

## Staff Report Appendix A - Reviewer Comment Tables

<b>Board:</b>	GLWB
<b>Review Item:</b>	Peel River Ferry Landing - Water Licence Renewal (G15L8-001)
<b>File(s):</b>	<a href="#">G15L8-001</a> <a href="#">G99L8-001</a>
<b>Proponent:</b>	GNWT - Department of Transportation
<b>Document(s):</b>	<a href="#">Renewal Application - Peel River Landing</a> (2 MB) <a href="#">Spill Contingency Plan</a> (2.5 MB)
<b>Item For Review Distributed On:</b>	
<b>Reviewer Comments Due By:</b>	Nov 18, 2015
<b>Proponent Responses Due By:</b>	Nov 25, 2015
<b>Item Description:</b>	The GNWT Department of Transportation has submitted a renewal application for their Type B Water Licence (G99L8-001). This licence applies to the construction and maintenance of the ferry landings at the Peel River crossing of the Dempster Highway, at km 74.5. The existing Licence will expire on November 20, 2015 and the applicant requests a 25 year renewal term.
<b>General Reviewer Information:</b>	The board encourages reviewers to submit questions and/or recommendations to our office through the Online Review System, no later than Wednesday November 18, 2015. If you require assistance with this process, please contact AlecSandra Macdonald at the Gwich'in Land and Water Board.
<b>Contact Information:</b>	AlecSandra Macdonald 867-777-6622 Leonard DeBastien 867-777-6624

## Comment Summary

Environment Canada: Melissa Pinto				
ID	Topic	Reviewer Comment/Recommendation	Proponent Response	Board Staff Resp
1	General File	<b>Comment</b> <a href="#">(doc)</a> EC Cover Letter <b>Recommendation</b>		

2	Fisheries Act	<p><b>Comment</b> Pursuant to subsection 36(3) of the Fisheries Act, no person shall deposit or permit the deposit of deleterious substances of any type in water frequented by fish, or in any place under any conditions where the deleterious substance, or any other deleterious substance that results from the deposit of the deleterious substance, may enter any such water. The legal definition of deleterious substance is outlined in Section 34(1) of the Fisheries Act.</p> <p><b>Recommendation</b> The Government of the Northwest Territories - Department of Transportation (the Proponent) must ensure they remain in compliance with the Fisheries Act during all phases and in all undertakings related to the project (construction and maintenance of ferry landings).</p>	<p><b>Nov 25:</b> The Department of Transportation works hard to ensure that operations and maintenance activities are in compliance with all applicable legislation and regulations.</p>
3	Spill Contingency Plan - Secondary Containment	<p><b>Comment</b> The Spill Contingency Plan does not indicate that any secondary containment is used during the transfer or storage of fuel and/or hazardous material.</p> <p><b>Recommendation</b> To minimize the risk of chronic and accidental spills and their impacts to the environment with respect to the transportation, storage, use and disposal of petroleum products and hazardous substances it is recommended that: -Secondary containment with an impervious liner is</p>	<p><b>Nov 25:</b> DOT will ensure that an impervious liner is used as described in the EC's comment, where one is not already in use. Spill kits are readily available on the ferry and can be deployed on the landings and heavy equipment are equipped as well.</p>

		<p>used, such as self-supporting insta-berms, for storage of all barrelled fuel rather than relying on natural depressions to contain spills, -Fuel storage areas should be lined with an impervious liner as a preventative measure against potential future soil and groundwater contamination from fuel spills, -Extra precaution is used in the installation of liners to retain the integrity of the liner to prevent leaks, - Standard bermed area requirement is for 110% of the largest container, OR, if there are multiple containers: 100% of the largest container plus 10% of the cumulative volume of all the other containers combined, -The fuel caches should be inspected on a regular basis and appropriate spill response equipment and clean-up materials (absorbents, containment devices, etc.) must be on hand during any transfer of fuel or hazardous substances and at vehicle-maintenance areas, and - Secondary containment or a surface liner (drip pans, fold-a-tanks, etc.) should be placed under all containers or vehicle fuel tank inlet and outlet points, hose connections and hose ends during fuel or hazardous substance transfers.</p>	
4	Spill Contingency Plan - Environment Canada Contact	<b>Comment</b> The Spill Contingency Plan lists Environment Canada (867-669-4700) as a Regulatory	<b>Nov 25:</b> As noted in the Spill Contingency Plan, DOT will contact the Spill line first.

		<p>Agency.</p> <p><b>Recommendation</b> In the case of a spill or emergency, the 24 Hour Northwest Territories Spill Report Line should be contacted first by the Proponent, who will then involve Environment Canada Emergencies when appropriate. For information relating to the environmental enforcement and reporting requirements under the Canadian Environmental Protection Act, 1999 and the Fisheries Act please contact the Environment Canada Environmental Enforcement 24 Hour Duty Officer at 780-499-2432. The Environment Canada National Environmental Emergencies Centre (NEEC) will provide technical and scientific environmental advice and assistance to the lead agency, in the event of an environmental emergency. A lead agency is described as the governmental authority that regulates or has authority over the activity from which the emergency originated. NEEC can be contacted at 849-997-2800.</p>		
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**Fisheries and Oceans Canada: Triage Group Fisheries Protection Program**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
3	General File	<p><b>Comment</b> (<a href="#">doc</a>) Fisheries and Oceans - Email Cover November 17 2015</p> <p><b>Recommendation</b></p>		
4	General File	<p><b>Comment</b> (<a href="#">doc</a>) Fisheries and Oceans - Comments on</p>		

		<b>2010 Renewal Application Recommendation</b>		
1	Fish habitat	<p><b>Comment</b> Proposal not likely to result in impacts to fish and fish habitat provided that additional mitigation measures are applied.</p> <p><b>Recommendation</b> 1. Ensure that any substrate intended for use on the landings qualifies as gravel or as a larger substrate such as cobble. Gravel is defined as any loose rock that is larger than 2 mm in its smallest dimension and no more than 64 mm. Any substrate such as sand, silt, or clay should not be used on the ferry landings. 2. Any gravel or larger substrate planned for use on the ferry landings should be washed and cleaned of any silt or clay. 3. Removal or placement of the substrate can create excess turbidity and deposition downstream of the crossing. During in-water works, it is recommended that effective sediment controls are installed (i.e. silt curtain).</p>	<p><b>Nov 25:</b> The material used on the Ferry Landings come from a local quarry and can be considered parent material to the area that is already in the watershed system. The majority of the material is of approximately 60mm in size though some silt and fines are used. Removing all fines from the material used on the landings would be cost prohibitive. Considering the amount of material used vs. the annual sediment load of the Mackenzie river (~128 Mt) the contribution to the water as a result of this operation is miniscule. Operators pulling out the material often comment that there are more fines in the material compared to when it went in, indicating that the aggregate material used actually fills with fines from the river. Again, this would be a miniscule volume compared to the 128 MT per year, as displayed via the Mackenzie delta.</p>	
2	Alternatives to Gravel	<p><b>Comment</b> None</p> <p><b>Recommendation</b> Alternatives to the deposition of substrate into the Peel and Mackenzie River ferry landings should be sought and considered to minimize impacts to fish and fish habitat.</p>	<p><b>Nov 25:</b> A Structural Alternatives Study was undertaken in 2003 and 2010; they are both available on the Gwich'in Land and Water Board website registry. The use of locally quarried aggregate is the preferred option.</p>	

**GNWT - Environment and Natural Resources: Central Email GNWT**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
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10	General File	<p><b>Comment</b> (<a href="#">doc</a>) ENR Letter with Comments and Recommendations</p> <p><b>Recommendation</b></p>	
1	Topic 1: Request for a 25 Year Water Licence	<p><b>Comment</b> ENR understands from the Water Licence Renewal Application, as per section 13 "Proposed Time Schedule", that DOT is looking to be issued a 25 year Water Licence.</p> <p><b>Recommendation</b> 1) ENR recommends that the proponent be issued with a standard 5 year Water Licence term as this ensures that the Water Licence and supporting documents are updated consistently and that any issues or incidents that occur can be addressed. This also effectively gives the opportunity to all interested parties to submit comments and concerns which serve to inform the updated terms and conditions of the Water Licence and supporting documents.</p>	<p><b>Nov 25:</b> DOT rejects this rationale. Based on the legislation which states that at any time during the term of the licence parties/reviewers can request changes to the Terms and Conditions of a Licence. The Gwich'in Land and Water Board has the ability to change the Terms and Conditions at any point in time. A Water Licence is an ongoing requirement, and with a history of compliance with these licences over the last 15 years, and an open ended requirement for this water licence into the future, it is reasonable to request the 25 year licence option, understanding that the annual reporting is still a component. The duration of the licence has no bearing on the requirement to maintain updated documents or address any issues or incidents.</p>
2	Topic 2: Environmental Impacts Mitigation Measures	<p><b>Comment</b> ENR understands from the Water Licence Renewal Application, as per section 10 "Predicted Environmental Impacts of Undertaking and Proposed Mitigation", that to mitigate environmental impacts from toxins and heavy metals, the Department of Transportation, GNWT (DOT) is to wash ferry decks when moored only. The 2014 Annual Reported filed as per the Water Licence requirement states that DOT</p>	<p><b>Nov 25:</b> DOT finds this outside the scope of this review. This recommendation is out of the scope of the water licence for the operations and maintenance of the ferry landings. The mitigation for washing ferry decks when moored was only provided for informational purposes only.</p>

		<p>intended to wash the deck in the middle of the river during the 2015 season.</p> <p><b>Recommendation 1)</b> ENR recommends that the proponent follow the mitigation measure as described in the Water Licence renewal application to minimize the amount of contaminants being washed into the rivers. Ensure that the mitigation measures described are being followed at all times.</p>	
3	Topic 3: Proposed Locations of Spill Contingency Plan Copies	<p><b>Comment</b> ENR understands from the updated Spill Contingency Plan (SCP), as per subsection 2.4.1, that DOT is to keep a copy of the SCP at the Highway #8 Ferry Camp on the Northeast bank of the Mackenzie River and at the Fort McPherson Highways Maintenance Facility near the Peel River Ferry Landing.</p> <p><b>Recommendation 1)</b> ENR recommends that the proponent keep a copy of the SCP on the ferries in addition to the proposed locations. This would be more prudent as most of the ferry staff and emergency spill response equipment are located on board.</p>	<b>Nov 25:</b> DOT will continue to ensure that the Spill Contingency Plan is kept on site.
4	None	<p><b>Comment</b> None</p> <p><b>Recommendation 2)</b> ENR recommends that the proponent keep a copy of Water Licences G99L8-001 and G99L8-002 attached to all SCP copies.</p>	<b>Nov 25:</b> DOT will continue to ensure that the water licences are kept on site.

