AHAPC
Alaska Highway Aboriginal Pipeline Coalition

AHAPC Advisor
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YUKON FIRST NATIONS AND THE ALASKA HIGHWAY PIPELINE PROJECT

Yukon First Nations will have a strong influence on how the proposed Alaska Highway natural gas pipeline project will unfold when, and if, it proceeds. In order to ensure that the project progresses in a responsible and sustainable manner and provides appropriate benefits for communities, First Nations must be fully informed and actively engaged.

Through research and communication, the mission of the AHAPC is to serve as an educational and coordinating body on Alaska Highway pipeline project developments. In this way, the AHAPC helps First Nations develop an objective understanding of the pipeline project and thereby represent their citizens' interests. Within the guiding principles of First Nation values, cultures and traditional knowledge, the AHAPC encourages meaningful engagement, full participation and incorporation of member First Nation interests throughout the development of the pipeline project. The primary focus of the AHAPC is on specific areas of joint interest to member First Nations, including regulatory framework, environmental and cultural impact assessment, and socio-economic impacts and benefits.

This newsletter, the AHAPC's second edition, aims to present timely and relevant information on the project. Inside, you will find a general overview of the proposed project, as well as details on TransCanada and Denali, the two companies currently seeking to build the pipeline. Additionally, you will find an overview of the AHAPC's five-year plan to help Yukon First Nations stay informed and engaged with the project, as well as other resources for learning about the Alaska Highway pipeline project.

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PIPELINE PROJECT

AN INTRODUCTION TO THE ALASKA GAS PIPELINE PROJECT

What is Natural Gas?

Oil and gas contain hydrocarbons, a combination of hydrogen and carbon atoms. Hydrocarbons provide much of North America's energy supply, providing gasoline, diesel, and jet fuel, and it is anticipated natural gas demand will continue to increase. Hydrocarbons are found in coal (solid), oil (liquid), and natural gas (gas) forms.

Natural gas is a generic term for hydrocarbons found in gas form. Natural gas may be found in conjunction with liquid oil reserves, and are then referred to as associated gas. Associated gas is produced when oil reservoirs emit natural gas vapours, called a gas cap, which are available for harvesting. The oil reservoirs in Prudhoe Bay, North Slope Alaska, which have been in production since the 1970s, emit these natural gas vapors.

Although natural gas may be transported by truck or rail, pipelines are generally most efficient. Natural gas is transported under pressure but loses pressure as a result of friction between the gas and the inside of the pipe. Compressor stations are therefore built at regular intervals to regain that pressure.

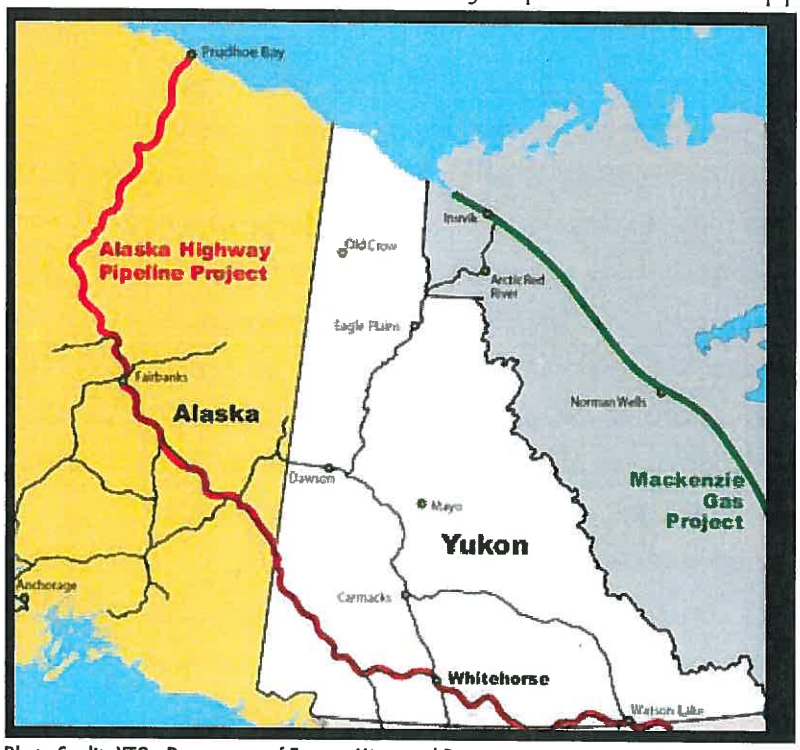

Photo Credit: YTG - Department of Energy, Mines and Resources.

