all interested parties. You need consultation and protection of the environment. Costing and engineering is also important. Mark also identified potential negative impacts through avoidance of these identified areas. We need to go around these areas. We need you help in identifying these areas. We need to look at the technical sense of the decisions we make. We have some flexibility of these areas. We hope to continue this process.

I would like to elaborate on the newsletter that was handed out. Don, as you pointed out on Page 4, it identifies two segments that are of interest to SFN members. They involve Minto Landing and Pelly itself. In Minto, it is specific to the mine and to date, no decision has been made regarding the Yukon River Crossing. There is an opportunity to bring electricity into the Minto Landing area. There is an immediate need for the mine site.

While I can appreciate the door to door canvassing, we specifically are interested in the two areas identified. The three different areas are east, west and through Pelly Crossing. I suspect that we will have more information to share with you regarding this. Those are the points that I wanted to bring to you. We are here to listen. The opportunity is to learn from you and get the best possible project happening for everyone concerned so it cannot be rushed through. The MOU provides a framework for this consultation. As your Chief has said, nothing has been finalized.

Thank you very much for organizing this meeting.

Don Trudeau:

Thank you for your comments and your thinking to date.

Lizzie Hall:

Translates into Northern Tutchone.

Don Trudeau:

Bev and I are going to talk about a drive with the Elders and then go to the maps and therefore get a preliminary route.

Bev Brown:

We would like to start at the boundary of the TT. In keeping with this, there are a few points to clarify. We will continue the survey from door to door. I would like to hear today from trapline holders. Some are here and have you heard from YEC? I think we should have a meeting with the trappers and at what time? We have some time before the salmon come and I know that you have many meetings to go to.

The other thing that YEC has asked for a successful project proposal to YESSAA, they need to review our land use plans. We have some but much focuses on timber usage. Our fish and wildlife comes out of the May Gathering. The May Gathering recommendations are key to our issues.

The Heritage values are also important and YTG has hired an officer to do this. They ran out of time regarding talking to the Elders again and if you feel more consultation is required, then tell them. We have identified some spruce forests that have been spared of forest fires.

Another issue that has come up, the Christmas projects has been trying to open up areas for firewood. If YEC wants to assist in this process this would be helpful. Gina has indicated that the look regarding the substations is of concern and these are all things to keep in mind during this process. Lands/Resources will look at habitat and sites specific and forest resources for future use. There needs to be meetings between hunters and fishers.

Lizzie Hall: Translates into Northern Tutchone.

Bev Brown: I knew that there was something that I forgot and that was the Dooli process and the meeting that was held yesterday. Understanding that the information we get from the May Gathering may be sensitive and the traditional law policy is something that we will be working on. YEC does not have to have all of the information from our department and only what is required shall be provided.

Lizzie Hall: Translates into Northern Tutchone.

John Osler: It is an issue of importance, TK. YEC does not have an interest in what SFN deems is not for public knowledge. We just want to avoid an area as designated by SFN and we do not want or need to know about the reason why.

Don Trudeau: Thank you for that so you can be assured that YEC does not get all of the sensitive information accrued through the Dooli process.

Lizzie Hall: Translates into Northern Tutchone.

Don Trudeau: With Bev Brown, she has indicated these areas by following the map. I want to apologize about the maps provided at Peter Isaac's cabin but I should have gone down as far as Yukon Crossing. Pretend that you are travelling on a very fancy bus and are travelling along. The current proposal must reflect overlap areas also. You are now on the east side of the highway at Yukon Crossing. From there, you will come to McGregor Creek on the west side of the roadway on the high ground. It will go along as per his description. We want comments from you as to where this will continue.

Betty Gill: People are saying that they want more time to review this proposed route with individual maps.

Don Trudeau: So, you need more time?

Bev Brown: We went last Thursday as far as Policeman's Hill with four Elders and four members of the SRRRC. I will show you the drive south from Pelly to Six Mile. People do not want constant transgressing. Six Mile Meadow was reviewed but

people are okay with going between the two lakes (Leroy and No Name) on the high and dry areas. At Stink Lake, @ half a km. back from the road. At the gravel pit, the line should be behind the hill. With Llutsaw Lake, no way in that area to use because it is protected. But coming on the other side, it is still a wetland and there is a stand of spruce. We will go to the area and do ground proofing and look at the value of the spruce. There is another wetland behind and they want to avoid this area. There is fire kill area that we have been trying to access for logs so the critical question is this area with respect to the east and west side. At Policeman's Hill, we want to hug this mountain so my question is where do we make the turn? You would have to cross the slope to avoid the wetlands and therefore open this area for timber harvesting. You are not in the wetlands or gravesite area. This was a critical area as is the community of Pelly itself. This requires further discussion and rather quickly so please welcome Gina and Freda into your homes and get us this information. At Yukon Crossing, it is a really beautiful area so you may want to think about more activity in that area.

John Osler:

We want to review the Minto mine transmission line and connecting to the grid. No decision has been made with respect to the crossing Yukon River. We are trying to assess the Heritage value of this consideration. There is an airstrip and gravel pit area and the cemetery. This is important with respect to the substation so we were wondering if this could also be brought up in door to door consultations.

Bev Brown:

We had consultation with respect to the barge area. People did not want the mine traffic to go through the Minto Landing and SFN has given Sherwood Copper instructions to cross at another place between the campground and Bill Harris place. Do we have enough information to make some of those decisions?

Gina Gill:

I have been in and out of the room all day. Have you indicated that this substation is to go in Minto Landing?

John Osler:

The substation has not been decided as of yet and the second point is YEC is considering the area set aside the quarry area and from that site, the substation would connect with the line from Carmacks to Stewart and the mine.

Gina Gill:

That is my question. If you do this, this may cross the Minto area.

Hector ???:

There will be a high and low voltage line at the new barge area. In our opinion, this is the best way to connect the line there with the spur line for domestic usage. We will put this where ever you want because we are very flexible but there are additional costs.

Don Trudeau:

We are all confused but I see that the people need more information to consider. YEC will leave maps and we have asked them to widen these maps so that we can see all of the area. They will leave CD – ROMS with areas indicated topographically. I am going to pass the mike around for comments. We want you to make informed decisions and use the home visits as your opportunity to further explore this.

- Emma Alfred:** I like the idea of home visits. That is where we get really good information when you meet with them in their homes. I wonder if YEC would have any funding for research and in the area of Dooli for that area? We need to look at the sensitive areas that need protection. I am glad to hear about the news not to use Granite Canyon at this time. This discussion has been going on for years. What will we do about compensation for using sensitive areas? We have gravesites all along that area. It is a special area to SFN and we need to involve the Elders in this to get the necessary information.
- Betty Gill:** Just to support what Emma was talking about in the Granite Canyon area, it is a great concern to the people here. Maybe this needs to be in writing for SFN. At Minto Landing, is there another substation down by the river? My recommendation would be parallel to the barge landing.
- Steven Silverfox:** My concern is and always has been in the Granite Canyon and the traplines and personal usage. We do most of our hunting and trapping in that area.
- Jean Van Bibber:** When we first met with YEC, we brought up Granite Canyon right away and YEC agreed with us but indicated that it is YTG's decision. We left it at that so I do not understand why the media is in this area right now. I think the line at Yukon Crossing should be at the bottom to protect the beauty of that area.
- Dorothy Bradley:** After listening to Mark and the SRRC, give a half km. buffer from the highway. I like what it is like below the Carmacks area. We need to consider the TK areas and these areas need to be avoided. With respect to the Minto area and respecting people who want to move to that area, I feel that it should go through where the barge area is and not lower so that people could access more cheaply.
- ??? You need to be careful regarding animals using the dry land adjacent to the wetlands.
- Lucy McGinty:** Good Afternoon. (Introduces herself as a resident of Pelly and Minto). You pointed out the survey area focusing on the crossing at Minto. I was not consulted and this should take more time. All aspects need to be explained. You need to have an understanding that the people have lived with the diesel power for many years. Now, it is on the table today and people need the time. We are concerned with the transmission line going through the community and this is of concern. We see the positive side of this and the negative part so we need a balance. If this could be addressed this would be very good. Looking at the other issues is the impact on the TT/settlement land. It is good that YEC has come to listen to us and bring understanding. The people need time to consider this further and this will work out well.
- Dorothy Bradley:** I wanted to know about the voltage of the line through Pelly. You mentioned the high voltage line goes through the gravel pit. Does this mean a higher voltage in the community line?

Hector ???:

The power line will be 138 KV. The spur line at Minto mine would be higher and wider but @34 KV and looks like the power lines in the community here. Because you have a lower voltage, you can use transformers that cannot be used for a larger voltage.

Lizzie Hall:

I am really happy that this meeting is taking place. I am glad to hear that more home visits will take place. It was a real rush and I am concerned with the job that was completed. I translated for Gina and they really understood us. People do not understand and they do not talk but they will in their homes. This is what we call consulting. I am glad to hear that many issues are being brought forward. I do not agree with Granite Canyon and this was told to us when we were younger. Compensation will not replace what we will lose and we must think about our children. I have been married for 20 years but only stayed with my husband for 10 years because I have been here helping you. When we work together, we do well.

Don Trudeau:

I too would like to be consulted in my home with my wife. She is going to be really impacted on her trapline. I know this is a lot of work but a package with all of the information is vital. This was not in SFN's budget and this is difficult for the FN. In the feasibility study, YEC should support SFN in doing this work financially. YEC could help in this area. As a trapper, I am glad that this is on table. We cannot remember receiving any notification of YEC's intent. Phase I will impact Phase II.

Any more comments before we end? (Prizes)?

Closing Prayer:

Lizzie Hall

Meeting Adjourns @ 5:25 p.m.

Supper to Follow



**YUKON ENERGY
CORPORATION**

P.O. Box 5920
WHITEHORSE
YUKON Y1A 6S7
(867) 393-5300

July 7, 2006

Beverly Brown
Lands and Resources Directorate
Selkirk First Nation

Dear Bev:

Re: Route alternative issues in Selkirk First Nation traditional territory

Thank you for meeting with Yukon Energy and ourselves on June 21st, giving us the opportunity to discuss routing alternatives for the Carmacks-Stewart Transmission Project, and following up on the initial meeting of May 18, 2006 in Pelly Crossing. While we wait for formal notes to be finalized through SFN channels, we need to keep the consultation process moving towards finalizing a preferred route as soon as possible in accordance with the MOU. In this regard, we have summarized a list of issues focused on routing alternatives in the accompanying table.

The attached draft table reflects the route alternatives in SFN traditional territory, and the issues and concerns identified by SFN community members, as well as those identified by Selkirk Renewable Resources Council at the June 21st community meeting. It also notes additional route alternative issues that we have identified previously, along with the issue of Willow Creek you identified at the May 18th meeting.

It is our intention to share this draft table, along with similar tables from LSCFN and NNDFN, with the Steering Committee when it meets in the very near future. A final version will also form part of the YESAB submission document. We would welcome your review and comment at the earliest opportunity, hopefully prior to the Steering Committee meeting (so that we can include any needed changes).

Once again, we thank you for the opportunity to discuss the CS Transmission Project with SFN, and look forward to continued progress on finalizing a preferred route through SFN's traditional territory, in accordance with the MOU. Although its June 30th target date has passed, considerable progress has been achieved. We believe that the necessary filing with YESAB can proceed provided that a preferred route can be confirmed with the Northern Tutchone Council by August 31, 2006.

Yours truly,



Hector Campbell,
Director, Resource Planning & CIO

Cc: John Osler, Intergroup Consultants

Attachments: CS Project Route Alternatives Draft Table
Minto Spur Project Route Alternatives Draft Table
Minto Spur maps

06/07/2006

Route Alternative Issues for Carmacks Stewart Transmission Project in Selkirk First Nation Traditional Territories

No.	Route Alternative Issue	Source of Issue	Follow-up
Physical/Biophysical			
1	Pelly Options:		
1.1	<ul style="list-style-type: none"> Route Alternative 3A Pelly East eliminated due to concerns over proximity to graveyards, fishing areas and potential Granite Canyon development 	<ul style="list-style-type: none"> SFN June 21st meeting – community members and through door-to-door survey 	<ul style="list-style-type: none"> None required
1.2	<ul style="list-style-type: none"> Route Alternative 3B through Pelly Crossing eliminated – did not want line to run through their community 		
2	Pelly West – modification:		
2.1	<ul style="list-style-type: none"> SFN would like to explore a modification to route alternative 3C Pelly West 	<ul style="list-style-type: none"> SFN June 21st meeting – community members 	<ul style="list-style-type: none"> This may imply locating the t-line ROW outside the study area, and would include issues such as access roads, habitat fragmentation etc. This requires further discussion with SFN – see Attachment A.
2.2	<ul style="list-style-type: none"> Some members requested the line ROW be kept to the high ground; others to the base of various bluffs along the route 		
3	Buffer:		
3.1	<ul style="list-style-type: none"> 30 m wildlife and aesthetic buffer between Klondike Hwy and transmission line ROW (will provide protective cover for wildlife in crossing these 2 ROWs; prevent opportunistic hunting; viewscape concern) 	<ul style="list-style-type: none"> SFN June 21st meeting-several SFN community members and elders; and through door-to-door survey 	<ul style="list-style-type: none"> Route selection will incorporate the design of a buffer wherever feasible
3.2	<ul style="list-style-type: none"> 500 m buffer between Klondike Hwy and t-line ROW (wildlife and aesthetic concerns) 	<ul style="list-style-type: none"> Selkirk Renewable Resources Council (April 25, 2006 letter & reiterated at June 21st meeting) 	<ul style="list-style-type: none"> This implies locating the t-line ROW outside the study area, and would include issues such as access roads, habitat fragmentation etc.
4	Wetlands:		
4.1	<ul style="list-style-type: none"> Avoid all wetlands, especially Lhutsaw region, and Leroy Lake – good moose hunting, migratory waterfowl habitat; Lhutsaw area is sacred/significant to SFN 	<ul style="list-style-type: none"> June 21st meeting - many SFN community members and elders; also raised in door-to-door survey 	<ul style="list-style-type: none"> Route design/selection is following this principle
4.2	<ul style="list-style-type: none"> Avoid Willow Creek wetlands area north of 	<ul style="list-style-type: none"> Bev Brown, SFN Lands and 	<ul style="list-style-type: none"> Route design to avoid Willow Creek immediately north of

INTERGROUP CONSULTANTS LTD.