5	Topic 4: Suitable Communications Measures	<p><b>Comment</b> ENR understands from the updated SCP, as per subsection 2.4.2, that DOT have suitable communications equipment and all emergency numbers available prior to commencement of all field activities.</p> <p><b>Recommendation</b> 1) ENR recommends that that DOT list a complete inventory of the communications systems and devices available on board of the ferries, at Highways Maintenance Facility and at the Highway Ferry Camp.</p>	<p><b>Nov 25:</b> Noted and accepted, however DOT finds this outside the scope of this review. The recommendations for a complete inventory of the communications systems and devices available on board of the ferries is out of the scope of the licence, but will be actioned.</p>
6	None	<p><b>Comment</b> None</p> <p><b>Recommendation</b> 2) As noted in recent and past Water Licence inspection reports, ENR recommends that all ferry staff have access to satellite phones on board of the ferries so that staff may have the ability to communicate from their location at any time in the event of an emergency such as a mechanical issue or a spill incident.</p>	<p><b>Nov 25:</b> The recommendation for ferry staff to have access to satellite phones on board the ferries is out of the scope of the licence for the operations and maintenance of the ferry landings. Staff working on the ferry landings have access to radio which can be used to communicate from their location in the event of an emergency as outlined in the Spill Contingency Plan.</p>
7	Topic 5: Training Programs	<p><b>Comment</b> As part of their SCP Under subsection 8.1 Outline of training programs, DOT added that their crew members working on the ferries and ferry landings undergo seasonal spill training at the start of each ferry operating season, but in-house capacity for training for field crews is currently being developed. It is unclear what type of training is</p>	<p><b>Nov 25:</b> DOT notes that the existing training regime meets the requirements and no additional action is required. Training is Transport Canada Certified and provided by Georgian College out of Ontario. Training is provided as required and necessary, and courses include: • MED A2; • Spill Response and pollution recovery; • WHIMIS; • First Aid training; • Small boating safety training; and • Confined space training. If ferry workers are not up to date on their</p>

		<p>provided to staff seasonally and who the course and training provider is, given the current on-going development of in-house training. It is also noted that a formal training program (Hazardous Waste Operations and Emergency Response Training Program) was held in August 2010 and attended by DOT Policy, Planning and Environment staff in August 2010; however, ENR has noticed that no other formal training has been provided for staff since August of 2010 (over 5 years) and there is no mention of formal training offered to new staff members and potential first-time crew members.</p> <p><b>Recommendation 1)</b> ENR recommends that subsection 8.1 Outline of training programs be expanded to provide clarity on the type of training that is provided to current crew members seasonally. Suggested information to include: a) who is conducting the training for crew members at the start of each ferry operating season; b) a summary of course content; and c) if hosted by more than one operating body (or various instructors), whether or not it is standardized from year-to-year.</p>	<p>training, training is provided prior to the start of the ferry season.</p>
8	None	<p><b>Comment</b> None</p> <p><b>Recommendation 2)</b> ENR recommends that all staff working on-site review and read the SCP at the start of</p>	<p><b>Nov 25:</b> DOT will ensure that all staff working on the ferry landings review and read the SCP at the start of each ferry operating season. This will be noted in the SCP.</p>

		each ferry operating season and that this requirement will be included in the SCP.		
9	None	<b>Comment</b> None <b>Recommendation</b> 3) ENR suggests new staff members and first-time crew members be provided with formal training, and staff who have undergone formal training receive a refresher or renewal (ie. every 5 years)?	<b>Nov 25:</b> Training is provided as necessary. If ferry workers are not up to date on their training, training is provided prior to the start of the ferry season.	

**Gwich'in Renewable Resources Board: Janet Boxwell**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
6	General File	<b>Comment</b> <a href="#">(doc)</a> Review Comments from GRRB <b>Recommendation</b>		
1	Licence Renewal Term	<b>Comment</b> We do not support the issuance of a license for a 25 year term as is proposed in the current application. This is a dynamic environment that presents complex engineering challenges. However, it can be expected that advances in technology in coming years will permit alternatives to current ferry landing construction and sediment control measures to ensure the safe operation of the ferries in an environmentally sustainable and timely manner. <b>Recommendation</b> We recommend the continuation of the current 5 year term for license issuance in order for DOT to regularly provide updated spill contingency plans; respond to community	<b>Nov 25:</b> 1. The Department of Transportation is well acquainted with the dynamic and ever changing environment on the Mackenzie River but does not believe that the length of the licence term being sought will be a barrier to adapting to any changes mentioned. DOT notes that section 36(1)(b) of the Waters Act provides a provision for the Land and Water Board(s) to request a review of Licence Terms and Conditions and to propose new ones also for review. This can happen in response to changing environmental conditions and/or advances in technology, within the 25 year term of the water licence. <b>Nov 25:</b> 2. DOT disagrees with this rationale. Updates to the Licence and the Licence Terms and Conditions can and do happen at the request of the LWB(s) where they deem it necessary and the changes are within the spirit of the legislation regardless of the length of the	

		<p>concerns;adapt to changes in technology and apply best management practices in ferry landing operations</p>	<p>licence. Updated spill contingency plans, responding to community concerns, adapting to technology changes, and the continuation of applying best management practices can happen regardless of the duration of the permit.</p>
2	<p>Terms and Conditions</p>	<p><b>Comment</b> None  <b>Recommendation</b> We recommend the continuation of all the Terms and Conditions as outlined in the 2010 water license. We further recommend that the Terms and Conditions be subject to a full formal review every 5 years to determine whether they are effective, and if not, to determine why not and adjust accordingly. In particular, we recommend that: a. DOT continue to engage affected communities directly in face to face meetings in order to address community and stakeholder concerns, and b. continue to provide annual reports to the Board as</p>	<p><b>Nov 25:</b>  3. The Board has the ability to include terms and conditions within the Licence that require reporting, etc. on a recurring basis. The length of the licence is irrelevant. Further, if measures within the proposed 25 year Licence are not sufficient and not in the interest of the Public, the Board is able to make changes to the Terms and Conditions. This is a normal occurrence under the current regulatory regime no matter the length of the licence term.</p>

		directed in Part B - General Conditions	
3	Sediment Control Measures	<p><b>Comment</b> None</p> <p><b>Recommendation</b> We recommend that alternative sediment control measures be explored and their use implemented.</p>	<p><b>Nov 25:</b></p> <p>4. DOT is employing sediment control measures which have been deemed effective by the Inspector during the latest inspection of the ferry landings. Alternative methods also being employed include the slope of the landings and the size of the aggregate being used there. DOT is always exploring new erosion and sediment control ideas.</p>
4	Ongoing Monitoring	<p><b>Comment</b> None</p> <p><b>Recommendation</b> Staff support comments and recommendations by the Gwich'in Social and Cultural Institute (GSCI) that there be continuing monitoring of water quality, water flow, fish health and sustainability of the fishery as part of the Terms and Conditions of future water licenses.</p>	<p><b>Nov 25:</b></p> <p>5. The Local Area Monitoring Program Report, 2010-2015, had a component of fish health through the completion of a survey by local fisher men and women. The report did not look at water quality, water flow or fish sustainability and it is DOT's position that these parameters are not being influenced by the the nature and location of the ferry landings.</p>

5	Updated Studies	<p><b>Comment</b> The LAMP harvest monitoring program of 2010-2015 did not address potential Cumulative Effects of ferry landing operations in addition to potential upstream effects on the health of fish and fish habitat within the context of a changing climate.</p> <p><b>Recommendation</b> We recommend that the Dept of Transport implement the recommendations of the Aquatic Effects Study of 2001-2002 by GeoNorth (Chap 7-conclusions and recommendations), including; using the approach of the Aquatic Effects Study as a model for future studies that incorporate scientific knowledge and Traditional knowledge. We suggest the Aquatic Effects Study be updated with current scientific and traditional knowledge and compared to the results of the previous study and these results and methods form the basis of an ongoing monitoring program</p>	<p><b>Nov 25:</b></p> <p>6. The items discussed by the reviewer are out of the scope of the LAMP. The LAMP report was intended to be a "snapshot" of specific conditions on the ferry landings two times throughout the year. See the LAMP reports for more details. There is no evidence of this project having any upstream, adverse effects either directly or indirectly. The impacts of the ferry landings on the river is negligible, therefore any possible cumulative effects are also negligible. The ferry landings have no impact at all upstream. The Department of Transportation developed a Climate Change Adaptation Plan in 2013. The document can be found on the DOT website.</p> <p><b>Nov 25:</b></p> <p>7. The LAMP report combines both Traditional Knowledge and Science. Please refer to the LAMP reports for more details.</p> <p><b>Nov 25:</b></p> <p>8. The Aquatic Effects Study found that the Ferry Landings are not having an effect on the fish, fish habitat or on the water quality. The results and methods of this report have been used going forward. This information is contained within the LAMP reports (2010-2015), please see the reports for details.</p>
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**Gwich'in Social and Cultural Institute: Sharon Snowshoe**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
10	General File	<p><b>Comment</b> (<a href="#">doc</a>) Review Comments from GSCI</p> <p><b>Recommendation</b></p>		