The Pipeline Proposal

The Alaska Highway Pipeline would link Alaska's North Slope oil reservoirs to the greater natural gas market. This pipeline would follow the Alaska Highway, passing through Alaska, Yukon, and northeastern British Columbia, eventually connecting with the natural gas pipeline system already in place in Alberta. The pipeline would be buried, excepting compressor stations, some river crossings, and possibly major faults. About 30% of the pipeline would lie within the Yukon about 24% of the Yukon po would traverse First Nations traditional territory.

An Alaska Highway pipeline has been considered for over three decades. *The Northern Pipeline Act* (1978) was enacted to facilitate the construction of a pipeline and specifically provided consideration to a TransCanada (Foothills) pipeline. As a result, most of the preparation done has been with respect to a Foothills pipeline. BP and ConocoPhillips, two North Slope oil producers, have recently announced that they are working in partnership on 'Denali,' another pipeline proposal. More information on TransCanada's and Denali's plans can be found in **The Project Today: TransCanada, Denali, and All-Alaska Pipeline Possibilities** on page 3.

THE PROJECT TODAY: TRANSCANADA, DENALI, AND ALL-ALASKA PIPELINE POSSIBILITIES

1. TransCanada's *Alaska Gasline Inducement Act* License

On August 1, the Alaska Senate awarded an *Alaska Gasline Inducement Act* (AGIA) license to TransCanada (Foothills) Pipelines. This approval was the culmination of a series of successes for TransCanada, including being deemed the only AGIA petitioner with a complete application, public support from Alaska Governor Sarah Palin, and license approval in the House of Representatives. This dispensation was also a victory for the State, which has an intense interest in reserves that could yield thousands of jobs for Alaskans and billions of dollars in State tax revenues while meeting 6-8 % of daily American energy needs.

The Alaska Gasline Inducement Act

With 35 trillion cubic feet of known, and 100 tcf of suspected, natural gas reserves in the North Slope, the State of Alaska had already pursued, seen fail, a number of legislative strategies aimed at commercializing reserves.

Most recently, the legislature enacted 2007's *Alaska Gasline Inducement Act* to advance the development of a natural gas pipeline and speed the natural gas' sale. Having successfully received the AGIA license, TransCanada now has access to the State's inducements: up to $500 million in matching funds, a permitting coordinator and privileged consideration by state agencies. In exchange for these encouragements, TransCanada has committed to furthering a pipeline that will capitalize on the existing resources and remain accessible to potential new gas producers, while adhering to an expedited development timeline.

In public statements prior to the Senate's approval of its license, Gov. Palin declared that the TransCanada AGIA project was the best option for Alaskans, as it would provide local consumer access to gas, advance further North Slope exploration, and generate generous tax revenues, all within legislated timeframes.

TransCanada's Pursuit of an Alaska Highway Pipeline in Canada

Although only a recent recipient of an Alaskan license, TransCanada has already spent decades pursuing an Alaska Highway pipeline. In fact, TransCanada's involvement in an Alaska Highway pipeline, via its Foothills Pipe Lines Ltd. subsidiary, extends almost to the idea's inception and ...dy includes significant regulatory groundwork in Canada.

... the 1970s, strong interest developed in bringing Alaska's significant North Slope natural gas resources to southern markets. The National Energy Board held extensive hearings to consider the transmission of these resources through Canada and eventually recommended Foothills' proposal of a pipeline mirroring the existent Alaska Highway. Foothills' proposal was then further supported with the enactment of the *Northern Pipeline Act* in 1978, which furthered the joint *Canadian and American Agreement on Principles Applicable to a Northern Gas Pipeline* (1977).