P642.3

1

06/07/2006

No.	Route Alternative Issue	Source of Issue	Follow-up
	Pelly Crossing	Resources Directorate (May 18 meeting and subsequent email; and Selkirk Renewable Resources Council (April 25 th letter)	Pelly Crossing may imply routing outside study area – this requires further clarification and discussion with SFN
5	Trap lines: • Concerns expressed over effects on trap lines throughout route	SFN trappers	Trapper compensation will be addressed by YEC with individual trap line holders
6	Permafrost: • Concern over cleared areas leading to permafrost melting and ground instability	SFN community member – June 21 meeting	This will be taken into consideration in exact siting of poles and substations
Socio-economic/cultural			
7	Wood Harvesting Entire route – want opportunities to harvest wood (merchantable timber as well as fuelwood) – this requires access to cut the wood (which impacts distance of t-line ROW from highway)	SFN community members	This will be taken into consideration in the development of a Project Agreement, as outlined in the MOU of May 2006
8	Traditional Use areas: Avoid graveyards and special traditional use areas, including Minto Hill and Policeman's Hill	SFN community members/elders	Graveyards will be avoided at all times. Other special traditional use areas will be taken into consideration in the route selection and design process.

INTERGROUP CONSULTANTS LTD.

P642.3

2

06/07/2006

Attachment A
Pelly West Option

- Given the SFN community's direction to focus on modifying the Pelly West Option, route selection becomes a major issue as it falls outside the 500 m study area to a considerable degree. This requires further clarification and input into routing both south and north of the community, particularly as it relates to the Willow Creek area and the location of the Pelly substation.

Route Alternative Issue	Source of Issue	Follow-up
Substation location: <ul style="list-style-type: none"> YEC will locate the Pelly Substation on Crown land south of Settlement Lands, on the south side of Pelly Crossing, but in the immediate vicinity of the community 	As per the MOU	<ul style="list-style-type: none"> Location of the substation as close to Pelly Crossing as possible needs to be confirmed by SFN ASAP in July [reduces distribution costs] Location of substation will influence modifying the Pelly West Option around the community
Modified Pelly West: <ol style="list-style-type: none"> Avoid wetlands: <ul style="list-style-type: none"> Leroy Lake to the south must be avoided Willow Creek north of the Pelly River Avoid moose calving areas: <ul style="list-style-type: none"> Moose calving areas were generally noted south of Pelly between high ground and Klondike Highway Pelly River crossing: <ul style="list-style-type: none"> Fishing areas along Pelly River Routing north of Pelly: <ul style="list-style-type: none"> Straight north, avoiding Willow Creek, then turning east to intersect Klondike Highway; OR Cross Pelly River, turn east, cross Willow Creek and route between Willow Creek and Klondike Highway on ridge 	<p>June 21st SFN meeting – community members Bev Brown and SRRC</p> <p>June 21st SFN meeting – trapper</p> <p>June 21st SFN meeting – elder</p> <p>June 21st SFN meeting</p> <p>As per original Alternative Pelly West</p>	<ul style="list-style-type: none"> Willow Creek will require a crossing at some point north of Pelly. Exact locations have not been identified by SFN. YEC requires further input from SFN ASAP in July on routing options in the vicinity of Willow Creek Confirm ability to route along ridge/high ground southwest of Pelly Determine optimal location of crossing river west of community ASAP in July This is a considerable distance outside the study area, which implies access roads, habitat fragmentation etc. Further input from SFN ASAP in July is required.

INTERGROUP CONSULTANTS LTD.

P642.3

3

06/07/2006

Route Alternative Issues for Minto Spur Project in Selkirk First Nation Traditional Territories

The Minto Spur line is a 35 kV transmission line connecting the Carmacks Stewart Transmission Project to the Minto Mine. As identified in the May 2006 MOU with the Northern Tutchone First Nations, the Minto Spur Line is generally to follow the existing mine access road and be situated in the immediate vicinity of the Minto Landing community. Consultation on the Minto Spur routing is to occur concurrently with the Carmacks Stewart Project, as per the MOU.

SFN had not addressed routing alternatives for the Minto Spur prior to the June 21st meeting, and thus were not able to provide many specific issues on this topic. There was a general concern expressed by some community members on Option 1 which routes the spur line along the existing road into Minto Landing, south of the airstrip. These members did not favour this routing due to the proximity to people's cabins and the historical use of Minto Landing as a traditional gathering area.

Yukon Energy has identified a variety of route alternatives for further discussion with SFN, as follows:

No.	Route Alternative Issue	Source of Issue	Follow-up
	Physical/Biophysical		
1	Minto Spur Options:		Minto Landing:
1.1	<ul style="list-style-type: none"> Route alternatives in the vicinity of Minto Landing focus on 3 possible locations for crossing the Yukon River to serve both the future needs of the community at Minto Landing, and the needs of the Minto Mine. 	<ul style="list-style-type: none"> See Minto Landing Map 	<ul style="list-style-type: none"> Route Option 1 allows both the community of Minto Landing and the Minto Mine to use the same line routing, with no additional costs. There would be added costs to the customers associated with Options 2 and 3. This requires further community input and discussion.
1.2	<ul style="list-style-type: none"> Route alternatives near the Minto mine site focus on 2 possible routes – both deviate from the windy mine access road to reduce line length and number of corner towers, thus reducing costs 	<ul style="list-style-type: none"> See Minto Mine Site Map 	Approach to mine site: <ul style="list-style-type: none"> Both alternatives are technically feasible, although Option 5 takes greater beneficial use of land contours, thus allowing for longer span lengths. These options require further community input and discussion ASAP in July.
2	Substation location:		
2.1	<ul style="list-style-type: none"> The Minto Spur substation will be located on Crown Land in the currently designated EMR parcel east of Minto Landing. 		
2.2	<ul style="list-style-type: none"> Due to the Dept. of Highways long-term, 	<ul style="list-style-type: none"> Discussions with Dept. of 	

INTERGROUP CONSULTANTS LTD.

P642.3

1

06/07/2006

	active plans for an aggregate pit in the northern section of this EMR parcel, the substation will likely be located in the southern section.	Highways	
3 3.1	<p>Big Creek crossing:</p> <ul style="list-style-type: none"> The channel of Big Creek has altered its course twice since 1995 south of the bridge crossing location. Spur line routing will likely deviate from the access road to the north to take advantage of higher ground. 	<ul style="list-style-type: none"> Aerial photo of Big Creek for Minto Mine project 	<ul style="list-style-type: none"> Route selection will by necessity need to incorporate the changing channels of Big Creek. Further discussion with SFN is required ASAP in July.

INTERGROUP CONSULTANTS LTD.

P642.3

2



Memorandum

DATE:	July 18, 2006	PROJECT:	642(3)
TO:	Bev Brown, SFN Lands and Resources	FILE:	P:\P642(3)\3.0 Carmacks-Stewart TL\3.7 Mapping\Route Selection\Pelly Crossing route selection options July 12.doc
CC:	Hector Campbell, YEC		
FROM:	John Osler		
SUBJECT:	Pelly Crossing Route Selection Options – DRAFT		

This memo provides an initial draft of route refinement options for the Pelly Crossing area based on information that we have received to date in discussions with SFN. It is intended to provide a basis for further discussion with SFN and does not reflect a finalized route selection. Such a decision will be made only after additional consultation with the community and the Steering Committee.

Initially, there were three conceptual route alternatives for the Pelly Crossing area. At the first meeting in Pelly Crossing on June 21, 2006 the Selkirk First Nation (SFN) community suggested that routes 3A (Pelly East) and 3B (Through Pelly Crossing) were not to be included due to community concerns, including proximity to gravesites, Granite Canyon and fishing sites. This left route 3C (Pelly West) as the remaining conceptual route alternative. Issues identified at the Pelly Crossing meeting about 3C Pelly West included:

- the area south of the community is important moose habitat and an important trapping area
- the sensitivities associated with Willow Creek – salmon-rearing habitat, important culturally/traditionally to SFN, wetland habitat to avoid
- there are fish camps and fishing locations (where nets are placed in the river) downstream of Pelly Crossing where the transmission line would cross the river
- community members suggested going between 6 Mile and Leroy Lakes (greater than 1 km off the road to the west)
- general aesthetic concerns about placing a transmission line adjacent to the Klondike Highway.

In addition to issues identified by the community, YEC also identified various engineering challenges associated with the Pelly West alternative, including potential difficulties accessing the transmission line

and substation for construction and maintenance, areas of poor drainage or susceptibility to flooding, and the potential need to cross Willow Creek twice.

After further examination of aerial photos and maps, and taking into consideration issues identified in the community, the attached map was created which provides additional conceptual route refinements of the Pelly West option. These options reflect the issues identified by both the community and YEC and include sensitivity to the mutual concern longer access trails may have on the landscape. These access trails can be beneficial for local access but can also result in opening up an area to increased hunting pressure, and contribute to the fragmentation of wildlife habitat. Locating the transmission line ROW at a distance of greater than 500 metres from the Klondike Highway also substantially increases construction, operation and maintenance costs and would require several access trails.

Therefore the following is suggested:

- In the area south of 6 Mile Lake locate the ROW adjacent to the Klondike Highway with a 30 metre buffer, depart from the Highway, continuing in a straight line until a point about 1.25 km northeast of 6 Mile Lake to avoid the wetlands immediately adjacent to the Highway
- Turn the transmission line east to connect to a substation at one of two general locations, Option A or B. Option B looks to stay close to the Klondike Highway to minimize habitat fragmentation and access whereas Option A seeks to traverse the area as directly as possible.

The photo below shows the Option A (north) and Option B (south) substation possible locations. YEC requires their substations to be located on Crown land for purposes of long-term lease and security. Substations also require permanent, all-weather access roads from the Highway into the substation location. It is beneficial to keep the distance between these facilities and existing all-weather roads as short as feasible.

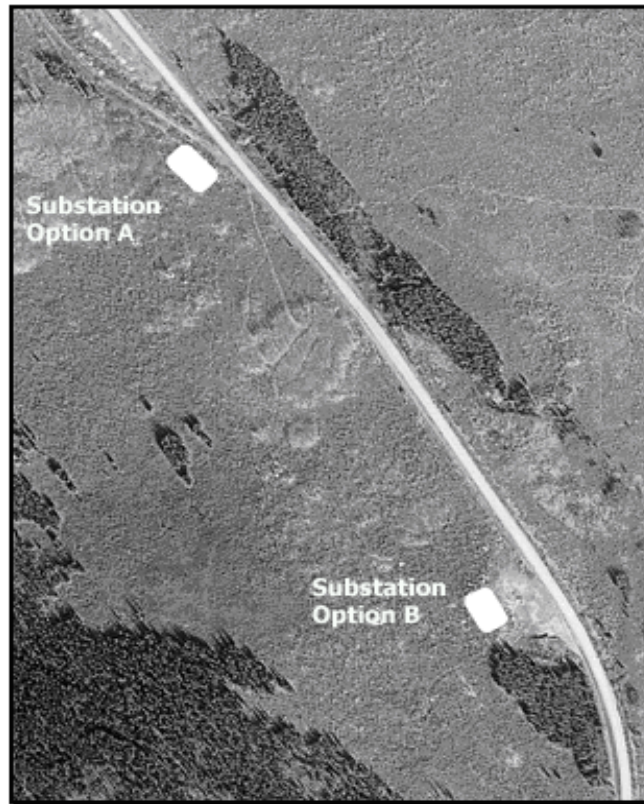
Substation Option A

- located adjacent to an old highway turnout for easier access and set back from Highway
- located closer to Pelly Crossing than Option B, shorter distribution lines resulting in less cost to ratepayers

Substation Option B

- located adjacent to an old borrow pit/quarry for easy access and set back from Highway
- closer to poorer drained soils to the southwest (attention to pole setting would be required)

Substation Location Options for Pelly Crossing



Transmission Line Options

Western Option (green lines on map): After listening to issues identified at the community meeting, Option 3C Pelly West has been refined in the following manner. From either of the two substation options the transmission line would go northwest to a point where it would cross the Pelly River. The issues associated with this most western option include:

- the transmission line is longer but out of site
- the line ROW would create a new access corridor in a previously undisturbed environment, including temporary access trails for construction and maintenance
- the line ROW would need to cross a small stream and some wetland areas south of the Pelly River (potentially use longer spans)
- crossing the Pelly River at a location away from the area identified as used for fishing
- north of the River it would require a long access corridor in what appears to be an undisturbed lowland forest area
- on the north side of the river there are two routing options:
 - the first option would cross the Pelly Farm road just east of the point where Willow Creek approaches the road, then it would turn east and follow the road ROW for approximately 150 metres, then it would follow behind residential properties in West Pelly Crossing

staying on the bench above the Willow Creek wetlands (see inset aerial photo) before going up the hill in north Pelly Crossing. This option would result in the transmission line crossing between Willow Creek and five residences where it appears some maintain access trails to Willow Creek.

