

Where We Are

The GNWT and DCBC have been in a position for over a year to finalize arrangements, sign the concession agreement and start construction. The hold up has been financing. Market conditions have driven up the cost to \$150 million. The bottom line for the Deh Cho Bridge is that project is no longer self-financing at a cost of \$150 million. The GNWT has requested a contribution of \$50 million from the federal government to make the project viable.

In terms of progress to conclude an agreement:

- The *Deh Cho Bridge Act* that authorizes the Department of Transportation to enter into a concession agreement and collect tolls received assent;
- TD Securities agreed to act as the financial broker;
- The Minister of DIAND adopted the Report of Environmental Assessment and Reasons for Decision on the Deh Cho Bridge;
- All permits and licences were issued including the Navigable Waters Licence;
- The DCBC and the GNWT concluded negotiations on the Concession Agreement and the DCBC Board of Directors gave it their approval-in-principle;
- The Department of Transportation approved the conceptual bridge design;
- DIAND approved a \$3 million equity contribution, contingent on the signing of the Concession Agreement; and
- The DCBC have produced a detailed design and a tender package with a complete set of construction drawings.



Deh Cho Bridge

A Public-Private Partnership Proposal

DEH CHO BRIDGE
CORPORATION



June 2007

The Proposal

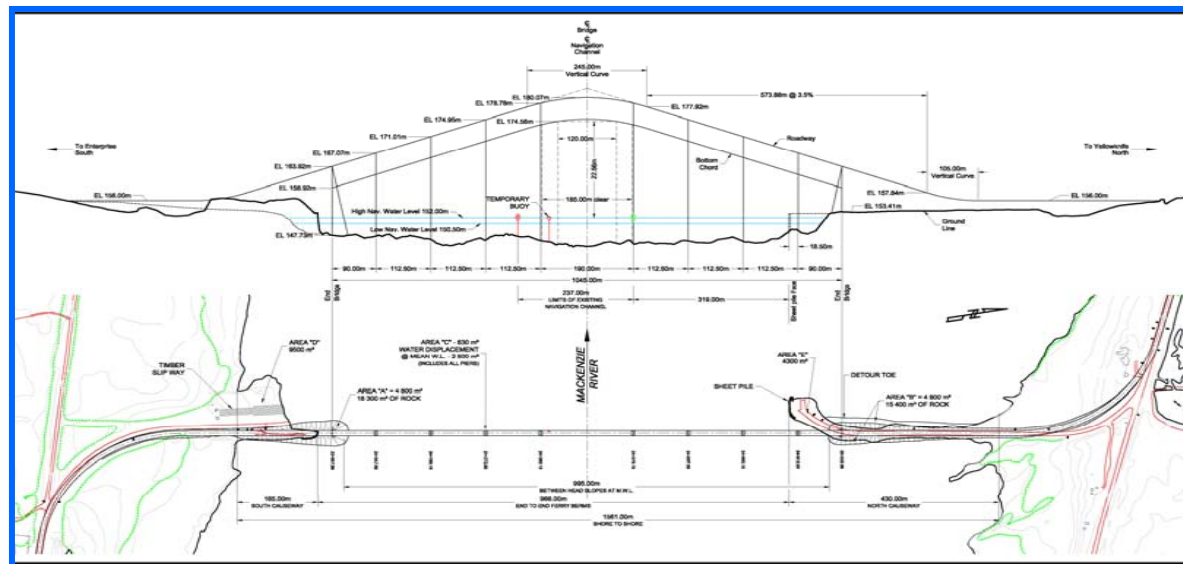
The Deh Cho Bridge is a project of national significance on the National Highway System that is in the final stages of development. The project is on hold because of financing. The Government of the Northwest Territories (GNWT) has requested a contribution of \$50 million from the federal government to make the project viable. The timing is perfect for both governments to announce this project as an early success in the federal government's P3 program.



The Plan

On February 11, 2002, the Fort Providence Combined Council Alliance (Alliance) Presented the *Deh Cho Bridge Fort Providence, NWT Feasibility Study* to the GNWT. It proposed a public-private partnership to design, construct, finance and operate a bridge across the Mackenzie River.

The Alliance through the Deh Cho Bridge Corporation (DCBC) would raise sufficient equity and debt financing to design, finance, build and maintain the bridge to agreed standards. The GNWT would enter into an agreement for a 35 year *Concession Period* with the DCBC. During this period, the GNWT would commit to a paying contribution from ongoing ferry/ice bridge savings and from a toll on commercial vehicles.



The Benefits

The project offers many benefits, economic and social, including:

- Reduced energy consumption and GHG emissions due to the elimination of the diesel-powered ferry and idling vehicles waiting to cross the river;
- Reduced risk of fuel spills in a fragile ecosystem;
- Increased regional and territorial economic development stimulated by greater efficiency and reliability of the highway network and reduced transportation costs;
- Reduced impacts that will result from climate change;
- Improved relations between businesses and residents due to improved service and lower transportation costs;
- Reduced sense of isolation due to improved connections with the region and to southern Canada, especially during freeze up and break up;
- Improved access to government services and employment opportunities;
- Increased opportunities for Aboriginal training, employment, business development and equity investment; and
- Support for the policies and objectives of the GNWT, including the Department of Transportation's vision for roads in the NWT, which is based upon two objectives: 1) creating opportunities for economic development and 2) connecting communities.