The *Northern Pipeline Act* awarded Foothills the Certificates of Public Convenience and Necessity needed to proceed with the project. This dispensation included access to the land along the agreed-upon Alaska Highway route so that Foothills could construct, operate, and maintain its pipeline. An easement for this specific use of the land (without owning it) was then registered.

Foothills' right to the Canadian portion of its route has since been included in Yukon land claims legislation. When the *Umbrella Final Agreement* (1993) between First Nations, Canada, and Yukon was drafted, it recognized pre-existing encumbrances on settlement land, including Foothills' claim. Individual Yukon First Nation *Final Agreements* then inherited the *Umbrella Final Agreement's* accommodation.

While the company's right-of-way has been asserted and accommodated in a number of statutes, the Canadian land use and regulatory approvals are far from complete. Foothills, now a wholly-owned subsidiary of TransCanada, must still partake in extensive environmental and socio-economic reviews and permitting processes, including engagement with First Nations, prior to construction. It is estimated that another five years of work will be required before the project is fully approved and allowed to proceed to construction.

The TransCanada Proposal

- Received *Alaska Gasline Inducement Act* license, becoming State of Alaska's favored pipeline company.
- Already has an easement for a precise pipeline route under the *Northern Pipeline Act* (NPA).
- The NPA also requires that TransCanada allow specific Yukon communities along the pipeline access to natural gas.
- Will be meeting with communities this fall to discuss First Nation interests.

The Successful TransCanada Application

With Canadian arrangements in place, albeit at a preliminary level, TransCanada had a foundation on which to advance its pipeline project. The company's AGIA application lays out in detail its current proposal, including the intended route and cost and timeline estimates. Key points may be summarized as follows.

- The pipeline would begin at a newly constructed Prudhoe Bay, Alaska gas treatment plant capable of processing 5 billion cubic feet (bcf) of natural gas per day. Although TransCanada intends to contract a third party to construct, own, and operate the plant, the company would do so should no appropriate partner be found.
- The pipeline, with a 48-inch (1.22 meters) diameter and an initial daily capacity of 4.5 bcf, would then extend 1200 km from the treatment plant through Alaska. This Alaskan section of the pipeline would be supported by six initial compressor stations and five gas delivery points within the state.
- The pipeline would then cross into the Yukon near Beaver Creek and trace the Alaska Highway route provided for by the *Northern Pipeline Act*. The Yukon portion would be about 830 km in length with eight gas delivery points. These delivery points would be at Beaver Creek, Burwash Landing, Destruction Bay, Haines Junction, Whitehorse, Teslin, Upper Liard, and Watson Lake, allowing these communities access to natural gas. Although the application provides for ten initial compressor stations along the Yukon and British Columbia portions of the route, it does not specify their locations, but states that their placement would be determined by engineering, land use, and environmental considerations.
- The pipeline would leave Yukon near Watson Lake, traversing 720 km of northeastern British Columbia before connecting with the greater Albertan pipeline system.
- In time, pipeline capacity would increase to about 5.9 bcf/d with the addition of seven more Alaskan and nine Canadian compressor stations.
- TransCanada defines the development phase of the project as completing the initial engineering, holding an open season (calling for binding commitments from customers to use the pipeline), pursuing regulatory approvals, and producing an Environmental Impact Statement, culminating with receiving the final United States and Canadian regulatory approvals needed to proceed. The company anticipates completing the development phase in 2013.
- The development phase would be followed by the execution phase, ending in late 2018. This phase would include detailed engineering work, procurement of supplies and equipment, construction of the pipeline and supporting facilities, and initial commercial production.
- TransCanada estimates that the total cost of the project to be $26 billion, which would be reduced by the $500 million in matching State funds awarded with the AGIA license.

2. Pipelines Being Pursued Outside AGIA

Although TransCanada has received an AGIA license, and although they already have some Canadian groundwork and regulatory standing in place, they are not the only contender for commercializing North Slope natural gas. Two other non-AGIA projects are still being advanced.