1	Licence Renewal Period	<p><b>Comment</b> 25 years is inappropriate considering the changing environment and the effects of the changing environment on Gwich'in harvesters.</p> <p><b>Recommendation</b> A five year license term should be retained.</p>	<p><b>Nov 25:</b> DOT notes the recommendation and disagrees as any changing environment or changes in harvesting can be addressed through the Board process, regardless of the duration of the licence.</p>
2	Spill Contingency Plan	<p><b>Comment</b> The Spill Management Plans do not include immediate notification of nearby traditional land users. The harvesters consuming fish from the river have a right to know immediately and to be able to make informed choices with full information.</p> <p><b>Recommendation</b> SCP should include notification of nearby traditional land users. This could include a camp-by-camp in-person notification and a public radio notification, as appropriate to the type and size of spill.</p>	<p><b>Nov 25:</b> The Spill Contingency Plan identifies notification of the Gwich'in Renewable Resources Board as a point of contact and for dissemination of information. If the GRRB or the local RRC are not able to reach members of the communities to inform them of the spill, it is unreasonable to expect DOT to be able to, especially as they will be focusing on managing the spill. The Department will discuss further notification with the GRRB as appropriate to the type and size of the spill.</p>
3	Local Area Monitoring Plan - Fish Harvest Analysis	<p><b>Comment</b> The LAMP included counts of fish harvested but did not compare these counts to previous harvests. This information is available within the Gwich'in Harvest Study database, from GRRB.</p> <p><b>Recommendation</b> A comparison between the years of the harvest study and the current LAMP should be undertaken to identify issues and trends that can be targeted for mitigation.</p>	<p><b>Nov 25:</b> This has already been completed. Please see the 2014 LAMP report.</p>

4	Local Area Monitoring Plan - Continue Monitoring	<p><b>Comment</b> The monitoring of water health, fish health, and fisheries should continue as a perpetual program, funded and hosted by DoT.</p> <p><b>Recommendation</b> Continue monitoring programs.</p>	<p><b>Nov 25:</b> The LAMP continues until March 2016. At that point recommendations on continuing the work will be a component of the report based on the reports findings.</p>
5	Local Area Monitoring Plan - Expand Scope of Fish Harvest Component	<p><b>Comment</b> The LAMP included counts of fish harvested but apparently did not include open-ended questions about changes to fish health, river health, etc.</p> <p><b>Recommendation</b> Future monitoring efforts should include this type of qualitative information-gathering, which can also identify issues for mitigation.</p>	<p><b>Nov 25:</b> The Fish survey, which is carried out by community members, and which has the results recorded in the LAMP reports, collects the type of qualitative information discussed here. All comments made suggest that the fish are healthy.</p>
6	Local Area Monitoring Plan - Expand Scope of Fish Harvest Component	<p><b>Comment</b> The original Aquatic Effects Study by GeoNorth (2002-2003) indicated that fish at the ferry landing in Tsiigehtchic are soft and mushy, and have deformities, parasites and changes in the colour of fish organs. Around the Peel River ferry, the quality of the fish was poorer than in the past, and loche liver was of a particular concern.</p> <p><b>Recommendation</b> Specific questions about fish colour, flesh, liver health, and similar should be included in the LAMP monitoring program.</p>	<p><b>Nov 25:</b> The Study being referred to by the reviewer also states that community members agreed with scientific results that maintenance of the ferry landings were not affecting fish. Concerns were raised, however, about the cumulative effects of development (of all sorts) on the river, including those upstream. The Fish survey, which is carried out by community members, and which has the results recorded in the LAMP reports, collects the type of qualitative information discussed by the reviewer. All comments made suggested that the fish is healthy.</p>

7	Local Area Monitoring Plan - TK Monitoring	<p><b>Comment</b> Harvest monitoring and TK monitoring are not solely tools of engagement. TK monitoring in particular provides a depth and breadth of information generally unavailable from scientific methods (see the NWT Traditional Knowledge Policy 53.03, which outlines the GNWT's commitment to TK, including "[t]raditional knowledge should be considered in the design and delivery of government programs and services.")</p> <p><b>Recommendation</b> Monitoring programs, which should be ongoing, cannot rely on short-term projects such as those led by academics or funded through a proposalling process.</p>	<p><b>Nov 25:</b> The LAMP follows the process outlined here.</p>
8	Cumulative Effects	<p><b>Comment</b> DoT does not address Cumulative Effects, especially in regards to thaw slumps in the Peel watershed. The ferry landings may not be contributing a large percentage of the materials or impacting fish populations, but they are working within a larger context of changing conditions which should be recognized and addressed.</p> <p><b>Recommendation</b> Researcher Steve Kokelj, permafrost scientist with Industry, Tourism, and Investment GNWT, be contacted for further information.</p>	<p><b>Nov 25:</b> DOT is already working with Steve Kokelj on a number of initiatives.</p>
9	Cumulative Effects	<p><b>Comment</b> Cumulative Effects may also include</p>	<p><b>Nov 25:</b> The Department of Transportation developed a Climate</p>

		effects from climate change and upriver development, including but not limited to changes to break-up and freeze-up, and erosion due to permafrost changes. <b>Recommendation</b> Planning for these changes should be proactive.	Change Adaptation Plan in 2013. The document can be found on the DOT website.	
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**Gwich'in Tribal Council: GTC Lands and Resources**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Resp</b>
4	General File	<b>Comment</b> ( <a href="#">doc</a> ) GTC Comments for Review <b>Recommendation</b>		
1	Extension of review period	<b>Comment</b> With respect to Canada's common law duty to consult with First Nations, it is the Gwich'in Tribal Council's position that the current review period of 21 days for a 25 year licence renewal does not allow for adequate time to form our opinions or allow the government (DOT) to accommodate our concerns regarding the renewal of the Peel and Mackenzie ferry crossing landings. <b>Recommendation</b> An extension of the review to facilitate adequate project review.	<b>Nov 25:</b> The Department of Transportation began the consultation process on June 18th, 2015. At their request, further Consultation with Tsiigehtchic and Fort McPherson were then held the week of July 13th, 2015 in the form of meetings with food provided at both communities. The DOT submitted the application for review on October 1, 2015. The time period between initial notification and the end date for reviewers was 5 months.	

2	<p>Compensation agreement between GNWT/GTC</p>	<p><b>Comment</b> Of specific concern to the Gwich'in Communities of Tsiigehtchic and Ft. McPherson, is how the deposit of waste (unfiltered gravel) and periodic petroleum spills may affect the water course and quality of the substrate over the term of a 25 year licence. Currently the Gwich'in public is concerned about artificial accretion associated with the landings and how it is having an effect on traditional fishing grounds adjacent to the landings.</p> <p><b>Recommendation</b> The Gwich'in Tribal Council calls on the Land and Water board to keep consistent with both the MVRMA and the GCLCA where Chapter 19.1.15 establishes that; "No water use anywhere in the settlement area which, in the opinion of the Land and Water Board, will likely substantially alter the quality, quantity or rate of flow of waters on or flowing through or adjacent to Gwich 'in lands, when such waters are on or flowing through or adjacent to Gwich 'in lands, shall be authorized by the land and Water Board unless the applicant for the authorization has entered into an agreement with the Gwich'in Tribal Council to compensate the Gwich'in for loss or damage which may be caused by such alteration, or the land and Water Board has made an order for</p>	<p><b>Nov 25:</b> As has been noted by other reviewers and by the DOT in this comments section, river environments are dynamic and ever-changing. There has been no evidence of accretion, nor long-term or short term effects associated with the landings. DOT has a robust Spill Contingency Plan to manage any spill at the ferry landings. Other sources of potential petroleum contamination may be the storage and use of non-DOT vessels and equipment at the ferry landings. DOT can work with the GTC to manage this issue aside from this process as it would be outside the scope.</p>
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		<p>compensation under 19.1.16{a}." The applicant (GNWT) should act appropriately and take the necessary steps to enter into an agreement with the Gwich'in Tribal Council</p>	
3	<p>Treating renewal as new application, and including GCLCA considerations</p>	<p><b>Comment</b> It's disingenuous to propose a 25 year extension to a 5 year water license application originally submitted over 15 years ago. This is a new application and should be subject to all applicable processes provided in the MVRMA and GCLCA. <b>Recommendation</b> Since this new application is projected end in the year 2040 and Gwich'in participant concerns in Ft. McPherson and Tsiigehtchic persist; it is our position that section 19.1.15 of the GCLCA be added to the context of this long term water licence review.</p>	<p><b>Nov 25:</b> DOT is disappointed in the inappropriate assertion that the Department of Transportation is being disingenuous when it is in actually following the rights and procedures, terms and conditions outlined in the legislation. Since the GTC has put in the public record that they feel the DOT is being disingenuous, DOT expects the GTC to offer an explanation, off-line of this process, verifying their assertions or offering a retraction. The MVRMA, which was an outcome of the GCLCA, allows for a licence period of up to 25 years. As this is a licence renewal, with a history over the last 15 years of compliance with the approvals, DOT's application is appropriate within the parameters of the legislation to request a licence term of 25 years. It is important to recall that this is not a 'project' per se, but ongoing Operation of Highway 8. As per the process this is a new application. However, there have been similar water licences since 1999, and</p>