- the second option would be to cross Pelly Farm road and Willow Creek to a point about 500 metres north of the road onto higher ground. The line would then turn east and cross Willow Creek again. For both creek crossings no in stream work would occur in or within 30 m of the creek, following DFO's Guideline for Stream Crossings. This option would require an access trail into the area north of Willow Creek for brushing and clearing and line construction.
- maintain 1000 metre distance west of Carmacks airstrip, angle east to connect with original routing on west side of Highway.

Option C (blue line on map): This option was developed for discussion only and understandably has not been reviewed in the community. It is presented as an option which seeks to completely avoid the Willow Creek area, avoid fishing areas and fish camps west of the community, reduces access and habitat fragmentation to the areas south and west of Pelly Crossing, and provides better access for transmission line construction and maintainance. This option which could originate at either of the substation options is identified as Option C on the attached map.

The line would continue in a ROW with a 30 m buffer between the highway and transmission line in a north-northwest direction before turning on the west side of a large active aggregate quarry. The line would then continue in a NNE direction to a Pelly River crossing point about 500 m west of the Pelly Bridge. On the north side of the Pelly River it would follow along the north side of a small access road crossing the Pelly Farm road within 100 m of where it leaves the Klondike Highway. Here it would go up a steep ridge and join with the other route option. The issues associated with this route include:

- easier access from existing Highway, shorter and/or fewer access trails for construction and maintenance; shorter total transmission length but more corner towers
- less wetland area to cross, avoidance of Willow Creek
- less access to undisturbed areas, reduces wildlife (moose) habitat fragmentation
- visually set back from the road after the gravel pit
- would require attention to pole setting in vicinity of highway corner and associated sand/gravel area.

We are very interested in continuing discussion with SFN to finalize a preferred transmission corridor for the Carmacks Stewart Transmission Project, including within the Pelly Crossing area, as well as the route alternatives for the Minto Mine Spur. We welcome the opportunity to meet with the community at your earliest convenience to continue this process.

We will be contacting you shortly to try and organize another community session to discuss these route alternative refinements but in the interim if you have any questions, please contact me.

August 9, 2006

Link Building

SFN Powerline Information/Route review

Yukon Energy will be attending

AGENDA

1-3 Open House:

Come look at maps and handouts,
Ask questions. Get your comments down.
Have your concerns HEARD

3-5 Meeting:

Review of "What SFN Lands Dept Heard"
during consultation.
Review SFN Lands Dept proposed route

5-5:30 SUPPER

5:30-onwards


Ongoing
Discussion
On
*Proposed
Route of
Powerline*



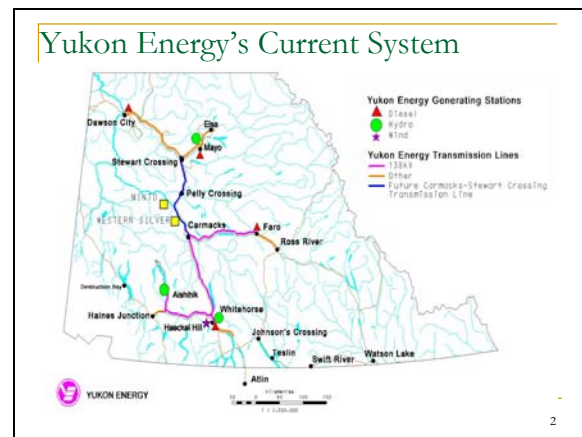
PowerPoint Presentation for Pelly Crossing, August 9, 2006.

Yukon Energy Carmacks-Stewart Transmission Project

YUKON ENERGY



August 9, 2006
Pelly Crossing



Carmacks-Stewart Transmission Project

- Currently considering connecting the Whitehorse-Aishihik-Faro and Mayo/Dawson power grids.
 - a new 138 kV transmission line between Carmacks and Stewart Crossing.
 - New substation at Carmacks and Pelly Crossing with expansion to substation at Stewart Crossing
 - 30 km Spur Line from the Minto Landing area to the Minto Mine site, including a step-down transformer in the Minto Landing area.
- Process currently underway to select a preferred transmission route, including public consultation.
- Currently expected to be developed in two stages:
 - Stage 1 would be from Carmacks to Pelly Crossing and include a spur line between the Minto mine site and the vicinity of Minto Landing (tentative plan to be in service by end of 2008)
 - Stage 2 would be from Pelly Crossing to Stewart Crossing. This would connect the WAF grid to the MD grid (tentative plan to be in-service by the end of 2009)

3

Transmission Line Route Selection Process

1. Initial Project Description
2. Identify constraints and opportunities
3. Develop Preliminary Route Alternatives
4. Evaluate alternatives
5. Select Preferred Route
6. Conduct environmental assessment of route
 - Including mitigation measures if required
7. Submit to YESAB for regulatory review

4

Route Selection

Components that influence Route Selection include:

- Engineering practicality:
- Environmental quality:
- Safety:
- Cost:
- Reliability:

Route selection seeks to avoid, minimize, and/or mitigate potential adverse environmental and socio-economic effects.

General principles for routing transmission lines:

- Site along existing utility corridors
- Site along existing roadways
- Site along recreational trails
- Develop new rights-of-way

5

Public Involvement Process

- Three Phases of activity
 - Study Area Characterization
 - Route Selection and effects assessment
 - Environmental assessment and mitigation
- Objective to enhance public understanding about the project and the route selection and environmental assessment process
- Also to help identify opportunities and constraints

6

Selkirk First Nation Involvement

- May 18, 2006 Meeting
- June 21, 2006 Meeting
- Project Newsletter (June 2006)
- Individual meetings and discussions
- July 7 letter follow up on issues and opportunities
- July 18 letter on Pelly West route refinements

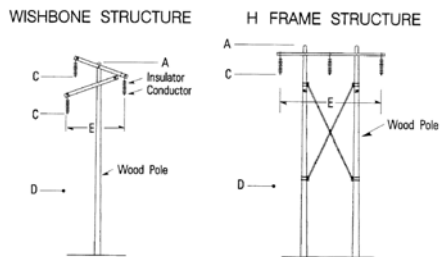
7

Selkirk First Nation – Identified Issues

- **Route Options**
 - Pelly West modifications suggested
 - Pelly East Option eliminated
 - Pelly Alternative 3B (through community)
- **Buffer**
 - Concerns about aesthetic and potential wildlife issues associated with having transmission line within highway ROW
 - YEC has now incorporated 30 metre buffer where possible
- **Wetlands**
 - Avoid Lhutsaw region, Leroy Lake, Willow Creek
- **Trap Lines**
 - Concerns about effects on trapping throughout the region
- **Permafrost**
 - Exposing ground during clearing may encourage thawing of permafrost
- **Wood harvesting**
 - Want opportunities to harvest merchantable timber/fuelwood
- **Traditional Use areas**
 - Avoid special areas including Minto and Policeman's Hill.

8

138 kV Transmission Line Structures



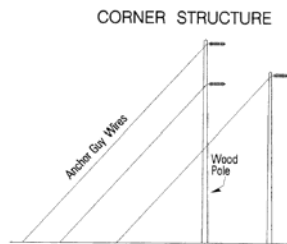
9

138 kV Transmission Line



10

138 kV Transmission Line Structures



11

138 kV Transmission Line Near River Crossing



12

Pelly Crossing Route Alternatives



13

Substation at Stewart Crossing



14

Step-down Station at Braeburn Lodge



15

Minto Mine Spur



16

Minto Spur – Yukon River Crossing

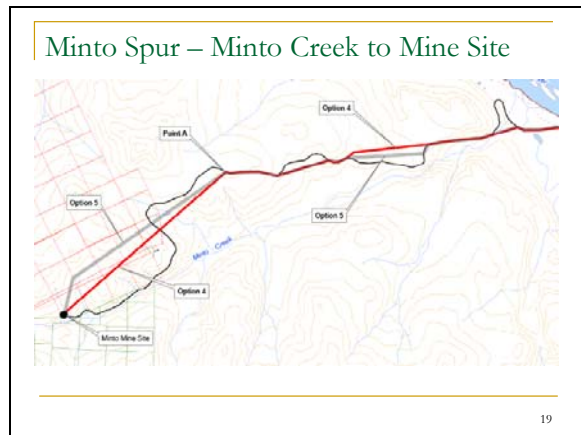


17

Stewart Crossing distribution line similar to potential 35kV Minto Mine Spur Line



18



RECORD OF MEETING

Recorder: Yukon Energy
Selkirk RRC

Sent for Verification to: Dorothy Bradley (RRC)
Bev Brown (SFN)

Date: August 28, 2006

Confirmation Requested for: August 31, 2006

Confirmation Received: None

Date:

Notes: Meeting notes taken by the Selkirk RRC and Yukon Energy were shared between August 15th and August 23rd and combined by Yukon Energy for final verification.

Carmacks-Stewart/Minto Spur Transmission Project Community Meeting Pelly Crossing, Yukon Aug 9, 2006

Attendance:

Darin Isaac - Chief
Bev Brown- L & R Director
Dorothy Edwards- L & R secretary
Mikolay Peter – NNDFN- Director of Lands and Resources
Cheryl Edwards- SFN member
Kathleen Thorpe- SFN Elder
Betty Joe. -SFN Elder
Betty Gill – Pelly Public
Danny Joe – SFN Elder
Ellie Marcott – SFN member

David Johnny – SFN member
Bill Trerice- SFN member
Lesley Van Bibber- SFN member
Barry Silverfox. – SFN member
Kevin McGinty- SFN - member
Peter Johnnie-SFN Elder
Nesta Hager – SFN Communications.
Virginia Bennett – SFN Member
George Joe-SFN member
Johnny Simon- SFN member
Alex Joe – RRC member.
Jean Van Bibber – SFN Councilor
Claire Silverfox – SFN Member
Desmon McGinty- SFN member
Glen Sorenson – Lands Resource manger
Heinz Sauer – Resident
Hector Campbell – Yukon Energy representative
Kristin Kent- Yukon Energy representative
John Osler- Yukon Energy representative

3:00 Pm

Betty Joe started with a prayer for the meeting.

Chief

Darin

Isaac Indicated that many people were still in fish camps, so he thanked everyone who came. Earlier Yukon Energy approached the 3 FN to build a power line though the Traditional Territory. The three First Nations have signed a Memorandum of Understanding (MOU) to help develop this project. The MOU is not a binding agreement, just an agreement to move through consultation We are now trying to see if there is interest among the people to take advantage of the power. There are a lot of things that are needed to be discussed. Three areas come to mind – through Pelly Crossing, we need to figure out the routing there. Minto Crossing, we need to figure out the routing there. Yukon Energy has interest there. Across from McCabe Creek would be the other area. Those are the things I would like to include in the opening comment. Let's have an open discussion, bring out any concerns. Try to move it along with this.

Lands and Resources Manger did a door to door survey to bring attention to this project and it brought a lot of attention.

The June 21 meeting brought a lot of comments from the people and the Power Line committee had had some comments. We need to help the Yukon Energy to decide where to place the line and the sub stations for the least impact and we need to consider that fact that there may not be a Minto Mine in future to use the power.

John

Osler. Introduced himself, Hector Campbell (YEC), and Kristin Kent from InterGroup Consultants. He explained that he had a brief presentation for the public and he has some areas that need to be resolved. The areas are Minto Landing and McCabe Creek. He has brought some pictures to show some examples of what the transmission lines and substation may look like. He noted that there is flexibility in the physical design. Invited everyone to ask all the questions that you can, during the presentation or afterwards.

Betty Gill- Can you refer to feet and not meters as we talk about distances. Wanted to know the width of the right of way (ROW)

John – Began the presentation. There is presently a 136 KV line that runs from Whitehorse to Faro and there is a line from Mayo to Dawson. There is a spur line supplying from Aishihik Dam as well. These two green boxes on the map are the Carmacks Copper and Minto Project that would like to join on the grid should this grid be joined between WAF and MD lines.

We need to hear from SFN about where we want to put the Transmission Line. The first stage of this project will take Transmission Line from Carmacks to Pelly and the second stage will be from Pelly to Stewart. Carmacks – Stewart Transmission Line will be 136 KV line. This is much more voltage that you receive in the home. The line can be dangerous if you make contact with it, and we need to protect people from any equipment associated with the project. A 35 KV will be going up to the Minto Mine and a separate transformer to step the power down into your home.

