



Introduce self.

Welcome to members of the MVEIRB, interveners and community residents.

Introduction of community leaders

Introduction of Board, staff and consultants of the proponent, the Deh Cho Bridge Corporation

It is not our intention to walk through the Developer's Assessment Report and there seem to be few issues that remain to be resolved.

I will provide a brief overview and we will be pleased to answer any questions.

Project Background

- **Idea initiated by Community Leadership in the Fall of 2000.**
- **Community Leaders have worked hard to build and maintain community, government, business and public support, essential to success of this project.**
- **We have done this by demonstrating the potential environmental and socio-economic benefits.**

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2

Idea for the bridge was initiated by Community Leadership in the Fall of 2000.

Community Leaders have worked hard to build and maintain community, government, business and public support, essential to success of this project.

We have done this by demonstrating the potential environmental and socio-economic benefits.

The environment and community benefits continue to be the two key issues for community support

Project Concept

- The Deh Cho Bridge Corp. (Ft Providence Dene & Metis) will design, finance, construct and maintain the Deh Cho Bridge under Agreement with the GNWT.
- Revenues from savings in ferry operations and a toll on commercial vehicles will be used to cover debt servicing, operations and maintenance and provide shareholder profits.
- After 35 years, the bridge will be paid for and will be handed over to the GNWT.

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3

The Deh Cho Bridge Corporation is owned by the membership of the Deh Gah Got'ie Dene Band & the Ft Providence Metis Local.

We will be responsible for the design, financing, construction and maintenance of the Deh Cho Bridge, under Agreement with the GNWT.

Revenues from government savings in ferry operations and a toll on commercial vehicles will be used to cover debt servicing, operations and maintenance. The excess will provide profits to the shareholders.

After 35 years, the bridge will be paid for and will be handed over to the GNWT

5 Key Elements for Approval

1. **Concession Agreement with GNWT**
 - Memorandum of Intent (Nov. 2002)
 - Enabling Legislation (June 2003)
 - Agreement-in-principle (Nov. 2003)
 - Anticipate Final Agreement late 2004
2. **Design Approval**
 - Independent 'due diligence' review
 - Anticipate design approval late 2004

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4

There are 5 Key elements for final approval to begin construction

We must have a Concession Agreement with GNWT

A Memorandum of Intent was signed Nov. 2002

Enabling Legislation, the Deh Cho Bridge Act, was passed June 2003

We signed an Agreement-in-principle Nov. 2003

We anticipate initialing Final Agreement late 2004, to be signed early spring of 2005

We require agreement on the final design

Independent 'due diligence' review has been ongoing for a year and is nearing completion.

We anticipate design approval by the end of this year.

Remaining design issues are minor details and we foresee no substantive changes to what is proposed in the DAR

5 Key Elements for Approval

3. Community Approval

- Community Benefits Plan (Sept. 2004)
- Anticipate final project approval spring 2005

4. Financing

- \$3 million spent to date
- \$50 - \$55m Project debt financing (TD Securities)
- Equity financing (60% raised)
- Anticipate all financing in place by spring 2005

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5

Community Approval

The Community has been consulted and has approved each step of the project development

The Community Benefits Plan was approved by shareholders in Sept. 2004

We must seek final project approval from the Community before construction starts

Financing

\$3 million has been spent to date on project development, including the environmental assessment and design work.

\$50 - \$55m Project debt financing will be provided by TD Securities

We have raised \$3 million of the \$5 million in equity financing.

We anticipate all financing will be in place by spring 2005

5 Key Elements for Approval

5. Environmental approval

- Submission to MVLWB
- Referral to MVEIRB
- DAR and subsequent information and review covers environmental and socio-economic assessment of project
- Anticipate approvals early 2005.

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6

Environmental approval is key to the project

Our initial submission was made to the Mackenzie Valley Land and Water Board in May of 2003

The project was referred by DFO to the Mackenzie Valley Environmental Impact Review Board for assessment in February of 2004, due to 'public concerns'

The Developers Assessment report and subsequent information and review covers environmental and socio-economic assessment of project.

Of course this hearing is a culmination of the work since February.

We anticipate a positive recommendation from the Board will lead to approvals early in the new year.

Socio Economic Benefits

- **Community of Ft. Providence**
 - Construction and operations phase training, employment and business opportunities
 - Operations phase profits for reinvestment
- **Public & Consumers**
 - Net savings in consumer goods and services
 - Improved reliability of access

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7

We believe that this assessment demonstrates broad socio-economic benefits

For the Community of Ft. Providence, this includes:

- Construction and operations phase training, employment and business opportunities
- Operations phase profits for reinvestment

For the public benefits include:

- Net savings in consumer goods and services
- Improved reliability of access and reduced isolation

Socio Economic Benefits

- **Trucking Industry**
 - Reduced travel time and improved scheduling and efficiency
- **Business**
 - Lower overall transportation costs and improved reliability of supply
- **Government**
 - Fiscal and policy benefits

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8

For the Trucking Industry, the bridge will result in reduced travel time and improved scheduling and efficiency

Business will enjoy lower overall transportation costs and improved reliability of supply

For Government, the bridge will provide a key piece of public infrastructure at no cost and result in long term savings and fiscal spin-offs. It will also advance policy objective for greater Aboriginal participation in the economy.

Environmental Benefits

- Reduced consumption of fossil fuels
- Reduced disturbance of river from ferry and ice bridge operations
- Reduced risk of spill

MVEIRB Hearing

9

Unlike many development projects, this bridge does not require a trade-off between the economy and the environment.

Environmental benefits include;

Long term reduction in consumption of fossil fuels.

Long term reduction in disturbance of river from ferry and ice bridge maintenance and operations

A reduced risk of spill

Conclusions

- We believe that the DAR and subsequent information demonstrates the long term environmental and socio-economic benefits of this project.
- The DCBC has developed plans to maximize these benefits and minimize and mitigate any potential negative impacts.
- The DCBC has consulted broadly with all stakeholders and government agencies and has been responsive to requests and suggestions.

MVEIRB Hearing

10

In conclusion, we believe that this assessment process has confirmed the net long term environmental and socio-economic benefits of this project.

The Corporation has developed plans to maximize these benefits and minimize and mitigate any potential negative impacts.

The Corporation has consulted broadly with all stakeholders and government agencies and has been responsive to requests and suggestions to improve the project.

Conclusions

- **This project has been subject to a high level of environmental, economic and technical scrutiny and due diligence**
- **We would like to thank the MVEIRB and various reviewing agencies for their support and advice in this process**
- **We look forward to a timely approval**

MVEIRB Hearing

11

This project has been subject to a high level of environmental, economic and technical scrutiny and due diligence, perhaps higher than any public infrastructure project to date.

We would like to thank the MVEIRB and its staff for their support and advice in helping us through this process

We also appreciate the support and advice of the various reviewing agencies, even if we did not always agree.

We look forward to a timely recommendation by the Board and timely approvals of permits required for the project to proceed.

Next Steps

- If all project permits and agreements are in place by early spring of 2005, construction would commence in June of 2005 and the bridge would be open by late fall of 2006.

MVEIRB Hearing

12

If all project permits and agreements are in place by early spring of 2005, construction would commence in June of 2005 and the bridge would be open by late fall of 2006.

To close our presentation, we would like to show you a short 'virtual model' that has been prepared for the bridge.

We would then be pleased to answer any questions.

Thank you.

Note: The virtual model is a short Quicktime 'movie' giving 3-D views of the bridge from various angles.