			DOT expects the requirement for a water licence to go on indefinitely.	
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**Hamlet of Fort McPherson: Bill Buckle**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
1	Spill Contingency Plan	<p><b>Comment</b> From the Hamlet of Fort McPherson, the only concern is with the spill contingency plan noted that any materials will be disposed of at approved hazardous waste site, shouldn't those sites be listed? Our concern is that small amounts may be deposited in our municipal waste facility without our consent.</p> <p><b>Recommendation</b> List approved hazardous sites</p>	<p><b>Nov 25:</b> Following standard practice, DOT will not dispose of any hazardous materials at locations where the disposal site has not been notified first and then accepted the hazardous materials.</p>	

**Teet'it Gwich'in Council - DGO: Wilbert Firth**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
1	Request for Public Hearing	<p><b>Comment</b> Tetlit Gwichin Council request a public hearing on the extension of the Water license for the operation of the Peel River Ferry.</p> <p><b>Recommendation</b></p>	<p><b>Nov 25:</b> DOT disagrees with the need for a public hearing. A public hearing is unnecessary given the small scale of the operations, the lack of evidence of any adverse impacts actually occurring and the expense and time involved in holding a hearing.</p>	

		<ol style="list-style-type: none"> <li>1. PublicHearing</li> <li>2. Go to (licence renewal period of) five years until study is done</li> </ol>		
<b>Teetl'it Renewable Resource Council: Georgina Neyando</b>				
<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
12	General File	<p><b>Comment</b> (<a href="#">doc</a>) Review comments from Tetlit Gwich'in R.R.C.</p> <p><b>Recommendation</b></p>		
1	Public Hearing	<p><b>Comment</b> The Tetlit Gwich'in Renewable Resource Council supports the Designated Gwich'in Organization's motion for a public hearings to be held in Fort McPherson and Tsiigehtchic</p> <p><b>Recommendation</b> Proceed with public hearing so that community members can voice their concerns/comments.</p>	<p><b>Nov 25:</b> The Department of Transportation began the consultation process on June 18th, 2015. At their request, further Consultation with Tsiigehtchic and Fort McPherson were then held the week of July 13th, 2015 in the form of meetings with food provided at both communities. The DOT submitted the application for review on October 1, 2015. The time period between initial notification and the end date for reviewers was 5 months. DOT also currently meets with both communities before the end of winter road season, usually around March 31st of each year.</p>	
2	Communication/Engagement	<p><b>Comment</b> There has been poor communication by D.O.T. with the Tetlit Gwich'in Renewable Resource Council.</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> The DOT Inuvik Region will work towards continuing communications with communities through two, seasonal newsletters or similar type communication, detailing the events of the previous operational season and plans for the upcoming operational season. The information would be sent out in March and September of each year.</p>	

3	Spill Contingency Plan	<p><b>Comment</b> It has been brought to the Tetlit Gwich'in Renewable Resource Council's attention that the ferry workers don't consistently adhere to the Spill Contingency Plan, and that spills and other incidents are not being reported to the appropriate authorities. The communities of Fort McPherson and Tsiigehtchic are not notified of any spills or incidents that occur at the ferry landings</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> DOT staff are trained to use the Spill Contingency Plan for the Ferry Landings, spill response is carried out according to the SCP and that includes reporting to the NWT Spill Line and notifying community RRC's. DOT recommends that the RRC's contact ENR to ensure that they are put on the NWT Spill Line notification list to further increase their awareness.</p>
4	Spill Contingency Plan	<p><b>Comment</b> If there should be a major spill resulting from a truck transporting fuel or other hazardous materials near the landings - how will D.O.T. proceed to clean up and restore water and shore line back to their original state? What happens to the water that humans, animals and birds drink? What happens to the fish, other aquatic species, birds and plants that use and live in the water - who takes responsibility for this?</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> For questions referring to spill response on the ferry landings, please see the Spill Contingency Plan submitted with the renewal application.</p>
5	Worker Training	<p><b>Comment</b> Are the ferry workers trained to clean up oil spills? Are the ferry workers certified with heavy equipment or class 1 license?</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> For ferry landings on the Peel River, personnel are required to obtain an NWT Class 1 or Class 3 with air brake endorsement licence, and a Journeyman Heavy Equipment Operator certificate. For ferry landings on the Mackenzie River, at least one crewmember per shift must have the licensing described above and be able to competently operate heavy equipment.</p>
6	Granular Material	<p><b>Comment</b> Where is all the granular material that is</p>	<p><b>Nov 25:</b> DOT disagrees that an environmental monitor should be present</p>

		retrieved from the ferry landings stored? <b>Recommendation A</b> Gwich'in environmental monitor should be present when granular material is being retrieved	when the granular material is retrieved. The Inspectors are, of course, welcome to attend as they deem appropriate.
7	Extended Operating Season	<b>Comment</b> Why are the ferries operating right into November for the past two years? Where is funding coming from to off-set the cost? <b>Recommendation</b> None	<b>Nov 25:</b> Questions pertaining to ferry operations and funding are out of the scope of this renewal application for ferry landing operations.
8	Studies	<b>Comment</b> Have there been any studies done on the ferry landings and are the effects of depositing granular material on the fishing spots and eddies next to the ferries understood? <b>Recommendation</b> None	<b>Nov 25:</b> Studies completed looking at potential effects of the ferry landings on the river(s) include: Aquatic Effects Study 2002-2003, LAMP reports 2010-2015.
9	Studies	<b>Comment</b> Have there been any studies done on the Peel River with a focus on the sand bars and eddies and does the deposit of granular material contribute to the changes on the river? <b>Recommendation</b> None	<b>Nov 25:</b> Studies completed looking at potential effects of the ferry landings on the river(s) include: Aquatic Effects Study 2002-2003, LAMP reports 2010-2015.
10	Importance of land and water	<b>Comment</b> We, the people of Fort McPherson, value our land and waters, we use the fish and drink the water, and we want the next generation to have safe drinking water and good fish to eat. <b>Recommendation</b> None	

11	Licence Term	<p><b>Comment</b> Due to climate and environmental changes, the Tetlit Gwich'in Renewable Resource Council considers a shorter term for the license appropriate. What are the reasons for D.O.T.'s request for a 25 year license?</p> <p><b>Recommendation</b> The Tetlit Gwich'in Renewable Resource Council requests that the GLWB consider a license term of 5 years.</p>	<p><b>Nov 25:</b> DOT recognizes that a changing climate and resulting changes to the environment are issues of importance to the communities around the ferry landings. DOT shares these concerns as an employer of people who live in the communities and as an organization that is affected by these changes. DOT notes that changes to the licence can be made during the 25 year term being sought, by the LWB if it is in the public's interest. DOT is also held to the terms and conditions of the Licence including annual reporting, as required. The Department is seeking a 25 year licence for the reasons noted during Consultation with stakeholders, which are primarily to spend less time in the application phase and more time and effort on the operation of the ferry landings.</p>
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## Review Comment Table

<b>Board:</b>	GLWB
<b>Review Item:</b>	Mackenzie River Ferry Landing - Water Licence Renewal (G15L8-002)
<b>File(s):</b>	<a href="#">G15L8-002</a> <a href="#">G99L8-002</a>
<b>Proponent:</b>	GNWT - Department of Transportation
<b>Document(s):</b>	<a href="#">Renewal Application - Mackenzie River Ferry Landing</a> (2 MB) <a href="#">Spill Contingency Plan</a> (2.5 MB)
<b>Item For Review Distributed On:</b>	
<b>Reviewer Comments Due By:</b>	Nov 18, 2015
<b>Proponent Responses Due By:</b>	Nov 25, 2015
<b>Contact Information:</b>	AlecSandra Macdonald 867-777-6622 Leonard DeBastien 867-777-6624

## Comment Summary

Environment Canada: Melissa Pinto				
ID	Topic	Reviewer Comment/Recommendation	Proponent Response	Board Staff Respon
1	General File	<b>Comment</b> <a href="#">(doc)</a> EC Cover Letter <b>Recommendation</b>		

2	Fisheries Act	<p><b>Comment</b> Pursuant to subsection 36(3) of the Fisheries Act, no person shall deposit or permit the deposit of deleterious substances of any type in water frequented by fish, or in any place under any conditions where the deleterious substance, or any other deleterious substance that results from the deposit of the deleterious substance, may enter any such water. The legal definition of deleterious substance is outlined in Section 34(1) of the Fisheries Act.</p> <p><b>Recommendation</b> The Government of the Northwest Territories - Department of Transportation (the Proponent) must ensure they remain in compliance with the Fisheries Act during all phases and in all undertakings related to the project (construction and maintenance of ferry landings).</p>	<p><b>Nov 25:</b> The Department of Transportation works hard to ensure that operations and maintenance activities are in compliance with all applicable legislation and regulations.</p>
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3	Spill Contingency Plan - Secondary Containment	<p><b>Comment</b> The Spill Contingency Plan does not indicate that any secondary containment is used during the transfer or storage of fuel and/or hazardous material.</p> <p><b>Recommendation</b> To minimize the risk of chronic and accidental spills and their impacts to the environment with respect to the transportation, storage, use and disposal of petroleum products and hazardous substances it is recommended that: -Secondary containment with an impervious liner is used, such as self-supporting insta-berms, for storage of all barrelled fuel rather than relying on natural depressions to contain spills, -Fuel storage areas should be lined with an impervious liner as a preventative measure against potential future soil and groundwater contamination from fuel spills, -Extra precaution is used in the installation of liners to retain the integrity of the liner to prevent leaks, - Standard bermed area requirement is for 110% of the largest container, OR, if there are multiple containers: 100% of the largest container plus 10% of the cumulative volume of all the other containers combined, -The fuel caches should be inspected on a regular basis and appropriate spill response equipment and clean-up materials (absorbents, containment devices, etc.)</p>	<p><b>Nov 25:</b> DOT will ensure that an impervious liner is used as described in the EC's comment, where one is not already in use. Spill kits are readily available on the ferry and can be deployed on the landings and heavy equipment are equipped as well.</p>
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		<p>must be on hand during any transfer of fuel or hazardous substances and at vehicle-maintenance areas, and -</p> <p>Secondary containment or a surface liner (drip pans, fold-a-tanks, etc.) should be placed under all containers or vehicle fuel tank inlet and outlet points, hose connections and hose ends during fuel or hazardous substance transfers.</p>	
4	<p>Spill Contingency Plan - Environment Canada Contact</p>	<p><b>Comment</b> The Spill Contingency Plan lists Environment Canada (867-669-4700) as a Regulatory Agency.</p> <p><b>Recommendation</b> In the case of a spill or emergency, the 24 Hour Northwest Territories Spill Report Line should be contacted first by the Proponent, who will then involve Environment Canada Emergencies when appropriate. For information relating to the environmental enforcement and reporting requirements under the Canadian Environmental Protection Act, 1999 and the Fisheries Act please contact</p>	<p><b>Nov 25:</b> As noted in the Spill Contingency Plan, DOT will contact the Spill line first.</p>