Some of you will be familiar with the Stewart – Dawson line and you know about the consultation that went on there or didn't go on. This time we are following certain steps to meet with the people We need to know what we can take advantage of and what things that there are important areas to avoid. We need to go

- close to Pelly so they can take advantage of the power. Once we have the information that people put forth we can do an environmental review to make sure that this is a good thing do.
- Bev - What does an environmental assessment review look like before the application goes to YESAB?
- John The environmental assessment asks the questions of if this project was never to develop what would the community look like? If it did develop how it will affect the lifestyle of the people and they're trapping and other things. We need to understand how we can avoid detrimental changes and if not avoid them then or compensate for them. We are participating in the environmental review by showing us what effects we will have on the community as well as on the land.
- Bev – We don't think there has any socio-economic reviews yet .I don't think we have discussed any. Is SFN going to be involved in the environmental and socio-economic assessment?
- John - Explained how the SFN has been involved in the process already through consultation activities. In June we talked about services and jobs that will be created for this project. It will be up to the Chief of NND and SFN to make a contract with Yukon Energy Corp for jobs that are needed to be done. Another thing that has to be discussed is the Trapper's compensation for the effect on the Registered Trapline Concessions. We have also raised the question of the estheticism of this project and we will give you a visual of what sub-stations and Transmission Lines might look like.
- Mikolay Once the project goes to the YESAB they will be looking at the socio- economic view. Because the project falls on settlement land, SFN and LSCFN are considered as decision bodies and will be able to review the assessment.
- SFN
- Member Will the power bill go down or stay the same?
- John The power bill consists of 2 blocks of consumption. The first block of power costs the same no matter where you live the 2nd block of power is based on personal consumption. The 2nd block of power has the potential to become cheaper. Because electricity would be more accessible you may end up using more power. Right now the 2nd zone of power is 2 cents cheaper on the grid than off the grid. However that may change.
- Darin What is the cost of power from the diesel plant?
- Hector It is about 30 cents per KW hour right now and is subsidized by other areas. You pay about 14 to 15 cents per KW hourThe total amount of money is high. It costs easily half a million dollars to run the diesel plant. Your rate would go down by being on the grid but there is potential for consumption to go up.

- Bill How safe is the main line to walk under. I mean obviously you can't build a house under it, but how safe is this line if you walk 4-5 hrs under the line.
- John Nothing has been proved to be detrimental as yet. Cattle foraging under the high power line have been tested and there has been no affects. It is something that is being studied continuously, but there are no conclusive results. You can travel underneath them safely. With the spur line, the voltage is even lower, so the magnetic field decreases proportionally.
- Bill What is the voltage around town?
- John 24 volts.
- Bill What does it cost per km for a spur line?
- Hector. About \$1500 per pole, it may cost up to \$17000 step the power down for one cabin, but you can put 5 – 10 homes on one transformer if necessary.
- Bill What rate would we pay? What about the mines?
- Hector Households pays about 10.5 cents per kilowatt hour. The mines will end up paying between 10.5 - 11 cents.
- John Described route selection principles that are generally accepted in North America, and are those that are in use by YEC. When we are looking at selecting a route there are certain thing we can consider because it is a transmission line and there is degree of flexibility in design. YESAB will look at the environmental assessment to a project like this. Another element is cost and we need to decide what corners to cut and which ones to omit.
- The route selection process tends to look at things that might harm the environment. The first thing is to avoid the problems and where you can't then you have to look at the least environmentally hazardous way. How can first avoid effects? Then you move to mitigate effects. Some effects can't be mitigated and then you have to consider compensation. You need to look for ways of using existing structures for putting the lines. Then we look at existing right of ways to use for the power lines to use.
- Bev. We are looking at Lhutsaw Wetlands and Minto and pushing the line away from the HPA, people are saying to push the line back a long ways from the road and it looks like this will cost more. Can we open this up for discussion? We need to look at this very closely.
- John This is a very good idea and we need to look at it.
- Jean Wouldn't it be better to have this near the highly so that people with cabins can access the power?
- John Very good point. If you put it 20 mile away from Pelly it will cost more to electrify the community. In order to build a line to anywhere we need to build a road to access for construction and maintain the line. There will have to be an access road.

Ellie How far apart the access roads will have to be?

Jon- We haven't identified the # of access roads that will be needed. They will not be maintained by YG and will have to be opened up by the Yukon Energy to allow the equipment to get in.

Mikolay People have mentioned Mayo and the substation is not far out of the town.

Bill We talked a bit about the idea of a route further back from the hwy (west side) in the Lhustaw area. We are trying to protect a bit of the landscape. It would also offer an alternative way to get to Minto, along with creating access for merchantable timber

Bev What is a sufficient buffer for the Transmission Line?

John No matter what distance it comes down to, it will be a new right of way (ROW). One line or two parallel lines [ROW] is not much to consider. But when you create a whole other line apart from an existing corridor then you are fragmenting the habitat. When the line is far out and the line is touched by lightening then it is costly to find out to where the problem is. Forest fires are another issue and while the ROW could make a beginning to a buffer for the forest fires, as you have seen in the past, fire can jump over great distances, like the river. The best engineering for the project may be to put this line beside the highway but we need to identify other needs as well. When we submit this document to YESAB we have to come back to talk to you and so does YESAB.

 When we came in June and what Bev has provided to us since then we have complied this information and formed some ideas and we have some things to share. We were made aware of the wetlands and the trapping issues involved with this Line.

Bev. I had a stack of hand outs on the table that are all gone. It is the document listing all the concerns given by the door to door survey and the meeting and the committee meeting on the land.

John John showed pictures of what the pole line will look like when it is built. . Anytime there is a change of direction we have to put up anchor wires and they have to mark these lines for people who travel these access roads even though people are not supposed to travel on these right of ways. They are looking at options for poles to span the line at Tatchun Creek.

Chief

Isaac Started the talk with the issue of Pelly Crossing and Minto Mine and Minto Landing. He asked if YEC pays taxes for the use of the substation location in Mayo.

Mikolay Wasn't entirely sure.

Hector Indicated that YEC provides a grant to the community in lieu of taxes (as it is a crown corporation) whereas YECL has to pay taxes on private land.

SFN

Member What is the difference between using treated wood (creosote) poles versus steel pole? What are the options for the kinds of poles being used?

Hector Here we use wooden poles because it is so dry and lasts 60 yrs. We do use steel cross arms. In BC and Alberta it doesn't last this long, so they tend to use steel. We do not use creosote anymore we use another substance.

John Explained what a big sub-station looks like and that it is fenced and gated so that most people can't get in there. It needs to be free of weeds. It is very difficult to get to Carmacks substation in winter as it up the hill.

Bill Once you get the substation at Pelly or Minto can you run another low voltage line underneath this line?

Hector Yes we need to have conversations with people along the highway who might want power so that we know what has to be done and can plan for it. The poles are generally higher and there would be a cost consideration.

Elder Danny

Joe Elder Danny Joe is concerned about the impacts on some the lands. Keep in mind, it crosses Category A line? We talk a bit about trappers compensation, and I think we will have to talk about crossing the Yukon River (as Category A land) – what is the deal? What are you going to give us for crossing there? We have to talk about that, don't you think?

Hector YEC recognizes that the First Nation has ownership of the settlement lands. We won't build without permission from the First Nation. Once a preferred route is identified, we can move towards the agreements that would lead to easements on settlement land

Chief

Isaac Elder Danny Joe is talking about the settlement and this is something that the Chief & Council will have to address. There are a number of things that have to be addressed in the Memorandum of Understanding. Started to say that there may be a fee associated with granting easements on Category lands, but that needs to be further discussed at the steering committee. There are a number of things in the MOU that need to negotiated and agreed upon. Nothing is set in stone. We are trying to work on a common understanding and a working relationship. Like for me, I would like to see economic development.

John. Another point of discussion is where does it cross the Yukon River and where does it go up to the mine? From the gravel pit at Minto we would like to put up a sub station and run the spur up to Minto Mine. The last meeting someone asked that they work around Minto Landing but if anyone wants the power in that community then there will have to be a line built to this community.

Chief

Isaac Chief and Council have asked lands to look at the development of the Minto area, but that hasn't been determined yet. We have to keep in mind that the Minto Landing area may be developed. For the costing perspective, it makes sense to pick an option that allows for electrification of the area.

John When the mine is closed the line will be removed and so will the landing. This is part of the reclamation plan. He showed the Transmission line at Stewart Crossing so we had an idea of what to expect.

Now you have the presentation and now we need to talk about where the line should go in the community of Pelly. On the map we have several options. It is a matter of what do people want to see. There are three different ways – through the community, east of community, and west of the community.

The community felt that the eastern area line was not an option as it went too close to the Granite Canyon and would provide access for that. The Town site would not be a possible so that left the western side. We have now formed quite a few options for this line. There are a lot of homes and fish camps in the area.

Jean One line goes right into someone's yard. We are going very close to many homes. You want to avoid the property near the Pelly Farm road. People don't want the line crossing their property. (I don't think you have any other choice but to cross Willow Creek twice, was the comment provided by one individual).

John Another option is not so bad but not so good anyway.

Bill - Will this line be visible from the driving into town on the hill? Or can it be back far enough not to be seen. If it crosses on the west route, would it be? When you look down towards the bridge, would you see the powerline?

SFN

Member What's the distance between the proposed substations and Pelly Crossing? How do you get the power into Pelly and distributed?

John Sub-stations need to address the idea of bringing electricity into the community. One option does not address this.

Darin If you go to the old YTG land fill can you run the line into the community. It takes about 2.4 kilometers for a community

John Yes we can bring the power from here but there is a problem and the diesel plant that exists is presently the hub of the power outlet

Hector We could put the diesel plant at the substation or we could move the diesel plant to another area.

Darin wants to see it moved because the people have requested this.

Hector It can be moved it will be a question of who pays the cost.

SFN

- Member Just a comment on substation A – I was told that there might be the location of our future sewage lagoon? Need to follow up on that.
- Jean – Can we use the eastern route – I like that one best.
- John – There are many benefits to this. There are still fish camps in the area and a burial site in the area. But we can look at this.
- Hector. Yukon Energy has stated that there are no intentions to use the Granite Canyon for a dam.
- Bev Someone should make a statement as to why the Power Line should not go through the town. Or why it should. I have many people saying it shouldn't but not many reasons why?
- SFN
- Member It would be very unsightly. That is an absolute no in my mind?
- Bev Would it be? It runs through Carmacks. Could we use the existing poles?
- Hector It's not a bad idea –. Existing poles could be replaced with poles that could be under-built. It will take one pole that will be perhaps 10ft higher than the ones presently there. The only safety issue would be the line cross by the bridge. We can't use the same poles for the river crossing. You might be able to use the existing river crossing. We would need to sets of wires for the different voltages.
- Darin The existing wires do not bother us now – we take it for granted now.
- Bill We need to be aware of the fact that the forestry station there and the helicopter pad that is used there.
- SFN
- Member On that substation A, that is where the lagoon is going to be? Could both be at that location? It would minimize the impacts.
- John You have identified all the problems that we have and lest aesthetic line is though the town and would be a good one.
The easterly one is a good one as well as there is less community problems.
- Mikolay – How many poles will be needed in town?
- Jon - Poles are needed about every 150 ft and you will need two poles in the community.
- Mikolay - What is the vegetation on the Minto spur?
- Bill – It is all burned.
- Betty How wide is the Right of Way for the 138kV line? And what about for the other lines? What structures are going to be used? The h-frame vs. the wishbone?
- Mikolay They will probably b jumping back and forth between the wishbone and the frame lines as needed.
- Hector Yep As needed and depending on the terrain.
- Bill – What style is being proposed?

- John – Both- depending on the terrain or the area. In the town of Pelly we would be using the wishbone because of the space.
We can break for dinner and then we can talk informally about how to address McCabe creek.
- Bev – Is there any other questions and we have some door prizes and I do want people to talk about this after dinner.
- Danny – His concern is that going down the highway- how is this going to affect the trapping and wildlife, especially the small mammals like rabbit and gopher. There is nothing there now on the trapline and I have had this RTC for years and there are not much rabbits for this time.
- John Thank you – It has become very clear that there are economic impacts and we need to look at this. We need to look at how this affects the trappers and not only their wildlife but the lifestyle as well. Thank you for taking the time to consult us.
Yukon Energy is currently looking at sharing the cost with the mines as % of the cost along the Klondike highway. They are looking at getting Yukon Government to help pay for the line. Then Yukon Energy will pay for the balance of the cost and recover that over the next few years through rate payers.
- Chief
- Isaac How do we speed this discussion up? It is needed to talk to trappers and do some homework before we go ahead.
- John We need to identify the route before we go any further. We have addressed the Pelly issue but the Minto issue is not resolved. You have said Chief that we can run it through the town site because you will have to run a line there anyway. In the area of Lhutsaw Wetlands Habitat Protection area we need to address the idea of how far away from the Lhutsaw Wetlands HPA the line is should go. What I have heard is that we set back the Power Line far enough so it cannot be seen but should it be used for the gathering of fuel wood and other accesses. Mikolay you have identified that we need to identify what the needs are for wood. And make a plan to address that.

4R.3-2.3 CONSULTATION WITH THE FIRST NATION OF NACHO NYAK DUN

Consultation meetings with Yukon Energy and NND occurred on June 5, 2006, and again on July 4, 2006. Consultation materials for Round Two and Round Three are presented in chronological order below.