A second Alaska Highway project, which had been pursued by a single party and now by a consortium, is still being advanced. Denali, a joint BP and ConocoPhillips undertaking, is, like TransCanada's project, in the active planning stages with field work and stakeholder engagement underway. As well, public interest remains high in an all-Alaska gas pipeline going directly from the North Slope source to Valdez, without crossing into Canada.

A. Denali – The Alaska Gas Pipeline

Last fall, ConocoPhillips, a major North Slope leaseholder, submitted a pipeline proposal outside the *Alaska Gasline Inducement Act*. Their proposal was very similar to TransCanada's, recommending a large diameter, mostly buried pipeline from the North Slope reserves to the existent Alberta natural gas distribution system, along the Alaska Highway corridor.

The company explained its attempted bypass of the AGIA process by asserting that the State had not been willing to provide the necessary level of economic certainty for the project. Specifically, Alaska would not specify how natural gas would be taxed in the long term, a major factor in a pipeline's profitability. Of concern to the State was that, by pursuing the project outside AGIA, ConocoPhillips would not be obliged to accept a number of government terms discouraging monopoly in favour of exploration for new reserves. Of particular note is that AGIA licensing would require that a pipeline built with government subsidies be expandable and accessible to various existing and potential oil producers. As a result, Alaska did not engage with ConocoPhillips with respect to their proposal, instead remaining committed to an AGIA-licensed pipeline.

Having failed to get State interest in their independent proposal, ConocoPhillips partnered with BP, another major North Slope natural gas leaseholder. In April 2008, the two companies announced their collaboration in 'Denali-The Alaska Gas Pipeline'. Denali is also similar in design to the Foothills proposal and, like ConocoPhillips' previous submission, again falls outside AGIA. As a project proposed by two major

natural gas leaseholders, and thereby two of the largest potential users of a pipeline, Denali met with fears of an excessive consolidation of natural gas resources. Such a consolidation might result in non BP and ConocoPhillips gas being stranded and discourage further exploration. When Gov. Palin announced her support for TransCanada, she also touched on Denali, restating the expected downsides of the plan, including less favourable positions for state revenues and some oil producers.

Despite the difference of one project being pursued outside AGIA and one within it, Denali and TransCanada generally concur as to project timelines, general technical design, and route. Both organizations anticipate a five year development phase followed by a five year execution phase; Denali anticipates an additional year after gas starts for the pipeline to reach full capacity. However, despite proposing a 48 to 52-inch (1.22 meter to 1.32 meters) diameter pipeline, Denali foresees a slightly lower output of 4 billion cubic feet per day, while TransCanada proposes a consistently 48-inch pipe with an output of 4.5 to 5.9 bcf/day. As in TransCanada's proposal, the Denali pipeline would start with a Prudhoe Bay gas treatment plant. However, unlike TransCanada, Denali is not seeking a third party to manage the plant.

Denali is also proposing a route generally mirroring the Alaska Highway. As in the TransCanada proposal, the pipeline would trace from the Prudhoe Bay gas treatment plant through Alaska, entering the Yukon near Beaver Creek. The pipeline would continue along the Alaska Highway through the Yukon, entering British Columbia near Watson Lake. In fall 2008, representatives from the Denali project plan to meet directly with Yukon First Nations for initial route definition discussions. (TransCanada plans no changes to the route originally established after the *Northern Pipeline Act*.) No information has yet been released as to the location of compressor stations or cost estimates.

Despite TransCanada's recent receipt of an AGIA license and a continued lack of State engagement, Denali remains a live project. Denali has applied to the Federal Energy Regulatory Commission to begin the United States regulatory process. The company has already undertaken preliminary stakeholder discussions and field work in Alaska, and anticipates that the next three years' worth of planning will culminate in an open season by the end of 2010, at a cost of $600 million. As well, both Denali and TransCanada remain open to creatively developing their project, including discussions with potential partners.

While Denali and TransCanada are actively pursuing an Alaska Highway-based pipeline, interest remains in a pipeline using differing technologies and an alternative path. Proponents of this option anticipate greater benefits for Alaskans by building either a line solely within Alaska or an all-Alaska line as part of a larger Alaska Highway project.