		<p>the Environment Canada Environmental Enforcement 24 Hour Duty Officer at 780-499-2432. The Environment Canada National Environmental Emergencies Centre (NEEC) will provide technical and scientific environmental advice and assistance to the lead agency, in the event of an environmental emergency. A lead agency is described as the governmental authority that regulates or has authority over the activity from which the emergency originated. NEEC can be contacted at 849-997-2800.</p>		
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**Fisheries and Oceans Canada: Triage Group Fisheries Protection Program**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
3	General File	<p><b>Comment</b> <a href="#">(doc)</a> Fisheries and Oceans Canada - Email cover November 17, 2015</p> <p><b>Recommendation</b></p>		
4	General File	<p><b>Comment</b> <a href="#">(doc)</a> Fisheries and Oceans - Comments 2010 Renewal Application</p> <p><b>Recommendation</b></p>		
1	Fish habitat	<p><b>Comment</b> Proposal not likely to result in impacts to fish and fish habitat provided that additional mitigation measures are applied.</p> <p><b>Recommendation</b> 1. Ensure that any substrate intended for use on the landings qualifies as gravel or as a larger substrate such as cobble. Gravel is defined as any loose rock that is larger than 2 mm in its smallest</p>	<p><b>Nov 25:</b> The material used on the Ferry Landings come from a local quarry and can be considered parent material to the area that is already in the watershed system. The majority of the material is of approximately 60mm in size though some silt and fines are used. Removing all fines from the material used on the landings would be cost prohibitive. Considering the amount of material used vs. the annual sediment load of the Mackenzie river (~128 Mt) the</p>	

		dimension and no more than 64 mm. Any substrate such as sand, silt, or clay should not be used on the ferry landings. 2. Any gravel or larger substrate planned for use on the ferry landings should be washed and cleaned of any silt or clay. 3. Removal or placement of the substrate can create excess turbidity and deposition downstream of the crossing. During in-water works, it is recommended that effective sediment controls are installed (i.e. silt curtain).	contribution to the water as a result of this operation is miniscule. Operators pulling out the material often comment that there are more fines in the material compared to when it went in, indicating that the aggregate material used actually fills with fines from the river. Again, this would be a miniscule volume compared to the 128 Mt per year, as displayed via the Mackenzie Delta.
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2	Alternatives to Gravel	<b>Comment</b> None <b>Recommendation</b> Alternatives to the deposition of substrate into the Peel and Mackenzie River ferry landings should be sought and considered to minimize impacts to fish and fish habitat.	<b>Nov 25:</b> A Structural Alternatives Study was undertaken in 2003 and 2010; they are both available on the Gwich'in Land and Water Board website registry. The use of locally quarried aggregate is the preferred option.
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**GNWT - Environment and Natural Resources: Central Email GNWT**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
10	General File	<b>Comment</b> <a href="#">(doc)</a> ENR Letter with Comments and Recommendations <b>Recommendation</b>		
1	Topic 1: Request for a 25 Year Water Licence	<b>Comment</b> ENR understands from the Water Licence Renewal Application, as per section 13 "Proposed Time Schedule", that DOT is looking to be issued a 25 year Water Licence. <b>Recommendation</b> 1) ENR recommends that the proponent be issued with a	<b>Nov 25:</b> DOT rejects this rationale. Based on the legislation which states that at any time during the term of the licence parties/reviewers can request changes to the Terms and Conditions of a Licence. The Gwich'in Land and Water Board has the ability to change the Terms and Conditions at any point in time. A Water Licence is an ongoing requirement, and with a	

		<p>standard 5 year Water Licence term as this ensures that the Water Licence and supporting documents are updated consistently and that any issues or incidents that occur can be addressed. This also effectively gives the opportunity to all interested parties to submit comments and concerns which serve to inform the updated terms and conditions of the Water Licence and supporting documents.</p>	<p>history of compliance with the terms and conditions of the water licence over the last 15 years, and an open ended requirement for this water licence into the future, it is reasonable to request the 25 year licence option, understanding that the annual reporting is still a component. The duration of the licence has no bearing on the requirement to maintain updated documents or address any issues or incidents. It is important to note that this is not a 'project' per se, but an ongoing part of the Operation of Highway 8.</p>
2	<p>Topic 2: Environmental Impacts Mitigation Measures</p>	<p><b>Comment</b> ENR understands from the Water Licence Renewal Application, as per section 10 "Predicted Environmental Impacts of Undertaking and Proposed Mitigation", that to mitigate environmental impacts from toxins and heavy metals, the Department of Transportation, GNWT (DOT) is to wash ferry decks when moored only. The 2014 Annual Reported filed as per the Water Licence requirement states that DOT intended to wash the deck in the middle of the river during the 2015 season.</p> <p><b>Recommendation</b> 1) ENR recommends that the proponent follow the mitigation measure as described in the Water Licence renewal application to minimize the amount of contaminants being washed into the rivers. Ensure that the mitigation measures described are being followed at all times.</p>	<p><b>Nov 25:</b> DOT finds this outside the scope of this review. This recommendation is out of the scope of the water licence for the operations and maintenance of the ferry landings. The mitigation for washing ferry decks when moored was only provided for informational purposes only.</p>

3	Topic 3: Proposed Locations of Spill Contingency Plan Copies	<p><b>Comment</b> ENR understands from the updated Spill Contingency Plan (SCP), as per subsection 2.4.1, that DOT is to keep a copy of the SCP at the Highway #8 Ferry Camp on the Northeast bank of the Mackenzie River and at the Fort McPherson Highways Maintenance Facility near the Peel River Ferry Landing.</p> <p><b>Recommendation</b> 1) ENR recommends that the proponent keep a copy of the SCP on the ferries in addition to the proposed locations. This would be more prudent as most of the ferry staff and emergency spill response equipment are located on board.</p>	<p><b>Nov 25:</b> DOT will continue to ensure that the Spill Contingency Plan is kept on site.</p>
4	None	<p><b>Comment</b> None</p> <p><b>Recommendation</b> 2) ENR recommends that the proponent keep a copy of Water Licences G99L8-001 and G99L8-002 attached to all SCP copies.</p>	<p><b>Nov 25:</b> DOT will continue to ensure that the water licences are kept on site.</p>
5	Topic 4: Suitable Communications Measures	<p><b>Comment</b> ENR understands from the updated SCP, as per subsection 2.4.2, that DOT have suitable communications equipment and all emergency numbers available prior to commencement of all field activities.</p> <p><b>Recommendation</b> 1) ENR recommends that that DOT list a complete inventory of the communications systems and devices available on board of the ferries, at Highways Maintenance</p>	<p><b>Nov 25:</b> Noted and accepted, however DOT finds this outside the scope of this review. The recommendations for a complete inventory of the communications systems and devices available on board of the ferries is out of the scope of the licence, but will be actioned.</p>

		Facility and at the Highway Ferry Camp.	
6	None	<p><b>Comment</b> None</p> <p><b>Recommendation 2)</b> As noted in recent and past Water Licence inspection reports, ENR recommends that all ferry staff have access to satellite phones on board of the ferries so that staff may have the ability to communicate from their location at any time in the event of an emergency such as a mechanical issue or a spill incident.</p>	<p><b>Nov 25:</b> The recommendation for ferry staff to have access to satellite phones on board the ferries is out of the scope of the licence for the operations and maintenance of the ferry landings. Staff working on the ferry landings have access to radio which can be used to communicate from their location in the event of an emergency as outlined in the Spill Contingency Plan</p>

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Topic 5: Training Programs

**Comment** As part of their SCP Under subsection 8.1 Outline of training programs, DOT added that their crew members working on the ferries and ferry landings undergo seasonal spill training at the start of each ferry operating season, but in-house capacity for training for field crews is currently being developed. It is unclear what type of training is provided to staff seasonally and who the course and training provider is, given the current on-going development of in-house training. It is also noted that a formal training program (Hazardous Waste Operations and Emergency Response Training Program) was held in August 2010 and attended by DOT Policy, Planning and Environment staff in August 2010; however, ENR has noticed that no other formal training has been provided for staff since August of 2010 (over 5 years) and there is no mention of formal training offered to new staff members and potential first-time crew members.