Proposed Carmacks-Stewart Transmission Line Project

Nacho Nyak Dun First Nation

Consultation Workshop, Mayo

Monday, June 5, 2006

1 pm – 4 pm

- annotated outline for planning purposes-

DRAFT AGENDA

Welcome and Purpose *[Albert Peters and Hector Campbell]*

Round Table Introductions/First Nation statements

Workshop

- **Objective:** workshop to identify issues regarding selection of 60 m Right-of-Way, and proposed route and alternatives in Na-cho Nyak Dun traditional territory, particularly west of Stewart Crossing
- **Route alternatives:** description of proposed route and options/alternatives in Na-cho Nyak Dun traditional territory *[Hector]*
- **Specific area focus:** focused discussion on:
 - West of Stewart Crossing
 - Crooked Creek and south

In each of the above areas, we would be seeking information on these types of issues:

- Trapping, hunting and fishing [domestic and commercial]
- Berry picking and medicinal plant gathering – what is collected and are there any areas to avoid?
- Firewood collection – when and where
- Commercial forestry activities – are there any, where and when
- Important cultural sites in the area to avoid
- Any other concerns

- **Summary of outcomes and follow-up action items:**

- Outcomes – list on flipchart
- Areas for additional discussion – list on flipchart
- Preferred route consultation in late June – need for/format

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: =

Date:

Confirmation Requested for Date:

Confirmation Received:

Date:

Notes: There is no record of these meeting notes being sent to NND for verification

Date of Meeting: June 5, 2006

Time: 1pm

Location: Land Department, First Nation of Nacho Nyak Dun, Mayo

In Attendance: Mikolay Peter – NND
Steven Buyck – NND
Crystal? – NND
Hector Campbell – YEC
Nancy LeBlond – IG
Kristin Kent – IG

Regrets:

Item	Description	Action
Update from NND:	Their general assembly is June 14 th , so they are spending much of their time preparing. There are plans for Dick Mahoney (their Wildlife guy) to walk the line and ground truth the areas around Stewart Crossing. The proposed timeline for consultation seems feasible right now.	
Concerns:	It was generally felt that the construction of the transmission line would not cause major concerns and that the items identified in the Stewart Crossing area would require some further investigation and ground-truthing before the community's route selection could be completed. The items of concern are discussed below.	
Traplines:	The trapline west of Stewart Crossing is currently open. Steven Buyck is in the process of applying to acquire the line and knows the area quite well Roger Alfred holds area 76. He is from Pelly Crossing. Dan McDermot's trapline runs north-west from the Stewart River bridge	Notification letters and newsletters will be sent to all the trapline holders by Yukon Energy

Item	Description	Action
Timber:	<p>Stewart has a local logger (Matthew Carpenter) who logs in the area. He holds several timber permits. There is an old access road in the area that he logs. Concerns about the merchantable wood in the area. Ultimately the community would like to be able to recoup the timber that is cut, especially the merchantable stands. They did not have a positive experience with the wood that was cleared for the Mayo-Dawson line and there was some concern about the wood that was burnt after 1 year.</p>	
Habitat:	<p>There are beaver in the area but their populations fluctuate anyway, so it wouldn't be a major concern.</p> <p>There is a moose calving area near the creek which would have to be avoided.</p> <p>In the area closer to the Stewart River it could be a little swampy. It is mostly black spruce, willow and cottonwood growing in the area.</p> <p>There is a skidoo trail that follows the ridge in the aerial photo – it's mostly solid ground along that ridge.</p>	
Heritage & Other:	<p>Question of the visual impact that the line would have near the substation.</p> <p>There may be some heritage values along the ridge and along the creek which will need to be verified by one of their members.</p> <p>Concern that the brushed areas make an easy corridor for moose which makes them easy prey for the opportunistic hunter. There is some concern about over-hunting, which a buffer could help to prevent.</p>	
Route options:	<p>The western route would likely work. Aside from the swampy area near the Stewart River the line would mostly cross through solid ground.</p> <p>The proposed route eastern route that crossed closer to the community would come close to an area where some of the elders live. It would also get close to where some of the logging occurs. All those in attendance agreed that it was not the preferred route and it was scratched off the map.</p> <p>Another route alternative was discussed. This route would go up the east side of the highway following the old 11% trail. It would be closer to the Dhawghro habitat but would not actually get very close. It could follow up an old access road that starts near the gravel pit.</p> <p>Another route alternative that would follow the western side</p>	<p>Yukon Energy will provide waypoints (GPS) along the proposed routes for ground truthing purposes.</p> <p>Members from the NND will go out near Stewart Crossing and verify areas of concern along the proposed corridors.</p>

Item	Description	Action
	of the highway was also proposed. This route would follow the highway and then cut across to where the Stewart West option runs, and would continue following the same route to the substation.	

Next steps:

- It was decided that the next step would involve presenting the project to Chief and Council
- Chief and Council would ultimately decide whether the transmission line is an item to include on the agenda for the General Assembly
- Meanwhile, they will have someone ground truth the area near Stewart Crossing to identify where the best route option might be. This will require general way points from YEC, will be recorded by GPS, and will consider the potential issues within the area.
- These steps will help to determine the best route option from the NND perspective.
- A community meeting at the end of June to present the preferred route and seek any additional input from the community could be held towards the end of the month (June 22nd or 23rd, or June 29th or 30th). The Development Corporation was identified as the agency to assist in the planning of such a meeting.



**YUKON ENERGY
CORPORATION**

P.O. Box 5920
WHITEHORSE
YUKON Y1A 6S7
(867) 393-5300

July 7, 2006

Mikolay Peter
Lands and Resources Department
Nacho Nyak Dun First Nation

Dear Mikolay:

Re: Route alternative issues in Nacho Nyak Dun First Nation traditional territory

Thank you for meeting with Yukon Energy and ourselves on June 5th giving us the opportunity to discuss routing alternatives for the Carmacks-Stewart Transmission Project, and following up on the initial meeting of May 18, 2006 in Pelly Crossing. We also appreciated the opportunity to meet with Chief and Council on the afternoon of July 4th, followed by a community meeting in the evening. While we wait for additional ground-truthing in the Crooked Creek area in the next 2 weeks, we need to keep the consultation process moving towards finalizing a preferred route as soon as possible in accordance with the MOU. In this regard, we have summarized a list of issues focused on routing alternatives in the accompanying table.

The attached draft table reflects the route alternatives in NNDFN traditional territory, and the issues and concerns identified by NNDFN members at the June 5th meeting, and confirmed at the July 4th meeting with Chief and Council.

It is our intention to share this draft table, along with similar tables from SFN and LSCFN, with the Steering Committee when it meets in the very near future. A final version will also form part of the YESAB submission document. We would welcome your review and comment at the earliest opportunity, hopefully prior to the Steering Committee meeting (so that we can include any needed changes).

Once again, we thank you for the opportunity to discuss the CS Transmission Project with NNDFN, and look forward to continued progress on finalizing a preferred route through NNDFN's traditional territory, in accordance with the MOU. Although its June 30th target date

has passed, considerable progress has been achieved. We believe that the necessary filing with YESAB can proceed provided that a preferred route can be confirmed with the Northern Tutchone Council by August 31, 2006.

Yours truly,



Hector Campbell,
Director, Resource Planning & CIO

Cc: John Osler, Intergroup Consultants

Attachments: CS Project Route Alternatives Draft Table

06/07/2006

**Route Alternative Issues for Carmacks Stewart Transmission Project in Nacho Nyak Dun
First Nation Traditional Territories**

No.	Route Alternative Issue	Source of Issue	Follow-up
Physical/biophysical			
1	Routing Option 5A:		
1.1	<ul style="list-style-type: none"> 5A Stewart East was eliminated due to proximity to elders' homes in Stewart Crossing and current logging operations 	<ul style="list-style-type: none"> June 5th meeting – Steven Buyck and Mikolay Peter 	<ul style="list-style-type: none"> None required
2	Routing Options:		
2.1	<ul style="list-style-type: none"> 5B Stewart West – avoid moose habitat along Crooked Creek and swampy areas as route approaches Stewart River Concern over where to best cross Crooked Creek for any of these alternatives 	<ul style="list-style-type: none"> Steven Buyck, June 5th meeting 	<ul style="list-style-type: none"> Steven Buyck to walk this area in near future – confirmed he will complete this by mid-July at July 4th meeting
2.2	<ul style="list-style-type: none"> Modified 5A – to follow Klondike Highway until immediately south of Settlement Lands parcel at Stewart Crossing, then angle west (avoiding swampy section south of elders' homes) and intersecting with 5B alternative 	<ul style="list-style-type: none"> Mikolay Peter, June 5th meeting 	<ul style="list-style-type: none"> July 4th meeting – Chief and Council OK with modified route – up to NTC to sign-off on entire routing selection
3	Cleared ROW next to Highway:		
	<ul style="list-style-type: none"> Concern over cleared areas next to Highway (like Mayo Dawson) which encourages opportunistic hunting for moose (no protective cover for moose to run to) 	<ul style="list-style-type: none"> June 5th meeting – Steven Buyck 	<ul style="list-style-type: none"> Buffer will be incorporated were feasible.
Socio-economic/cultural			
4	Heritage:		
	<ul style="list-style-type: none"> 5B Stewart West - Heritage potential along Crooked Creek 	<ul style="list-style-type: none"> June 5th meeting 	<ul style="list-style-type: none"> This requires further input from NND heritage officer. This will also be addressed in a Heritage Management Plan for the Project.
5	Wood Harvesting:		
	<ul style="list-style-type: none"> Need for opportunities to harvest wood that is cleared (in close proximity to Highway for easier access) 	<ul style="list-style-type: none"> June 5th meeting – Mikolay Peter 	<ul style="list-style-type: none"> This will be taken into consideration in the development of a Project Agreement, as outlined in the MOU of May 2006 Forestry interested in permitting merchantable timber harvest prior to ROW clearing.
6	Aesthetics:		
	<ul style="list-style-type: none"> Visual impact as line crosses Stewart River and enters the existing substation 	<ul style="list-style-type: none"> NND Lands Staff – June 5th meeting 	<ul style="list-style-type: none"> This will be taken into consideration when choosing the final river crossing.

Proposed Carmacks-Stewart Crossing
Transmission Line Project
First Nation of Nacho Nyak Dun
Consultation Meeting with Chief & Council
Tuesday, July 4th, 2006
3pm
Mayo
- annotated outline for planning purposes-

1.1 AGENDA

Welcome and Purpose *[Albert Peter and Hector Campbell]*

Round Table Introductions
Review of Activity to Date

Consultation Meeting *[John Osler/Hector Campbell]*

- **Objective:** Meeting to review issues regarding selection of 60 m Right-of-Way, and proposed route and alternatives in the Stewart Crossing area, and in NND traditional territory
- **Route alternatives:** Review of proposed route and options/alternatives in the Stewart Crossing area, and in NND traditional territory
 - Are there any additional considerations at this time
- **Preferred route option:**
 - Are Chief and Council prepared to offer a preferred route?
 - If no – what further steps are needed to determine the preferred option?

Community Meeting

- Review of format for the open community meeting in the evening

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: Mikolay Peter

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received: None

Date:

Notes:

Date of Meeting: July 4, 2006

Time: 3pm

Location: Chief & Council

First Nation of Nacho Nyak Dun, Mayo

In Attendance: Chief Simon Mervyn

Deputy Chief Florence Dilan

Councillor Natasha Young

Mikolay Peter

Hector Campbell – YEC

John Osler – YEC (IG)

Kristin Kent – YEC (IG)

Regrets:

Item	Description
Update on Activity to date	<p>Mr. Osler reviewed the work that has been completed in terms of consultation to date. NND had a lot to contribute even though there are no settlement lands in question because of their experiences with the Mayo-Dawson transmission line.</p> <p>The meeting today is a part of the consultation process as was described by the MOU.</p>
Statement from Chief	<p>The first question asked by Chief Mervyn was whether a route has been chosen yet or not. He indicated that Chief and Council could not make a decision about the routing of the line without the agreement from Northern Tutchone Council (NTC). NTC will allow them to provide input to this end of the line.</p>
Routing options	<p>The routing options in the newsletter were discussed. The fact that earlier discussions indicated that the east route was not viable and the west route was feasible. The fact that a third route option was provided was described. Chief Mervyn then asked was the benefit of a third route would be? Mr. Peter responded that it would allow for easier access to merchantable timber. Mr. Osler indicated the Department of Highways would not agree to the route as was drawn in the previous meeting as it would intersect an important gravel pit. Re-routing NND's proposed route around the gravel pit did not seem pose a problem.</p> <p>Mr. Osler indicated that the time to accommodate any interests is now, before the</p>

Item	Description
	project is fully designed.
Design of the actual line	There was some discussion about a B-block (Category A settlement lands). These are areas that might eventually be developed by the First Nation. Would it be possible to have room for an under-build in the design of the line to enable distribution in the future? Chief Mervyn asked YEC to visualize the area 50 years from now. The ability to service the B-Blocks with power would be something to keep in mind. If the line could be constructed to allow for under-build south from Stewart to the Ethel Lake Road that would be ideal.
Buffer vs. shared ROW with highway	Chief Mervyn asked if there would be any way that the t-line could take advantage of the brushing and clearing that is taking place along the highway (between Pelly & Stewart). Mr. Osler indicated that there have been discussions about the advantages and disadvantages about both sharing the ROW and of using buffers. There is some debate.
Climate considerations	When it comes to re-growth, the Chief indicated that the growing season is changing with a change in climate. They are seeing plants that bloom in early April when they used to bloom in late April. The growth conditions will have to be adjusted according to requirements.
Heritage & other	Mr. Peter indicated that they would still have to complete ground truthing of the area near Crooked Creek to ensure that there were no heritage or archaeological values to be avoided. Ms. Dilan asked if anyone had consulted with the elders for such purposes. It was agreed that Chief Mervyn would bring up the t-line at the elders meeting on Wednesday afternoon. Mr. Campbell presented Mr. Peter CDs with GPS coordinates and aerial photos of the area. The photos may be of use for the elders.
Effects on rate payers	Chief Mervyn asked if there had been any discussions with the mining interests that are coming up north. Hector indicated that they would be using the surplus from the Mayo Dawson Line. With the mining interests further south, they would use the surplus from the WAF grid. Once the mines are closed, rate payers stand to experience a net benefit.
Work camp	Question of whether there would be a work camp associated with the project and if so, would it be moveable. Mr. Osler described how construction will be staged but that at present they were still uncertain just how a camp scenario would play out. It could potentially be moveable. Chief Mervyn indicated that a 40 man camp could easily be moved in 2 days. There would be options.
Benefits sharing	Questions about how the benefits would be shared were discussed. The Chief indicated that brushing and clearing only goes so far in terms of a benefit. Mr. Campbell indicated that an internship for a linesmen had already opened up for Mayo so there was an opportunity there. Mr. Osler indicated that the complete benefits agreement would be determined in the next couple of months. What was necessary at this point was to know that there is a project and what it will look like. Then benefits can come into play. Right now the project has to be protected by determining a route, otherwise there will be no project and there will be no benefits to be discussed.