The Denali Proposal

- Not pursuing an AGIA license, the State of Alaska's preferred means on getting the pipeline built.
- Has not yet finalized the pipeline's route; will be contacting First Nation communities this fall to do so.
- Formed as a new company by BP and ConocoPhillips, two major Alaska gas leaseholders.
- Has stated that gas will be available to Yukon communities, but has not specified how many or which ones.

B. An All-Alaska Liquefied Natural Gas Project

Today, and long before the *Alaska Gasline Inducement Act*, there has been public support for a project that would get North Slope resources to market via a pipeline and supporting facilities constructed completely within Alaska. Such a pipeline would transport liquefied natural gas (LNG), gas that has been chilled and compressed to allow for greater ease and economy in transportation and storage. The gas would be processed at a conditioning plant at Prudhoe Bay before travelling through a LNG pipeline to another processing and shipping centre at Valdez. Although the majority of the gas would be exported to Asian markets, gas would also be made available to American consumers.

Public support for this project is based on benefits anticipated to be superior to those provided by an Alaskan-Canadian pipeline. In theory, this is a simpler project to receive approvals for and complete construction, getting gas to market quicker than through an international pipeline. The project also has a nationalistic appeal: with all construction, maintenance, and production work being in-state, Alaskans would witness a direct relationship between the pipeline and local jobs. As well, project supporters submit, to popular approval, that natural gas sales to Alaskan consumers be at prices linked to their shorter distance from the reserves, allowing significantly reduced energy costs. (TransCanada and Denali have also stated that natural gas sales to northerners would be at lower rates, reflecting the shorter distance the gas has to travel in the pipeline.)

Most recently, the Alaska Gasline Port Authority, an association of Fairbanks North Star Borough, North Slope Borough and the city of Valdez, submitted an application under AGIA. Although the application was rejected as incomplete, a potential LNG pipeline was nonetheless thoroughly assessed. The Written Findings and Determination by the Commissioners of Natural Resources and Revenue, which recommended that the Alaska Legislature grant the AGIA license to TransCanada, also detailed why a liquefied natural gas project would not be the best option for Alaskans.

According to the State's analysis, an LNG project would be less likely to succeed overall and, should it progress to production and export, would provide fewer benefits to Alaska. LNG projects are only embarked upon when there is certainty in all aspects of production and sale, and synchronous contracts for raw gas acquisition, facility construction, pipeline construction, shipping, and consumer purchase create substantial logistical issues. Since LNG projects are not started without first having long-term commitments from the ultimate customer, LNG facilities are constructed based on known reservoirs. A LNG project is therefore not as inherently supportive of further natural gas exploration as an Alaska Highway pipeline capable of taking on gas from newly discovered reserves. This decisive reduction in future tax revenues and employment opportunities is directly contrary to AGIA's and the Finding's emphasis on long-term benefits. Finally, since the natural gas would be mostly shipped to Asia, an all-Alaska line would not contribute to meeting broader American energy needs, and so would likely meet with political opposition and barriers to export.

Despite these drawbacks, Gov. Palin recognizes the persistent support for a liquefied natural gas pipeline. In her presentation of the Findings recommendation, she indicated that such a project's commercial and political liabilities make it an imperfect stand-alone solution. However, she did not rule out a pipeline transporting North Slope gas to Valdez, but instead returned the conversation to the TransCanada proposal's strengths, stating that a benefit to TransCanada's plan was the potential for a secondary line to Valdez. In this way, Alaskans could enjoy both the long term Alaska Highway pipeline project's exploration potential, with its employment and tax benefits, as well as localized LNG benefits.

Interest in an intra-state line was again acknowledged by the House of Representatives when it approved TransCanada's AGIA license. The House unanimously passed a Letter of Intent stating that the government was not to pursue a TransCanada pipeline into Canada to the exclusion of other potential projects, including a LNG component that would provide Alaskan communities with gas access. Instead, both an international pipeline and an intrastate line are to be encouraged.