**Recommendation** 1) ENR recommends that subsection 8.1 Outline of training programs be expanded to provide clarity on the type of training that is provided to current crew members seasonally. Suggested information to include: a) who is conducting the training for crew members at

**Nov 25:** DOT notes that the existing training regime meets the requirements and no additional action is required. Training is Transport Canada Certified and provided by Georgian College out of Ontario. Training is provided as required and necessary, and courses include: • MED A2; • Spill Response and pollution recovery; • WHIMIS; • First Aid training; • Small boating safety training; and • Confined space training. If ferry workers are not up to date on their training, training is provided prior to the start of the ferry season.

		the start of each ferry operating season; b) a summary of course content; and c) if hosted by more than one operating body (or various instructors), whether or not it is standardized from year-to-year.		
8	None	<b>Comment</b> None <b>Recommendation</b> 2) ENR recommends that all staff working on-site review and read the SCP at the start of each ferry operating season and that this requirement will be included in the SCP.	<b>Nov 25:</b> DOT will ensure that all staff working on the ferry landings review and read the SCP at the start of each ferry operating season. This will be noted in the SCP.	
9	None	<b>Comment</b> None <b>Recommendation</b> 3) ENR suggests new staff members and first-time crew members be provided with formal training, and staff who have undergone formal training receive a refresher or renewal (ie. every 5 years)?	<b>Nov 25:</b> Training is provided as necessary. If ferry workers are not up to date on their training, training is provided prior to the start of the ferry season.	
<b>Gwich'in Renewable Resources Board: Janet Boxwell</b>				
<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>

6	General File	<b>Comment</b> <a href="#">(doc)</a> Review Comments from GRRB <b>Recommendation</b>	
1	Licence Renewal Term	<p><b>Comment</b> We do not support the issuance of a license for a 25 year term as is proposed in the current application. This is a dynamic environment that presents complex engineering challenges. However, it can be expected that advances in technology in coming years will permit alternatives to current ferry landing construction and sediment control measures to ensure the safe operation of the ferries in an environmentally sustainable and timely manner.</p> <p><b>Recommendation</b> We recommend the continuation of the current 5 year term for license issuance in order for DOT to regularly provide updated spill contingency plans; respond to community concerns; adapt to changes in technology and apply best management practices in ferry landing operations</p>	<p><b>Nov 25:</b> 1. The Department of Transportation is well acquainted with the dynamic and ever changing environment on the Mackenzie River but does not believe that the length of the licence term being sought will be a barrier to adapting to any changes mentioned. DOT notes that section 36(1)(b) of the Waters Act provides a provision for the Land and Water Board(s) to request a review of Licence Terms and Conditions and to propose new ones also for review. This can happen in response to changing environmental conditions and/or advances in technology, within the 25 year term of the water licence.</p> <p>2. DOT disagrees with this rationale. Updates to the Licence and the Licence Terms and Conditions can and do happen at the request of the LWB(s) where they deem it necessary and the changes are within the spirit of the legislation regardless of the length of the licence. Updated spill contingency plans, responding to community concerns, adapting to technology changes, and the continuation of applying best management practices can happen regardless of the duration of the permit.</p>
2	Terms and Conditions	<p><b>Comment</b> None</p> <p><b>Recommendation</b> We recommend the continuation of all the Terms and Conditions as outlined in the 2010 water license. We further recommend that the Terms and Conditions be</p>	<p><b>Nov 25:</b> The Board has the ability to include terms and conditions within the Licence that require reporting, etc. on a recurring basis. The length of the licence is irrelevant. Further, if measures within the proposed 25 year Licence are not sufficient and not in the interest of the Public, the Board is</p>

		<p>subject to a full formal review every 5 years to determine whether they are effective, and if not, to determine why not and adjust accordingly. In particular, we recommend that: a. DOT continue to engage affected communities directly in face to face meetings in order to address community and stakeholder concerns, and b. continue to provide annual reports to the Board as directed in Part B - General Conditions</p>	<p>able to make changes to the Terms and Conditions. This is a normal occurrence under the current regulatory regime no matter the length of the licence term <b>Nov 25:</b> 3. The Board has the ability to include terms and conditions within the Licence that require reporting, etc. on a recurring basis. The length of the licence is irrelevant. Further, if measures within the proposed 25 year Licence are not sufficient and not in the interest of the Public, the Board is able to make changes to the Terms and Conditions. This is a normal occurrence under the current regulatory regime no matter the length of the licence term.</p>
3	Sediment Control Measures	<p><b>Comment</b> None <b>Recommendation</b> We recommend that alternative sediment control measures be explored and their use implemented.</p>	<p><b>Nov 25:</b> 4. DOT is employing sediment control measures which have been deemed effective by the Inspector during the latest inspection of the ferry landings. Alternative methods also being employed include the slope of the landings and the size of the aggregate being used there. DOT is always exploring new erosion and sediment control ideas.</p>
4	Ongoing Monitoring	<p><b>Comment</b> None <b>Recommendation</b> Staff support comments and recommendations by the Gwich'in Social and Cultural Institute (GSCI) that there be continuing monitoring of water quality, water flow, fish health and sustainability of the fishery as part of the Terms and Conditions of future water licenses.</p>	<p><b>Nov 25:</b> 5. The Local Area Monitoring Program Report, 2010-2015, had a component of fish health through the completion of a survey by local fishermen and women. The report did not look at water quality, water flow or fish sustainability and it is DOT's position that these parameters are not being influenced by the the nature and location of the ferry landings.</p>

5	Updated Studies	<p><b>Comment</b> The LAMP harvest monitoring program of 2010-2015 did not address potential Cumulative Effects of ferry landing operations in addition to potential upstream effects on the health of fish and fish habitat within the context of a changing climate.</p> <p><b>Recommendation</b> We recommend that the Dept of Transport implement the recommendations of the Aquatic Effects Study of 2001-2002 by GeoNorth (Chap 7-conclusions and recommendations), including; using the approach of the Aquatic Effects Study as a model for future studies that incorporate scientific knowledge and Traditional knowledge. We suggest the Aquatic Effects Study be updated with current scientific and traditional knowledge and compared to the results of the previous study and these results and methods form the basis of an ongoing monitoring program</p>	<p><b>Nov 25:</b> 6. The items discussed by the reviewer are out of the scope of the LAMP. The LAMP report was intended to be a "snapshot" of specific conditions on the ferry landings two times throughout the year. See the LAMP reports for more details. There is no evidence of this project having any upstream, adverse effects either directly or indirectly. The impacts of the ferry landings on the river is negligible, therefore any possible cumulative effects are also negligible. The ferry landings have no impact at all upstream. The Department of Transportation developed a Climate Change Adaptation Plan in 2013. The document can be found on the DOT website. <b>Nov 25:</b> 7. The LAMP report combines both Traditional Knowledge and Science. Please refer to the LAMP reports for more details. <b>Nov 25:</b> 8. The Aquatic Effects Study found that the Ferry Landings are not having an effect on the fish, fish habitat or on the water quality. The results and methods of this report have been used going forward. This information is contained within the LAMP reports (2010-2015), please see the reports for details.</p>
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**Gwich'in Social and Cultural Institute: Sharon Snowshoe**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
10	General File	<p><b>Comment</b> <a href="#">(doc)</a> GSCI Comments for Review</p> <p><b>Recommendation</b></p>		
1	Licence Renewal Period	<p><b>Comment</b> 25 years is inappropriate considering the changing environment and the effects of the changing environment on Gwich'in harvesters.</p>	<p><b>Nov 25:</b> DOT notes the recommendation and disagrees as any changing environment or changes in harvesting can be addressed through the Board process, regardless of the duration of the licence.</p>	

		<b>Recommendation</b> A five year license term should be retained.	
2	Spill Contingency Plan	<p><b>Comment</b> The Spill Management Plans do not include immediate notification of nearby traditional land users. The harvesters consuming fish from the river have a right to know immediately and to be able to make informed choices with full information.</p> <p><b>Recommendation</b> SCP should include notification of nearby traditional land users. This could include a camp-by-Ã,Â camp in-person notification and a public radio notification, as appropriate to the type and size of spill.</p>	<p><b>Nov 25:</b> The Spill Contingency Plan identifies notification of the Gwich'in Renewable Resources Board as a point of contact and for dissemination of information. If the GRRB or local RRC are not able to reach members of the communities to inform them of the spill, it is unreasonable to expect DOT to be able to, especially as they will be focusing on managing the spill. The Department will discuss further notification with the GRRB as appropriate to the type and size of the spill.</p>
3	Local Area Monitoring Plan - Fish Harvest Analysis	<p><b>Comment</b> The LAMP included counts of fish harvested but did not compare these counts to previous harvests. This information is available within the Gwich'in Harvest Study database, from GRRB.</p> <p><b>Recommendation</b> A comparison between the years of the harvest study and the current LAMP should be undertaken to identify issues and trends that can be targeted for mitigation.</p>	<p><b>Nov 25:</b> This has already been completed. Please see the 2014 LAMP report.</p>
4	Local Area Monitoring Plan - Continue Monitoring	<p><b>Comment</b> The monitoring of water health, fish health, and fisheries should continue as a perpetual program, funded and hosted by DoT.</p> <p><b>Recommendation</b> Continue monitoring programs.</p>	<p><b>Nov 25:</b> The LAMP continues until March 2016. At that point recommendations on continuing the work will be a component of the report based on the reports findings.</p>

5	Local Area Monitoring Plan - Expand Scope of Fish Harvest Component	<p><b>Comment</b> The LAMP included counts of fish harvested but apparently did not include open-ended questions about changes to fish health, river health, etc.</p> <p><b>Recommendation</b> Future monitoring efforts should include this type of qualitative information-gathering, which can also identify issues for mitigation.</p>	<p><b>Nov 25:</b> The Fish survey, which is carried out by community members, and which has the results recorded in the LAMP reports, collects the type of qualitative information discussed here. All comments made suggested that the fish are healthy.</p>
6	Local Area Monitoring Plan - Expand Scope of Fish Harvest Component	<p><b>Comment</b> The original Aquatic Effects Study by GeoNorth {2002-2003} indicated that fish at the ferry landing in Tsiigehtchic are soft and mushy, and have deformities, parasites and changes in the colour of fish organs. Around the Peel River ferry, the quality of the fish was poorer than in the past, and loche liver was of a particular concern.</p> <p><b>Recommendation</b> Specific questions about fish colour, flesh, liver health, and similar should be included in the LAMP monitoring program.</p>	<p><b>Nov 25:</b> The Study being referred to by the reviewer also states that community members agreed with scientific results that maintenance of the ferry landings were not affecting fish. Concerns were raised, however, about the cumulative effects of development (of all sorts) on the river, including those upstream. The Fish survey, which is carried out by community members, and which has the results recorded in the LAMP reports, collects the type of qualitative information discussed by the reviewer. All comments made suggested that the fish is healthy.</p>