Item	Description
Consultation with other First Nations	Chief Mervyn asked if there were any controversial issues that were coming up with other First Nations. He had heard that there were some trapping concerns. Also wondered if litigation might be pending. Mr. Osler indicated that yes, some trapping issues had been identified in the Tatchun Creek area, but that there was no current anticipation of litigation. Trappers will be compensated, but the fact is first you need a route, then you determine mitigation, and then you determine compensation. Mr. Campbell indicated that there were no issues that would be considered as "show stoppers."
Unrelated to the transmission line	There were some discussions about fluctuating water levels at the Mayo dam and how this was affecting fish populations. They had lost some of their fry in recent years. Hector indicated that if a mine comes up in the north that the water will get used all 12 months of the year, so fluctuations would be minimized.

Follow-up actions

- Mr. Peter indicated that Stephen Buyck and Richard Mahoney have plans to go out on the land next week to do the ground truthing in the Crooked Creek area
- Chief Mervyn would bring up the transmission line at the elders meeting.
- The Mayo RRC shuts down for the summer, but contact will be made (IG) with the chair in order to determine if a meeting needs to be called to discussed the route.
- John indicated a steering committee meeting would be following soon.

In terms of development in the Yukon, the NND is receptive to the project if everything that is required falls into place.

Proposed Carmacks-Stewart Crossing
Transmission Line Project
First Nation of Nacho Nyak Dun
Community Meeting
Tuesday, July 4, 2006
7 pm
Mayo Curling Rink

Opening Prayer

Welcome *[Mikolay Peter and Hector Campbell, YEC]*

Brief Presentation of proposed project and consultation activities to date *[John Osler/
Hector Campbell]*

Open invitation for questions and discussion

Closing Comments *[Hector Campbell]*

Closing Prayer

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: Mikolay Peter

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received: None

Date:

Notes:

Date of Meeting: July 4, 2006

Time: 7pm

Location: Community Meeting
Mayo Curling Rink

In Attendance: Jack Smith
Mikolay Peter
Hector Campbell – YEC
John Osler – YEC (IG)
Kristin Kent – YEC (IG)

Regrets: It is likely that the time of year and favourable weather resulted in the limited turn-out to this meeting.

Item	Description
	One local contractor who had some experience with the Mayo Dawson line showed up at the meeting. He proceeded to ask some questions and provided some useful insight to what had happened in the Mayo-Dawson experience and what could be done for this transmission line.
Questions on contracting	Several questions about how contracting will be established so as to ensure that people have an equal opportunity to clear the line and to salvage timber.
Right of Way (ROW)	Consider using the same ROW as the highway b/c from a maintenance perspective this makes it considerable easier. If they seed the whole area immediately after it is cleared (e.g., with fescue) it will keep the maintenance requirements down. They left buffer in parts of the Mayo-Dawson line that was inadequate and it resulted in trees getting blown over. It was patchy poor stands left. If you leave a buffer it has to be wide enough.
Timber harvesting	As for the harvesting of timber, you need to know first if anyone wants the timber. For merchantable timber it is better to cut in winter b/c then you don't fill the tree up with dirt when you haul it. Makes it much easier for sawing. Realistically, anything less than 13 inches isn't really merchantable. IT can be used for firewood, but once it gets cut it's not worth the effort if its that small. Something

Item	Description
	16 inches or bigger is more practical. Most people take advantage of the burns in the area for firewood. You should have a meeting pertaining specifically to the harvesting of timber. Wood has a limited shelf life. Something like providing for harvesting 20 km's out of each community would make sense, with harvests on wood 12 inches in diameter or greater. Mr. Peter indicated that NND harvests timber for elders, single mothers, others who may require assistance.
Questions to the community member	<p>Mr. Osler inquired about the types of equipment available in the area. Mr. Smith indicated that he has a skidder and a couple of cats. He says there are a couple of guys out of Pelly with hydraulic equipment.</p> <p>Additionally, the question of how much brushing could be accomplished in one day was posed. Mr. Smith indicated that on the Mayo Dawson line it worked out to about a km a day, just less in some cases. In thinner forest it would go faster. If you are harvesting wood it would go even slower.</p>

4R.3-3.0 CONSULTATION WITH GOVERNMENT

Consultation with government departments in Round Two and Round Three largely took the format of in-person, telephone, and online communications. Records of such communication can be found in Appendix 4C. Below are the consultation materials associated with meeting with various government departments, presented in chronological order.

RECORD OF MEETING – Village of Carmacks

Recorder: Yukon Energy

Sent for Verification to:

Date:

Confirmation Requested for Date:

Confirmation Received:

Date:

Notes: There is no record of these meeting notes being sent to the Village of Carmacks for verification as no major concerns were expressed.

Date of Meeting: June 1, 2006

Time: 3pm

Location: Village of Carmacks Office

In Attendance: Deputy Mayor Elaine Wyatt
Councilor Doris Hansen
Councilor Meta Baillie
Hector Campbell – YEC

Cam Osler – IG
Nancy Leblond – IG
Kristin Kent – IG

Regrets: Mayor Mick Larkin

Item	Description	Action by
Introduction	Hector introduced the project in general terms. Cam indicated there was an MOU process with the 3 FNs, in addition to speaking with others. The line can avoid most problem areas and has the ability to be located in areas where we want the line to go, and avoid those areas we don't want it to go. Cam spoke to the newsletter key points – a 500 m wide study area to allow choice of route, which will ultimately be a 60 m wide corridor, with about 30 m cleared. He discussed the benefits to Yukoners in general – connecting the 2 power grids; providing power to 2 mines [rather than diesel power]; taking Pelly off diesel power. Phase 1 will be Carmacks to Pelly. He then described the route and alternatives between Carmacks and McGregor Creek; the YESAB process being at least 6 months for approvals; and that timing is a critical issue – Carmacks Copper Mine needs power by 3 rd quarter of 2008 and construction is about 12-18 months long.	
Concerns?	They are supportive of the project. The community largely stands to benefit if the project goes through.	YEC will keep the community council informed throughout the process.
Employment	Council indicated their issue of concern focused on employment for local people.	We indicated we were meeting with Yukon College to discuss training programs for the upcoming fall.
Rates?	They asked whether there was an effect on ratepayers – Hector indicated there will be a net benefit to ratepayers – it can not have an adverse effect on ratepayers [not allowed]. Minto Mine would fully pay for their spur line, plus put \$\$ towards the main	

Item	Description	Action by
	line. YEC does not want to repeat the rise in rates due to shut-down of mine at Faro in the past.	
Spur lines?	Who will end up paying for the spur lines was linked into the concerns about rates. Ultimately the mines will be responsible for paying for the cost of the spur lines and rate payers stand to experience a net benefit.	
Substation	Ideally the substation will be moved from old site to location near airport. This would provide year round access to the substation, which is a direct benefit to the community because the area can be serviced at all times if power went down on the line. There could also be an opportunity to re-locate the town's diesel plant from its current location to near the airport [would require discussions with YECL].	Hector will talk to YECL about this possibility.

Additional follow-up items:

- Send one copy of the Carmacks line segment map to Mayor and Council.
- Ensure that the village council is kept informed of the process as the project progresses

RECORD OF MEETING – Wilderness Tourism related representatives

Recorder: Yukon Energy

Sent for Verification to: Catherine Paish

Date: June 21, 2006

Maxime Mattinson

Confirmation Requested for Date: July 7, 2006

Confirmation Received: Written response in section below Date: July 10, 2006

Notes: The Wilderness Tourism Association of the Yukon offered to provide a written response regarding the Project. This letter is provided in the Section 4C-4, Consultation with Other Publics.

Date of Meeting: June 7, 2006.

Time: 3pm

Location: Elijah Smith Building, Whitehorse

Subject: Yukon Energy Proposed Carmacks-Stewart Transmission Project

In Attendance: Catherine Paish – YTG - Tourism and Culture

Maxime Mattinson – WTAY

Blaine Walden – WTAY and tour operator

Shauna Epp – YTG - Tourism and Culture

Afan Jones – YTG - Parks

Nancy LeBlond – InterGroup Consultants (Yukon Energy)
Kristin Kent – InterGroup Consultants (Yukon Energy)

Regrets: Information was sent to the entire Wilderness Tourism Association of Yukon (WTAY) mailing list, along with the other tourism associations regarding the transmission line and the meeting today. It is assumed that those with interest were either in attendance, represented by those in attendance, or did not have any major concerns about the project at this time.

Item	Description	Mitigation
Concerns	WTAY felt that there were no major concerns at this time, although there were several items about the routing of the transmission line that were brought into question.	Potential options for mitigation of concerns are described
Viewscapes	It would be their preference to avoid the Five Finger Rapids viewing area. The Tatchun East option would suit their needs better.	At present the Tatchun east route is the preferred route but the input from the First Nation may ultimately determine the final routing of the line
River Crossings	They would prefer to see the line crossing rivers close to existing infrastructure such as bridges or the barge landing near Minto. They realize that the crossing near Pelly will ultimately fall to the choice of Selkirk First Nation as it falls within their settlement land. Additional river crossings for the spur lines could lead to future concerns.	All of the current proposed river crossings will be in proximity to existing infrastructure. The routing of the line near Pelly Crossing and the spur line in the Minto Landing area will be determined by the community.
Jackfish Lake reserve	It would be their preference to see the line avoid the reserve area and follow the other side of the highway.	The option east of the highway is the preferred route by Yukon Energy.
Potential	What time of year would construction	Construction will take place in

Item	Description	Mitigation
construction impacts on tourism	take place? Would construction activities end up impacting highway traffic? Road closures could result in diversion of tourists away from the area.	phases. At this point, the exact timing of activities is uncertain although it is unlikely to have any major impacts on highway traffic.
Merchantable timber	Will the wood be available for use by the communities in the area?	Yes, there would be arrangements to allow for harvesting of wood. There are discussions with the Department of Forestry to open permits for the area where the transmission line will go.
Labour force	The newsletter reads that there will be employment and benefits to the First Nations. Will these benefits extend to Yukoners in general? For example – will tendering for construction give priority to a Yukon based contractor? What sort of labour force would be required?	Brushing will be contracted to the First Nations. The actual construction of the line will be an open tender bid. The requirements for employment and equipment for line construction are fairly specialized and thus will not result in a guaranteed contract for the First Nations or other Yukoners at this time.
Re-growth on the line	Will the area be kept clear and allow for additional land access?	Maintenance brushing will occur at intervals that ensure vegetation and danger trees do no interfere with the line. This will typically happen every 5 to 10 years, depending on re-growth. This will help to limit land access outside of the winter season.

All of the items of concern were discussed, and the current understanding of the situation explained. Any potential mitigation measures to address some of the concerns were identified.

Given that the route largely follows an existing right of way those in attendance did not really see any problems with the project. Any concerns that were expressed could be mitigated.

Follow-up items:

The attendees will be included in updates in the project and will pass such information on to their members. They will also identify their preferred route (of the options presented in the newsletter) in writing.

4R.3-4.0 CONSULTATION WITH OTHER PUBLICS

Consultation with Other Publics occurred through both meetings and through in-person, telephone, and online communications. The record of personal communications can be found in Appendix 4C, while notes from meetings are presented in chronological order below.

RECORD OF MEETING – Yukon Quest

Recorder: Yukon Energy

Sent for Verification to: Stephen Reynolds

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received: Yes

Date: July 13, 2006

Notes:

June 2, 2006

Date of Meeting:

Time: 10:30 am

Location: Yukon Quest, Whitehorse

In Attendance: Stephen Reynolds (Manager, Yukon Quest)
Nancy Leblond (IG)
Kristin Kent (IG)

Regrets:

Key Perspectives & Issues	Potential Mitigation
There are very few concerns from a race perspective in relation to the race course and the race itself.	
The dog sled race begins on the 2 nd weekend of February, and is about 10-14 days in length. The start points alternate from Whitehorse YT to Fairbanks AK from year to year. In 2007 it will start in Whitehorse	

Key Perspectives & Issues	Potential Mitigation
(Feb. 10 th) arriving in Dawson City by about Feb. 17 th . In 2008, the race will start in Fairbanks and run to Whitehorse, approximately Feb. 11 – 28 th time period.	
Yukon Quest sets a trail in January (ideally it can be done it December but it is contingent on snow fall); it is about 4 feet wide. The snow needs to settle, re-crystallize, and resurface. The trail varies slightly from year to year. Before and after the race there are 6 tour operators who offer packages to tourists that travel parts of the trail.	They would want YEC to avoid damaging the trail as it is very difficult to re-surface the trail [so dogs are not plowing through deep snow].
Concern from a race perspective focuses on construction timing [in relation to race course and actual race itself] – having equipment moving about prior to and during race; stacks of timber in vicinity of trail where teams could run into them.	YEC will need to communicate with Yukon Quest well in advance of any winter construction activities, especially for the section of line between Carmacks and Pelly Crossing. During construction, communication must continue so as to minimize interference with the race and ensure the safety of its participants.
As for the routing of the transmission line, in the Carmacks area will not interfere with the race course at all (other side of the river).	
Area of concern is up to Pelly Crossing only – their trail veers off down the Pelly en route to Dawson from that point. The lower section, the trail follows the Freegold route on the west side of the Yukon River – refer to map.	
The spur line to Minto could also have an impact. Again the concern about the timing of construction would be the main issue.	
They are currently considering eliminating the required stop at McCabe Creek and reroute the race to follow the old Dawson Trail.	
They are also considering offering a Yukon Quest 300 race in the future that would only cover a section of the trail as a qualifying race.	