At this point in time, greater momentum, and plausibility, can be found behind TransCanada's and Denali's international pipeline proposals. Both projects are expanding their workforces and work plans, including arrangements for engaging with Yukon First Nations. This fall in the Yukon, TransCanada plans to meet directly with First Nation communities to initiate discussions on economic participation agreements. Representatives from the Denali project plan to meet directly with Yukon First Nations on initial route definition discussions. Liquefied natural gas lingers as a potential adjunct to an Alaska Highway project, but is unlikely to stand as a North Slope strategy on its own.

RECENT PUBLICATIONS OF INTEREST

TransCanada's *Alaska Gasline Inducement* Act License Application

TransCanada's AGIA application discusses the company's proposed pipeline in detail. The application includes a general project description complemented by detailed financial, regulatory, construction, and operations plans. The application also considers the pipeline route, as well as likely timeframes for planning, construction, and operations. It can be viewed at www.gov.state.ak.us/agia.

Written Findings and Determination by the Commissioners of Natural Resources and Revenue for Issuance of a License under the *Alaska Gasline Inducement Act* (AGIA)

TransCanada Pipelines (Foothills) has successfully received an AGIA license to pursue the Alaska portion of a natural gas pipeline project. Their license application was reviewed by the Commissioners of Natural Resources and Revenue for feasibility and benefits to the state and Alaskans, and these findings were considered when the license was awarded. The executive summary of their findings is available at www.gov.state.ak.us/agia.

North Yukon Conceptual Oil and Gas Development Scenario and Local Benefits Assessment

Should an Alaska Highway pipeline be built, it may become economical to develop, produce and sell Yukon's own natural gas reserves. This development scenario has been developed by the Yukon Government to project plausible levels of oil and gas activities and assess the local benefits and challenges for the Yukon's people. The report can be found on the Energy, Mines and Resources website at www.emr.gov.yk.ca/oilandgas/publications.html.

AHAPC Topic I Workshop Report: Employment, Training and Business Opportunities Related to the Proposed Alaska Highway Gas Pipeline Project

AHAPC hosted a two-day Employment, Training and Business Opportunities workshop. This report summarizes the presentations and discussions had on employment opportunities, employment standards and conditions, industry-sponsored training opportunities, the contracting process, business development opportunities, the role of unions and communities, and the work of the Aboriginal Pipeline Group in the Mackenzie Gas Project. The report, as well as the full individual presentations, can be found at www.ahapc.ca/pages.aspx?id=17.

AHAPC Topic II Workshop Report: Environmental Assessment and Impact Statement Related to the Pipeline Project

In May 2008, the AHAPC hosted a two-day Environmental Assessment workshop. This report summarizes the presentations and discussions had on the environmental assessment process, the environmental impact statement, wildlife impacts and treatment, socio-economic impacts and treatment, cultural impacts and treatment, and First Nations' capacity issues with respect to an environmental assessment. The report, as well as the full individual presentations, can be found at www.ahapc.ca/pages.aspx?id=17.

AHAPC IN ACTION

The AHAPC is a coalition of seven First Nations along the pipeline's proposed route. Each member First Nation appoints a representative to sit on the Board of Directors, and the Board then gives direction to the three AHAPC staff.

AHAPC Board of Directors and Members

- Chief Ruth Massie (chair) - Ta'an Kwach'an Council
- Councilor Mary Jane Jim - Champagne and Aishihik First Nations
- Bill Webber - Kwanlin Dun First Nation
- Councilor George Shepherd - Carcross/Tagish First Nation
- Chief Liard McMillan - Liard First Nation
- Derek Loots - Kaska Dena Council
- Chief Wilfred Sheldon - Kluane First Nation

AHAPC Staff

- Pearl Callaghan - Operations Leader
- Shay Smart - Researcher
- Kirsti Muller - Office Manager

EXPRESSION OF INTEREST

The Alaska Highway Aboriginal Pipeline Coalition (AHAPC) is seeking qualified First Nation citizen consultants for its proposed "Guidelines Project."