7	Local Area Monitoring Plan - TK Monitoring	<p><b>Comment</b> Harvest monitoring and TK monitoring are not solely tools of engagement. TK monitoring in particular provides a depth and breadth of information generally unavailable from scientific methods (see the NWT Traditional Knowledge Policy 53.03, which outlines the GNWT's commitment to TK, including "[t]raditional knowledge should be considered in the design and delivery of government programs and services.")</p> <p><b>Recommendation</b> Monitoring programs, which should be ongoing, cannot rely on short-term projects such as those led by academics or funded through a proposalling process.</p>	<p><b>Nov 25:</b> The LAMP follows the process outlined here.</p>
8	Cumulative Effects	<p><b>Comment</b> DoT does not address Cumulative Effects, especially in regards to thaw slumps in the Peel watershed. The ferry landings may not be contributing a large percentage of the materials or impacting fish populations, but they are working within a larger context of changing conditions which should be recognized and addressed.</p> <p><b>Recommendation</b> Researcher Steve Kokelj, permafrost scientist with Industry, Tourism, and Investment GNWT, be contacted for further information.</p>	<p><b>Nov 25:</b> DOT is already working with Steve Kokelj on a number of initiatives.</p>

9	Cumulative Effects	<p><b>Comment</b> Cumulative Effects may also include effects from climate change and upriver development, including but not limited to changes to break-up and freeze-up, and erosion due to permafrost changes.</p> <p><b>Recommendation</b> Planning for these changes should be proactive.</p>	<p><b>Nov 25:</b> The Department of Transportation developed a Climate Change Adaptation Plan in 2013. The document can be found on the DOT website.</p>	
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**Gwich'in Tribal Council: GTC Lands and Resources**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
4	General File	<p><b>Comment</b> (<a href="#">doc</a>) GTC Review Comments</p> <p><b>Recommendation</b></p>		
1	Extension of review period	<p><b>Comment</b> With respect to Canada's common law duty to consult with First Nations, it is the Gwich'in Tribal Council's position that the current review period of 21 days for a 25 year licence renewal does not allow for adequate time to form our opinions or allow the government (DOT) to accommodate our concerns regarding the renewal of the Peel and Mackenzie ferry crossing landings.</p> <p><b>Recommendation</b> An extension of the review to facilitate adequate project review.</p>	<p><b>Nov 25:</b> The Department of Transportation began the consultation process on June 18th, 2015. At their request, further Consultation with Tsiigehtchic and Fort McPherson were then held the week of July 13th, 2015 in the form of meetings with food provided at both communities. The DOT submitted the application for review on October 1, 2015. The time period between initial notification and the end date for reviewers was 5 months.</p>	

2	<p>Compensation agreement between GNWT/GTC</p>	<p><b>Comment</b> Of specific concern to the Gwich'in Communities of Tsiigehtchic and Ft. McPherson, is how the deposit of waste (unfiltered gravel) and periodic petroleum spills may affect the water course and quality of the substrate over the term of a 25 year licence. Currently the Gwich'in public is concerned about artificial accretion associated with the landings and how it is having an effect on traditional fishing grounds adjacent to the landings.</p> <p><b>Recommendation</b> The Gwich'in Tribal Council calls on the Land and Water board to keep consistent with both the MVRMA and the GCLCA where Chapter 19.1.15 establishes that; "No water use anywhere in the settlement area which, in the opinion of the Land and Water Board, will likely substantially alter the quality, quantity or rate of flow of waters on or flowing through or adjacent to Gwich 'in lands, when such waters are on or flowing through or adjacent to Gwich 'in lands, shall be authorized by the land and Water Board unless the applicant for the authorization has entered into an agreement with the Gwich'in Tribal Council to compensate the Gwich'in for loss or damage which may be caused by such alteration, or the land and Water Board has made an order for</p>	<p><b>Nov 25:</b> As has been noted by other reviewers and by the DOT in this comments section, river environments are dynamic and ever-changing. There has been no evidence of accretion, nor long-term or short term effects associated with the landings. <b>Nov 25:</b> DOT has a robust Spill Contingency Plan to manage any spill at the ferry landings. Other sources of potential petroleum contamination may be the storage and use of non-DOT vessels and equipment at the ferry landings. DOT can work with the GTC to manage this issue aside from this process as it would be outside the scope.</p>
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		<p>compensation under 19.1.16(a)." The applicant (GNWT) should act appropriately and take the necessary steps to enter into an agreement with the Gwich'in Tribal Council</p>	
3	<p>Treating renewal as new application, and including GCLCA considerations</p>	<p><b>Comment</b> It's disingenuous to propose a 25 year extension to a 5 year water license application originally submitted over 15 years ago. This is a new application and should be subject to all applicable processes provided in the MVRMA and GCLCA. <b>Recommendation</b> Since this new application is projected end in the year 2040 and Gwich'in participant concerns in Ft. McPherson and Tsiigehtchic persist; it is our</p>	<p><b>Nov 25:</b> DOT is disappointed in the inappropriate assertion that the Department of Transportation is being disingenuous when it is in actually following the rights and procedures, terms and conditions outlined in the legislation. Since the GTC has put in the public record that they feel the DOT is being disingenuous, DOT expects the GTC to offer an explanation, off-line of this process, verifying their assertions or offering a retraction. The MVRMA, which was an outcome of the GCLCA, allows for a licence period of up to 25 years. As</p>

		position that section 19.1.15 of the GCLCA be added to the context of this long term water licence review.	this is a licence renewal, with a history over the last 15 years of compliance with the approvals, DOT's application is appropriate within the parameters of the legislation to request a licence term of 25 years. It is important to recall that this is not a 'project' per se, but ongoing Operation of Highway 8. As per the process this is a new application. However, there have been similar water licences since 1999, and DOT expects the requirement for a water licence to go on indefinitely.
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**Gwichya Gwich'in Council - DGO: Grace Blake**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
10	General File	<b>Comment</b> ( <a href="#">doc</a> ) Review Comments from Gwichya Gwich'in Council <b>Recommendation</b>		
1	Licence Renewal Period	<b>Comment</b> On behalf of the Gwichya Gwich'in Participants resident and visiting to carry out seasonal on the land activities in and around the community of Tsiigehtchic, we are not in support of the 25 year renewal application <b>Recommendation</b> Water License Renewal Application " G99L8-002, remain for 5 years		
2	Public Hearing	<b>Comment</b> None <b>Recommendation</b> Gwichya Gwich'in Land and Water Board request a Public Hearing in Tsiigehtchic for the Mackenzie River and Arctic Red River Ferry Landings	<b>Nov 25:</b> The Department of Transportation began the consultation process on June 18th, 2015. Community consultations with Tsiigehtchic and Fort McPherson were then held the week of July 13th, 2015. The Department submitted the application for review on October 1, 2015. The time period between initial	

			<p>notification and the end date for reviewers was 5 months. DOT also currently meets with both communities before the end of winter road season, usually around March 31st of each year. Keeping that in mind, DOT finds that a public hearing is unnecessary especially when considering the small scale of the operations, the lack of evidence of any adverse impacts actually occurring and the expense and time involved in holding a hearing.</p>
3	<p>Consideration of Individual Ferry Landings in Spill contingency Plan</p>	<p><b>Comment</b> There are two ferry landings and one ferry approach to launch and pull up the ferry during the off season on the Inuvik-Mackenzie River side. One ferry landing on the Fort McPherson-Mackenzie River side and one ferry landing on the Tsiigehtchic-Mackenzie River side.</p> <p><b>Recommendation</b> 1. Each landing must be described individually for its sole purpose, during what times of the season and the reasons for their use. 2.The Spill Contingency Plans must refer to each one the measures that will be taken, some measures apply to all three, but there may a different way to deal with a spill on the ferry when it is parked in the yard as opposed to when the spill happens on the water.</p>	<p><b>Nov 25:</b> DOT will update the SCP with a more detailed description of the landings and approaches, as required. It should be noted, however, that DOT's response to a spill on all areas of the landings is the same as is described in the SCP.</p>