Largely, there are no concerns about the proposed project. With a clearer understanding of the routing options discussed during the meeting, they have no issues outside of the timing of construction. The Yukon Quest has a long-standing relationship with Yukon Energy, who is one of the sponsors of the race. There is also potential for the transmission line right of way to act as a route alternative in years with poor snow cover, or in years with warm temperatures where the section around the Lhutsaw wetland can get quite boggy.

RECORD OF MEETING – Yukon College, Carmacks

Recorder: Yukon Energy

Sent for Verification to:

Date:

Confirmation Requested for Date:

Confirmation Received:

Date:

Notes: Meeting notes were not sent for verification as the meeting was largely identifying opportunities for Yukon College to provide project-related training.

Date of Meeting: June 5, 2006

Time: 9am

Location: Yukon College campus at Carmacks

In Attendance: Dawn Marino (Yukon College)
Hector Campbell (YEC)
Nancy Leblond (IG)
Kristin Kent (IG)

Regrets:

Question/Comment	Response
Dawn is interested in types of jobs and hence training she should be providing for in the fall, so community members can apply for work on the construction of the line.	Mechanical brushing, hand brushing near stream crossings – use of chain saws, bucking and hauling training; rigging and hoisting training; WHMIS, TGG, basic first aid. Substations – requires civil work such as clearing the land, leveling ground in prep for pad, building a gravel pad base. There will likely be a small amount of road building. There may be a small camp – kitchen and camp help would be required. Dawn indicated there are experienced people in Carmacks for that.

Question/Comment	Response
	Hector indicated there would be an Engineering company that would do the overall project management of the construction, a construction contractor to building the line – but there would be local hire and business opportunities – something to be discussed at the Steering Committee in near future.
Question about the timber that would be cleared for the line. LSC FN hauls salvageable wood constantly – they go up to Minto area all the time. They haul wood for the elders; and to sell to community members for home heating purposes [use wood burning heat as primary heat source; oil is back-up]	Merchantable timber areas will be identified first [Dept of Forestry working with YEC on this] and will invite community members to go in and take the timber out first. Fuel hauling is another job/business opportunity.
Yukon College has satellites in Pelly Crossing – contact person is Dorothy Johnson (537-3131); one in Mayo – contact person is John Reid (996-2831); and one in Dawson City – contact person is Eldo Enns (993-5231).	
Yukon College in Carmacks works very well with LSCFN [not always the case throughout the territory]. Most of her students come from Carmacks.	
The information from further conversations with Yukon Energy about employment opportunities will be shared with the College as information becomes available.	
The College will plan to hold courses to provide potential workers with some basic skills such as WHIMIS, first-aid, rigging and hauling, etc...	

RECORD OF MEETING – Wilderness Tourism related representatives

Recorder: Yukon Energy

Sent for Verification to: Catherine Paish

Date: June 21, 2006

Maxime Mattinson

Confirmation Requested for Date: July 7, 2006

Confirmation Received: Written response in section below Date: July 10, 2006

Notes: Since this meeting included several government representatives, complete notes can be found in Section 4C-3, Consultation with Government. A distribution list used by the WTAY and written response regarding the project is provided below.

Date of Meeting: June 7, 2006.

Time: 3pm

Location: Elijah Smith Building, Whitehorse
Subject: Yukon Energy Proposed Carmacks-Stewart Transmission Project

In Attendance: Catherine Paish – YTG - Tourism and Culture
Maxime Mattinson – WTAY
Blaine Walden – WTAY and tour operator
Shauna Epp – YTG - Tourism and Culture
Afan Jones – YTG - Parks
Nancy LeBlond – InterGroup Consultants (Yukon Energy)
Kristin Kent – InterGroup Consultants (Yukon Energy)

Regrets: Information was sent to the entire Wilderness Tourism Association of Yukon (WTAY) mailing list, along with the other tourism associations regarding the transmission line and the meeting today. It is assumed that those with interest were either in attendance, represented by those in attendance, or did not have any major concerns about the project at this time.

WTAY Distribution List

The WTAY distributed the newsletter and invited its membership to the meeting. It also informed its members of its position on the project, as is described by the letter provided to YEC on the subject.

Wilderness Tourism Association of the Yukon - Registered Operators canoeing in the project area:

- Abenteuer-Reisen Yukon Wild
- Canoe North Adventures
- Cathers Wilderness Adventures
- Cedar and Canvas Adventures
- Kanoe People Ltd.
- Log Cabin Adventures
- Nature Friends Outdoor Adventures
- Nisutlin Outfitting
- Northwind Outdoor Adventures
- Ruby Range Adventures Ltd.
- Sea to Sky Expeditions
- Spirit of the North Guiding
- Subarctic Overland/Gold Rush Floattours
- Sweet River Enterprises
- Up North Adventures
- Walden's Guiding and Outfitting
- Yukon Wide Adventures



2006 JUL 18 PM 1:18

June 26, 2006

Hector Campbell
Director, Resource Planning
Yukon Energy Corporation
Box 5920
Whitehorse, Yukon Y1A 6S7

Re: Proposed Carmacks Stewart Transmission Project

Dear Mr. Campbell,

We appreciate the opportunity to comment on the proposed transmission line route, as it relates to impacts on wilderness tourism operators.

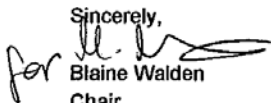
From McGregor Creek to Pelly Crossing, WTAY would prefer to see the line crossing the Yukon River close to existing infrastructure such as bridges or the barge landing near Minto, although, since the crossing will fall within Selkirk First Nation settlement land, we realize the route will be their choice. As for additional river crossings for the spur lines, WTAY hopes that we will be consulted as these could be of concern to our members.

Regarding route options from Carmacks to McGregor Creek, WTAY requests that the 1A east option at Tatalus Butte be used to avoid affecting viewpoints on the Yukon River. Also, following the 2A east option at Tatchun Creek is preferable to avoid visual impacts to the important Five Finger Rapids viewing area.

WTAY's preferred route between Pelly Crossing and Stewart Crossing is 4A option east of Jackfish Lake to keep transmission lines out of the Jackfish Lake Park Reserve, which is an important recreation site.

Besides route options, WTAY is concerned about the impacts of the actual transmission line construction. If construction takes place during the time when tourists are traveling through these areas, we hope that construction activities won't impede river or highway traffic. Road closures could result in diversion of tourists away from the area.

Thank you for considering our recommendations.

Sincerely,

Blaine Walden
Chair
Environment Committee

RECORD OF MEETING – Yukon Conservation Society

Recorder: Yukon Energy

Sent for Verification to: Lewis Rifkin

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received: Written response in section below

Date: July 17, 2006

Notes:

Date of Meeting: July 6, 2006

Time: 8:30 am

Location: Yukon Conservation Society, Whitehorse

In Attendance: Lewis Rifkind

Kristin Kent YEC (IG)

Regrets:

Key Perspectives & Issues	Description
Greenhouse gases	<p>From a greenhouse gases perspective, it is better to get the communities off diesel. Hydro is a cleaner option.</p> <p>Is there any consideration given to the loss of a carbon sink due to clearing of the boreal forest? Will they be tracking that loss and allowing for compensation elsewhere?</p>
Right of Way (ROW)	<p>We would like to see the narrowest ROW possible. This could be accomplished by having higher poles that would set the line above the risk of falling trees.</p> <p>A shared ROW with the road brings about wildlife issues – they won't cross a ROW that is too wide. There is also the issue of habitat fragmentation. A buffer between the road and ROW would be the preferred option.</p>
Mayo-Dawson experience	<p>There is a lack of confidence in YEC after the Mayo-Dawson experience. There were problems with the design build, as well as the crossing of Settlement A lands without permission. YEC needs to be aware of that public lack of confidence.</p>

Key Perspectives & Issues	Description
Salvageable wood	There were issues on Mayo-Dawson line where all the wood was burned one year later. Will there be options to salvage the merchantable timber and firewood? Would they consider composting the remaining slash as opposed to burning it? If they do burn some of it, could they use a fuel source other than tires (which are generally used) which have an assortment of negative emissions?
Visual impact	Higher poles along with brushing and clearing bring in the question of aesthetics. Tourists come to the Yukon for a wilderness experience and visually, they don't like seeing the powerline. It's a visual impact with a psychological connection. (Gave the example of Scotland, where people like seeing wind farms because they associate it with clean energy, whereas a powerline the energy source is unknown. It could be from a coal plant or other.)
Future development	<p>Will the transmission line be able to accommodate future development? There has been some talk of wind farms near Pelly, or for mining developments near Dawson, or future hydro development. Would the line be able to accommodate future energy sources so as to include the energy on the grid?</p> <p>Concern that the line is being offered as a subsidy for mining development (which YCS would not support). Will they have to pay their share of the line? Will they run on diesel if the line does not get constructed? Question of who will pay for the spur lines?</p>
Consultation process	<p>Question as to whether Tourism association, Trapper's Association, YTG Environment have been consulted in the process.</p> <p>Have the First Nations been given adequate time for consultation? Time fore internal cataloguing, reviews, etc.. Is it being rushed?</p>

Questions were answered to the extent possible (i.e., with what information is known at present) and key perspectives and issues noted.

Follow-up actions:

- YCS would like to be kept informed as to what happens with forestry licencing (if permits are released, etc.) as they also have interests in the boreal forest.

- Request that consultation with the Yukon Trapper's Association is pursued once they appoint an executive director (in the coming weeks)

RECORD OF MEETING – Canadian Parks and Wilderness Society

Recorder: Yukon Energy

Sent for Verification to: Dr. Jim Pojar

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received:

Date:

Notes: No response to the meeting notes was provided

Date of Meeting: July 6, 2006

Time: 8:30 am

Location: Canadian Parks and Wilderness Society – Yukon Chapter,
Whitehorse

In Attendance: Dr. Jim Pojar
Kristin Kent YEC (IG)

Regrets:

Key Perspectives & Issues	Description
Sensitive ecosystems	<p>Sensitive ecosystems tend to fall at the wet and the dry ends of the spectrum.</p> <p>Dry – Grasslands in the south and west facing aspects, of which many fall with the corridor. The direct impact on those grassy ecosystems is a loss of habitat. They are not easily rehabilitated or restored. The collateral damage from the effects of erosion or re-growth of weedy species. Invasive species are not a major problem in the Yukon, but there is potential for a threshold to be met and an explosion of invasive species in the future. An invasive species committee has recently been formed (with the Department of Transportation and a couple of botanists) but it is slow on the uptake.</p> <p>If the line does cross some of these dry grassy areas, if you rely on natural re-vegetation – it might work. It's unlike the woody vegetation area – grasses, herbs, forbs. If there are erosion problems re-vegetation might be necessary. You want to ensure that the natural species come</p>

Key Perspectives & Issues	Description
	<p>back and not the invasive ones.</p> <p>At the wet end of the scale – the wetlands are the obvious concerns. It would seem likely that you would want to avoid such area, but in some places on the map, they can't be entirely avoided. CPAWS would not support the placement of a pole in the middle of a wetland. (Note that there are also wetlands on the east side of the highway across from the Jackfish Lake park reserve.)</p> <p>Wetlands are also good moose habitat – so there would be concern about increased access. Access is a concern in general, with things like ATVs, etc... but over-hunting because of increased access would be the obvious concern. Moose is a prime species of interest in those areas.</p>
Viewscales	<p>When you put a horizontal slash across an open slope, the impact is dramatic and permanent. It's not just the towers and the lines but the road that ends of running underneath it.</p>
Viability of the proposed mines	<p>It will be interesting to see where they will send the ore. They will have to compete with the world market, but that's a whole other issue.</p>
Slope stability and permafrost	<p>Instability created by the line would be a concern. Some of the areas the line would cross are inherently unstable. It's not just the steep slopes that have a history of moving. Some the glacial area, where there are sand and silt deposits can move as well – there are rotational slump flows. All such hazards can be exacerbated by permafrost. Are geotechnical studies taking place?</p>
Site specific concerns	<p>CPAWS doesn't have prime areas on interest along the line aside from the ones that have already been identified – i.e., Ddhaw-Ghro, Lhutsaw, and Jackfish Lake Reserve.</p>
Vegetation	<p>Has work been completed on rare and endangered plants? Not just in terms of species, but of rare plant communities that may exist along the line. There may be some sensitive vascular plants in certain areas – you should check with Nature Serve Yukon who maintains conservation data such as record of rare and endangered plant species.</p>

Questions were answered where possible (i.e., with the extent of information that is known as of this date) and key perspectives and issues noted.



**YUKON ENERGY
CORPORATION**

P.O. Box 5920
WHITEHORSE
YUKON Y1A 6S7
(867) 393-5300

July 7, 2006

Mikolay Peter
Lands and Resources Department
Nacho Nyak Dun First Nation

Dear Mikolay:

Re: Route alternative issues in Nacho Nyak Dun First Nation traditional territory

Thank you for meeting with Yukon Energy and ourselves on June 5th giving us the opportunity to discuss routing alternatives for the Carmacks-Stewart Transmission Project, and following up on the initial meeting of May 18, 2006 in Pelly Crossing. We also appreciated the opportunity to meet with Chief and Council on the afternoon of July 4th, followed by a community meeting in the evening. While we wait for additional ground-truthing in the Crooked Creek area in the next 2 weeks, we need to keep the consultation process moving towards finalizing a preferred route as soon as possible in accordance with the MOU. In this regard, we have summarized a list of issues focused on routing alternatives in the accompanying table.

