



*A Dogrib woman testifying before the Berger inquiry at Fort Rae.*

ject has the potential for bringing Delta gas to Canadian markets." It concluded that it did.

It also concluded that the social and economic impact of the project could be held to "tolerable levels" and that problems of the environment could be overcome by "avoidance or mitigative measures."

It proposed an amendment of the Foothills (Yukon) proposition. Instead of following the Alaska Highway precisely, the right of way would be rerouted through Dawson City, in the Yukon, to facilitate the construction of a link to the delta gas fields. This link would follow the almost completed Dempster Highway. (The new routes were labelled the Dawson diversion and the Dempster lateral.)

The board noted that the amended route "would avoid [the border of] the sensitive Kluane National Park and avoid the Shakwak Fault," but that it would affect the lives of about a thousand more native people than the original route and that "mitigative measures" might be needed.

The National Energy Board was not, as noted earlier, the only body considering environmental and social factors. Last spring the Ministry of Fisheries and the Environment appointed a panel, headed by Dr. H. M. Hill, to consider the environmental impact of the Foothills (Yukon) proposal, and the Ministry of Indian and Northern Affairs established a three-member inquiry, headed by Dean Kenneth M. Lysyk, to look into socio-economic implications.

The Hill report, issued in late July, reached a qualified conclusion: The Foothills (Yukon) pipe-

line as proposed could be constructed and operated in "an environmentally acceptable manner," if certain conditions were met. These were:

- that environmental planning be properly carried on,
- that suitable rerouting or other solutions be found to overcome particular problems in sensitive areas,
- that the permafrost problems (similar to those in the Mackenzie Valley) be overcome by rerouting, effective design and the "development of adequate mitigative measures."

It said that, in addition to the proposed route, other highway routes were also possible and suggested two for consideration. One was the Dawson diversion (as identified by the National Energy Board), along Highway 3 from the Alaska border to Dawson, then along the Klondike Highway to Whitehorse, then along the Alaska Highway to the British Columbia border near Watson Lake. The second possibility involved the selection of a right of way along the Tintina Trench in the southern Yukon. The panel frowned on some suggested routes in the trench which would intrude into wilderness areas, but it said a route following the trench to Carmacks and then following the Robert Campbell Highway to British Columbia could be considered.

It noted that it did not have sufficient environmental information on the Dempster lateral to support a conclusion at this time.

The Lysyk inquiry also found the information on the Dempster lateral insufficient and said that extensive environmental, economic and social re-