4	Concerns Regarding Silt	<p><b>Comment</b> . One huge concern noticeable to local travelers around the landings and downstream of the landings, is the silt from the gravel that is changing the fishing eddies, especially downstream of each ferry landing, in this case, there are four landings to consider; two landings on the Inuvik - Mackenzie River side, on the Fort McPherson-Mackenzie River side and one on the Tsiigehtchic-Mackenzie River side. . The silt is building up in the bay off the Ft. McPherson landing which causes a huge sand bar to form in the area where people traditionally set up fish camps to set nets for the fishing season. The result is that people cannot set up their camps in the bay today as the shoreline is too far out to dock their boats and haul their fish manually to the camp to process. . At the point off the Mackenzie River landing, silt washing down from the landing is causing a sandbar to protrude further and further into the deeper section of the Mackenzie River, causing boat travelers to stay in the middle of the river rather than close to shore which is dangerous in rough waters. . On the Arctic Red River and Tsiigehtchic side, the landing is protruding sideways towards the point, this area is usually where people set their nets from June to November.</p>	<p><b>Nov 25:</b> As rivers are dynamic environments, change to the surrounding area can occur. There is no evidence that the accumulation of silt is anything other than a naturally occurring phenomena, particularly on a river which moves upwards of 127 million tonnes of sediment annually. Please refer to the comment from DFO which states that the "Proposal not likely to result in impacts to fish and fish habitat."</p>
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		<p>The space to set nets only makes room for at least three nets where in earlier years the space was able to accommodate more nets. This landing is unnecessarily long and the depth off the side is very deep.</p> <p><b>Recommendation</b> Independent 5 year study to address long standing issues and current and ongoing concerns</p>		
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5	Concerns Regarding the Use of Gravel	<p><b>Comment</b> My understanding from elders in the community regarding use of only gravel when reconstructing each landing is not the best way to make the landings, although the Dept. of Transportation is reclaiming as much gravel as they can, there is still a flow of granular material downstream off the landings. To the Gwichya Gwich'in point of view, the investment [In an alternative to gravel] would give the people peace of mind and possible support for a longer length of the License with certain measuring steps that outweigh the cost.</p> <p><b>Recommendation</b> 1. Shale can be set in place in large chunks that are solid and does not wash away then the shale can be topped with gravel. 2. The backhoe could sit on the ferry to extract the gravel for storage so that the landing would be a short one straight out from the shoreline. 3. Revisit the options most viable for consideration to move to an environmentally safer RAMP MODEL that will seriously be accepted as an alternative to using gravel.</p>	<p><b>Nov 25:</b> Ferry landings are built to a specific, safe standard. They are built to minimize impacts. Please refer to the Structural Alternative Study for more details on alternative landing structures. The continued use of the existing aggregate landings remains the preferred option.</p>
6	Seasonal Meetings	<p><b>Comment</b> None</p> <p><b>Recommendation</b> Dept. of Transportation meet and consult with Tsiigehtchic, Gwichya Gwich'in Council -DGO and the Renewable Resources Council each season; in the Spring and in the Fall to</p>	<p><b>Nov 25:</b> The DOT Inuvik Region will work towards continuing to improve communications with communities through two, seasonal newsletters or similar communication detailing the events of the previous operational season and plans for the upcoming operational season. The newsletters</p>

		review the seasons success and concerns as a team approach to share Traditional Knowledge on the Depts.report.	would be sent out in March and September of each year.
7	Expansion of Studies	<p><b>Comment</b> None</p> <p><b>Recommendation 1.</b> Gwich'áin Tribal Council, Lands Dept. and other stakeholders agree to seek funding to conduct an independent 5 year study to address long standing issues and current and ongoing concerns; Aquatic and Cumulative Effects on Fish &amp; habitat, water-monitoring-quality &amp; quantity, Traditional Knowledge, environmental monitoring &amp; contaminants of the whole area; the water, ferry landings and its approach, gravel reclamation and suitable ferry approach alternatives to the present gravel model for discussion and decision 2. The study will result in recommendations presented to the Dept. of Transportation for action 3. If the Recommendations fall outside the scope of DOT's Water License, 2015 – 2020, the results of the study will addressed to the appropriate Government Depts. for action.</p>	<p><b>Nov 25:</b> 4) DOT further states that there is no evidence which shows that the ferry landings are having an effect on fish, fish habitat, or the environment as a whole. The Department has completed studies which have concluded that there are no effects; likewise, the Department has completed two Structural Alternative Studies (2003, and 2010) which provide rationale for maintaining the landings as they are.</p>
8	Solutions to Foreseeable Problems	<p><b>Comment</b> None</p> <p><b>Recommendation</b> Dept. of Transportation incorporate short and long term solutions to foreseeable problems as</p>	<p><b>Nov 25:</b> 2) There is no evidence which shows that the ferry landings are having any long term or short term effects on fish or fish habitat, accretion, or the issues upstream or downstream of the landings.</p>

		different conditions arise in a season	Changing seasonal conditions and/or annual variations in temperature, precipitation, melt, etc. are all a part of a dynamic river environment.	
9	Lessons Learned	<b>Comment</b> None <b>Recommendation</b> There needs to be a Lessons Learned section of the Department of Transportation Water License to compare their projected Spill Contingency Plans to measure how they actually did remediate the incidents that were reported.	<b>Nov 25:</b> All spill files have been closed to the satisfaction of the Inspector and any lessons learned are typically implemented right away.	

**Teetl'it Renewable Resource Council: Georgina Neyando**

<b>ID</b>	<b>Topic</b>	<b>Reviewer Comment/Recommendation</b>	<b>Proponent Response</b>	<b>Board Staff Response</b>
12	General File	<b>Comment</b> ( <a href="#">doc</a> ) Review Comments from Tetlit Gwich'in R.R.C. <b>Recommendation</b>		
1	Public Hearing	<b>Comment</b> The Tetlit Gwich'in Renewable Resource Council supports the Designated Gwich'in Organization's motion for a public hearings to be held in Fort McPherson and Tsiigehtchic <b>Recommendation</b> Proceed with public hearing so that community members can voice their concerns/comments.	<b>Nov 25:</b> The Department of Transportation began the consultation process on June 18th, 2015. At their request, further Consultation with Tsiigehtchic and Fort McPherson were then held the week of July 13th, 2015 in the form of meetings with food provided at both communities. The DOT submitted the application for review on October 1, 2015. The time period between initial notification and the end date for reviewers was 5 months. DOT also currently meets with both communities before the end of winter road season, usually around March 31st of each year.	
2	Communication/Engagement	<b>Comment</b> There has been poor communication by D.O.T. with the Tetlit Gwich'in Renewable	<b>Nov 25:</b> The DOT Inuvik Region will work towards continuing communications with communities through two, seasonal newsletters or	

		Resource Council. <b>Recommendation</b> None	similar type communication, detailing the events of the previous operational season and plans for the upcoming operational season. The information would be sent out in March and September of each year.
3	Spill Contingency Plan	<b>Comment</b> It has been brought to the Tetlit Gwich'in Renewable Resource Council's attention that the ferry workers don't consistently adhere to the Spill Contingency Plan, and that spills and other incidents are not being reported to the appropriate authorities. The communities of Fort McPherson and Tsiigehtchic are not notified of any spills or incidents that occur at the ferry landings <b>Recommendation</b> None	<b>Nov 25:</b> DOT staff are trained to use the Spill Contingency Plan for the Ferry Landings, spill response is carried out according to the SCP and that includes reporting to the NWT Spill Line and notifying community RRC's. DOT recommends that the RRC's contact ENR to ensure that they are put on the NWT Spill Line notification list to further increase their awareness.
4	Spill Contingency Plan	<b>Comment</b> If there should be a major spill resulting from a truck transporting fuel or other hazardous materials near the landings - how will D.O.T. proceed to clean up and restore water and shore line back to their original state? What happens to the water that humans, animals and birds drink? What happens to the fish, other aquatic species, birds and plants that use and live in the water - who takes responsibility for this? <b>Recommendation</b> None	<b>Nov 25:</b> For questions referring to spill response on the ferry landings, please see the Spill Contingency Plan submitted with the renewal application.
5	Worker Training	<b>Comment</b> Are the ferry workers trained to clean up oil spills? Are the ferry workers certified with heavy equipment or class 1 license? <b>Recommendation</b> None	<b>Nov 25:</b> For ferry landings on the Peel River, personnel are required to obtain an NWT Class 1 or Class 3 with air brake endorsement licence, and a Journeyman Heavy Equipment Operator certificate. For ferry

			landings on the Mackenzie River, at least one crewmember per shift must have the licensing described above and be able to competently operate heavy equipment.	
6	Granular Material	<p><b>Comment</b> Where is all the granular material that is retrieved from the ferry landings stored?</p> <p><b>Recommendation A</b> Gwich'in environmental monitor should be present when granular material is being retrieved</p>	<p><b>Nov 25:</b> DOT disagrees that an environmental monitor should be present when the granular material is retrieved. The Inspectors are, of course, welcome to attend as they deem appropriate.</p>	
7	Extended Operating Season	<p><b>Comment</b> Why are the ferries operating right into November for the past two years? Where is funding coming from to off-set the cost?</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> Questions pertaining to ferry operations and funding are out of the scope of this renewal application for ferry landing operations.</p>	
8	Studies	<p><b>Comment</b> Have there been any studies done on the ferry landings and are the effects of depositing granular material on the fishing spots and eddies next to the ferries understood?</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> Studies completed looking at potential effects of the ferry landings on the river(s) include: Aquatic Effects Study 2002-2003, LAMP reports 2010-2015.</p>	
9	Studies	<p><b>Comment</b> Have there been any studies done on the Peel River with a focus on the sand bars and eddies and does the deposit of granular material contribute to the changes on the river?</p> <p><b>Recommendation</b> None</p>	<p><b>Nov 25:</b> Studies completed looking at potential effects of the ferry landings on the river(s) include: Aquatic Effects Study 2002-2003, LAMP reports 2010-2015.</p>	
10	Importance of land and water	<p><b>Comment</b> We, the people of Fort McPherson, value our land and waters, we use the fish and drink the water, and we want the next generation to have safe drinking water</p>		

		and good fish to eat. <b>Recommendation</b> None	
11	Licence Term	<p><b>Comment</b> Due to climate and environmental changes, the Tetlit Gwich'in Renewable Resource Council considers a shorter term for the license appropriate. What are the reasons for D.O.T.'s request for a 25 year license?</p> <p><b>Recommendation</b> The Tetlit Gwich'in Renewable Resource Council requests that the GLWB consider a license term of 5 years.</p>	<p><b>Nov 25:</b> DOT recognizes that a changing climate and resulting changes to the environment are issues of importance to the communities around the ferry landings. DOT shares these concerns as an employer of people who live in the communities and as an organization that is affected by these changes. DOT notes that changes to the licence can be made during the 25 year term being sought, by the LWB if it is in the public's interest. DOT is also held to the terms and conditions of the Licence including annual reporting, as required. The Department is seeking a 25 year licence for the reasons noted during Consultation with stakeholders, which are primarily to spend less time in the application phase and more time and effort on the operation of the ferry landings.</p>