The attached draft table reflects the route alternatives in NNDFN traditional territory, and the issues and concerns identified by NNDFN members at the June 5th meeting, and confirmed at the July 4th meeting with Chief and Council.

It is our intention to share this draft table, along with similar tables from SFN and LSCFN, with the Steering Committee when it meets in the very near future. A final version will also form part of the YESAB submission document. We would welcome your review and comment at the earliest opportunity, hopefully prior to the Steering Committee meeting (so that we can include any needed changes).

Once again, we thank you for the opportunity to discuss the CS Transmission Project with NNDFN, and look forward to continued progress on finalizing a preferred route through NNDFN's traditional territory, in accordance with the MOU. Although its June 30th target date

has passed, considerable progress has been achieved. We believe that the necessary filing with YESAB can proceed provided that a preferred route can be confirmed with the Northern Tutchone Council by August 31, 2006.

Yours truly,



Hector Campbell,
Director, Resource Planning & CIO

Cc: John Osler, Intergroup Consultants

Attachments: CS Project Route Alternatives Draft Table

06/07/2006

**Route Alternative Issues for Carmacks Stewart Transmission Project in Nacho Nyak Dun
First Nation Traditional Territories**

No.	Route Alternative Issue	Source of Issue	Follow-up
Physical/biophysical			
1	Routing Option 5A:		
1.1	<ul style="list-style-type: none"> 5A Stewart East was eliminated due to proximity to elders' homes in Stewart Crossing and current logging operations 	<ul style="list-style-type: none"> June 5th meeting – Steven Buyck and Mikolay Peter 	<ul style="list-style-type: none"> None required
2	Routing Options:		
2.1	<ul style="list-style-type: none"> 5B Stewart West – avoid moose habitat along Crooked Creek and swampy areas as route approaches Stewart River Concern over where to best cross Crooked Creek for any of these alternatives 	<ul style="list-style-type: none"> Steven Buyck, June 5th meeting 	<ul style="list-style-type: none"> Steven Buyck to walk this area in near future – confirmed he will complete this by mid-July at July 4th meeting
2.2	<ul style="list-style-type: none"> Modified 5A – to follow Klondike Highway until immediately south of Settlement Lands parcel at Stewart Crossing, then angle west (avoiding swampy section south of elders' homes) and intersecting with 5B alternative 	<ul style="list-style-type: none"> Mikolay Peter, June 5th meeting 	<ul style="list-style-type: none"> July 4th meeting – Chief and Council OK with modified route – up to NTC to sign-off on entire routing selection
3	Cleared ROW next to Highway:		
	<ul style="list-style-type: none"> Concern over cleared areas next to Highway (like Mayo Dawson) which encourages opportunistic hunting for moose (no protective cover for moose to run to) 	<ul style="list-style-type: none"> June 5th meeting – Steven Buyck 	<ul style="list-style-type: none"> Buffer will be incorporated were feasible.
Socio-economic/cultural			
4	Heritage:		
	<ul style="list-style-type: none"> 5B Stewart West - Heritage potential along Crooked Creek 	<ul style="list-style-type: none"> June 5th meeting 	<ul style="list-style-type: none"> This requires further input from NND heritage officer. This will also be addressed in a Heritage Management Plan for the Project.
5	Wood Harvesting:		
	<ul style="list-style-type: none"> Need for opportunities to harvest wood that is cleared (in close proximity to Highway for easier access) 	<ul style="list-style-type: none"> June 5th meeting – Mikolay Peter 	<ul style="list-style-type: none"> This will be taken into consideration in the development of a Project Agreement, as outlined in the MOU of May 2006 Forestry interested in permitting merchantable timber harvest prior to ROW clearing.
6	Aesthetics:		
	<ul style="list-style-type: none"> Visual impact as line crosses Stewart River and enters the existing substation 	<ul style="list-style-type: none"> NND Lands Staff – June 5th meeting 	<ul style="list-style-type: none"> This will be taken into consideration when choosing the final river crossing.

Proposed Carmacks-Stewart Crossing
Transmission Line Project
First Nation of Nacho Nyak Dun
Consultation Meeting with Chief & Council
Tuesday, July 4th, 2006
3pm
Mayo

- annotated outline for planning purposes-

1.2 AGENDA

Welcome and Purpose *[Albert Peter and Hector Campbell]*

Round Table Introductions
Review of Activity to Date

Consultation Meeting *[John Osler/Hector Campbell]*

- **Objective:** Meeting to review issues regarding selection of 60 m Right-of-Way, and proposed route and alternatives in the Stewart Crossing area, and in NND traditional territory
- **Route alternatives:** Review of proposed route and options/alternatives in the Stewart Crossing area, and in NND traditional territory
 - Are there any additional considerations at this time
- **Preferred route option:**
 - Are Chief and Council prepared to offer a preferred route?
 - If no – what further steps are needed to determine the preferred option?

Community Meeting

- Review of format for the open community meeting in the evening

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: Mikolay Peter

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received: None

Date:

Notes:

Date of Meeting: July 4, 2006

Time: 3pm

Location: Chief & Council

First Nation of Nacho Nyak Dun, Mayo

In Attendance: Chief Simon Mervyn

Deputy Chief Florence Dilan

Councillor Natasha Young

Mikolay Peter

Hector Campbell – YEC

John Osler – YEC (IG)

Kristin Kent – YEC (IG)

Regrets:

Item	Description
Update on Activity to date	<p>Mr. Osler reviewed the work that has been completed in terms of consultation to date. NND had a lot to contribute even though there are no settlement lands in question because of their experiences with the Mayo-Dawson transmission line.</p> <p>The meeting today is a part of the consultation process as was described by the MOU.</p>
Statement from Chief	<p>The first question asked by Chief Mervyn was whether a route has been chosen yet or not. He indicated that Chief and Council could not make a decision about the routing of the line without the agreement from Northern Tutchone Council (NTC). NTC will allow them to provide input to this end of the line.</p>
Routing options	<p>The routing options in the newsletter were discussed. The fact that earlier discussions indicated that the east route was not viable and the west route was feasible. The fact that a third route option was provided was described. Chief Mervyn then asked was the benefit of a third route would be? Mr. Peter responded that it would allow for easier access to merchantable timber. Mr. Osler indicated the Department of Highways would not agree to the route as was drawn in the previous meeting as it would intersect an important gravel pit. Re-routing NND's proposed route around the gravel pit did not seem pose a problem.</p> <p>Mr. Osler indicated that the time to accommodate any interests is now, before the</p>

Item	Description
	project is fully designed.
Design of the actual line	There was some discussion about a B-block (Category A settlement lands). These are areas that might eventually be developed by the First Nation. Would it be possible to have room for an under-build in the design of the line to enable distribution in the future? Chief Mervyn asked YEC to visualize the area 50 years from now. The ability to service the B-Blocks with power would be something to keep in mind. If the line could be constructed to allow for under-build south from Stewart to the Ethel Lake Road that would be ideal.
Buffer vs. shared ROW with highway	Chief Mervyn asked if there would be any way that the t-line could take advantage of the brushing and clearing that is taking place along the highway (between Pelly & Stewart). Mr. Osler indicated that there have been discussions about the advantages and disadvantages about both sharing the ROW and of using buffers. There is some debate.
Climate considerations	When it comes to re-growth, the Chief indicated that the growing season is changing with a change in climate. They are seeing plants that bloom in early April when they used to bloom in late April. The growth conditions will have to be adjusted according to requirements.
Heritage & other	Mr. Peter indicated that they would still have to complete ground truthing of the area near Crooked Creek to ensure that there were no heritage or archeological values to be avoided. Ms. Dilan asked if anyone had consulted with the elders for such purposes. It was agreed that Chief Mervyn would bring up the t-line at the elders meeting on Wednesday afternoon. Mr. Campbell presented Mr. Peter CDs with GPS coordinates and aerial photos of the area. The photos may be of use for the elders.
Effects on rate payers	Chief Mervyn asked if there had been any discussions with the mining interests that are coming up north. Hector indicated that they would be using the surplus from the Mayo Dawson Line. With the mining interests further south, they would use the surplus from the WAF grid. Once the mines are closed, rate payers stand to experience a net benefit.
Work camp	Question of whether there would be a work camp associated with the project and if so, would it be moveable. Mr. Osler described how construction will be staged but that at present they were still uncertain just how a camp scenario would play out. It could potentially be moveable. Chief Mervyn indicated that a 40 man camp could easily be moved in 2 days. There would be options.
Benefits sharing	Questions about how the benefits would be shared were discussed. The Chief indicated that brushing and clearing only goes so far in terms of a benefit. Mr. Campbell indicated that an internship for a linesmen had already opened up for Mayo so there was an opportunity there. Mr. Osler indicated that the complete benefits agreement would be determined in the next couple of months. What was necessary at this point was to know that there is a project and what it will look like. Then benefits can come into play. Right now the project has to be protected by determining a route, otherwise there will be no project and there will be no benefits to be discussed.

Item	Description
Consultation with other First Nations	Chief Mervyn asked if there were any controversial issues that were coming up with other First Nations. He had heard that there were some trapping concerns. Also wondered if litigation might be pending. Mr. Osler indicated that yes, some trapping issues had been identified in the Tatchun Creek area, but that there was no current anticipation of litigation. Trappers will be compensated, but the fact is first you need a route, then you determine mitigation, and then you determine compensation. Mr. Campbell indicated that there were no issues that would be considered as "show stoppers."
Unrelated to the transmission line	There were some discussions about fluctuating water levels at the Mayo dam and how this was affecting fish populations. They had lost some of their fry in recent years. Hector indicated that if a mine comes up in the north that the water will get used all 12 months of the year, so fluctuations would be minimized.

Follow-up actions

- Mr. Peter indicated that Stephen Buyck and Richard Mahoney have plans to go out on the land next week to do the ground truthing in the Crooked Creek area
- Chief Mervyn would bring up the transmission line at the elders meeting.
- The Mayo RRC shuts down for the summer, but contact will be made (IG) with the chair in order to determine if a meeting needs to be called to discussed the route.
- John indicated a steering committee meeting would be following soon.

In terms of development in the Yukon, the NND is receptive to the project if everything that is required falls into place.

Proposed Carmacks-Stewart Crossing
Transmission Line Project
First Nation of Nacho Nyak Dun
Community Meeting
Tuesday, July 4, 2006
7 pm
Mayo Curling Rink

Opening Prayer

Welcome *[Mikolay Peter and Hector Campbell, YEC]*

Brief Presentation of proposed project and consultation activities to date *[John Osler/
Hector Campbell]*

Open invitation for questions and discussion

Closing Comments *[Hector Campbell]*

Closing Prayer

RECORD OF MEETING

Recorder: Yukon Energy

Sent for Verification to: Mikolay Peter

Date: July 10, 2006

Confirmation Requested for Date: July 17, 2006

Confirmation Received: None

Date:

Notes:

Date of Meeting: July 4, 2006

Time: 7pm

Location: Community Meeting
Mayo Curling Rink

In Attendance: Jack Smith
Mikolay Peter
Hector Campbell – YEC
John Osler – YEC (IG)
Kristin Kent – YEC (IG)

Regrets: It is likely that the time of year and favourable weather resulted in the limited turn-out to this meeting.

Item	Description
	One local contractor who had some experience with the Mayo Dawson line showed up at the meeting. He proceeded to ask some questions and provided some useful insight to what had happened in the Mayo-Dawson experience and what could be done for this transmission line.
Questions on contracting	Several questions about how contracting will be established so as to ensure that people have an equal opportunity to clear the line and to salvage timber.
Right of Way (ROW)	Consider using the same ROW as the highway b/c from a maintenance perspective this makes it considerable easier. If they seed the whole area immediately after it is cleared (e.g., with fescue) it will keep the maintenance requirements down. They left buffer in parts of the Mayo-Dawson line that was inadequate and it resulted in trees getting blown over. It was patchy poor stands left. If you leave a buffer it has to be wide enough.
Timber harvesting	As for the harvesting of timber, you need to know first if anyone wants the timber. For merchantable timber it is better to cut in winter b/c then you don't fill the tree up with dirt when you haul it. Makes it much easier for sawing. Realistically, anything less than 13 inches isn't really merchantable. IT can be used for firewood, but once it gets cut it's not worth the effort if its that small. Something

Item	Description
	16 inches or bigger is more practical. Most people take advantage of the burns in the area for firewood. You should have a meeting pertaining specifically to the harvesting of timber. Wood has a limited shelf life. Something like providing for harvesting 20 km's out of each community would make sense, with harvests on wood 12 inches in diameter or greater. Mr. Peter indicated that NND harvests timber for elders, single mothers, others who may require assistance.
Questions to the community member	<p>Mr. Osler inquired about the types of equipment available in the area. Mr. Smith indicated that he has a skidder and a couple of cats. He says there are a couple of guys out of Pelly with hydraulic equipment.</p> <p>Additionally, the question of how much brushing could be accomplished in one day was posed. Mr. Smith indicated that on the Mayo Dawson line it worked out to about a km a day, just less in some cases. In thinner forest it would go faster. If you are harvesting wood it would go even slower.</p>