The Project will develop three documents with respect to the proposed Alaska Highway gas pipeline project: 1) Guide to Establishing Respectful Relations with Yukon First Nations, 2) Guide to Developing Participation Agreements with Yukon First Nations, and 3) Guide to Yukon First Nation Participation in an Environmental Assessment. Expertise is sought in the following areas:

- Project management
- Policy, governance and constitutional law
- Communications
- Environmental and socio-economic assessment and regulatory review of major development projects
- Acquisition and management of Traditional Knowledge
- Cost/ benefit and capacity gaps analysis
- Community economic development planning

Interested parties are asked to contact Shay Smart, Researcher, at ahapc_researcher@northwestel.net or (867) 456-8331. Further information on the "Guidelines Project" will be provided, and interested parties are then asked to submit a detailed proposal as to how they will accomplish all or portions of the project. A team will then be formed.

5-YEAR WORKPLAN PRIORITIES OVERVIEW

Priority 1: Building in-house capacity:

1.1. Maintenance of an office and current staff: Operations Leader, Office Manager, Researcher

1.2. Acquisition of new staff: Communications Advisor and seven Community Liaison Workers (located in the communities)

Priority 2: Information sharing with Yukon First Nations, Industry and Other Governments:

2.1 Maintenance of the AHAPC web site and on-line information services

2.2 Animated presentations in communities that target citizens at-large

2.3 Facilitation of and participation in workshops and meetings

2.4 Publication of the AHAPC newsletter

2.5 Participation in industry conferences

Priority 3: Discussion papers on Yukon First Nation issues related to the pipeline project:

3.1 Significance of the Foothills Project and Northern Pipeline Act to Yukon First Nations

3.2 Employment and training opportunities

3.3 Business and revenue sharing opportunities

3.4 Other effects on Yukon First Nations

Priority 4: Guidelines for informed decision-making by Yukon First Nations on the pipeline project:

4.1 Guide to establishing respectful relationships with Yukon First Nations

4.2 Guide to developing participation agreements with Yukon First Nations

4.3 Guide to Yukon First Nation participation in the environmental assessment and regulatory review processes of the pipeline project

Priority 5: Assisting First Nation citizens and communities implement the guidelines.

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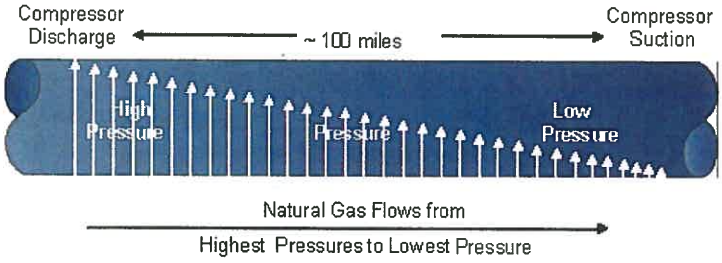
DID YOU KNOW?

Compressor Stations

It is more efficient to transport natural gas at high pressures. Since gas loses pressure because of friction with the inside of the pipe, compressor stations are placed along the pipeline to re-pressurize the gas.

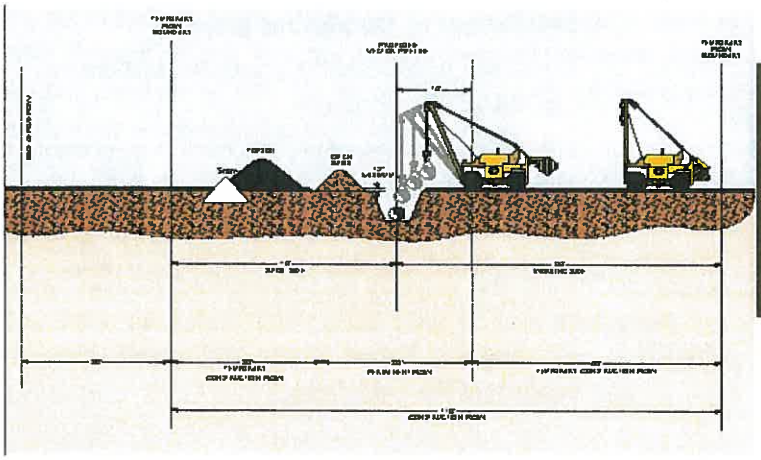


Approximately 5 psi are lost for every mile traveled by natural gas due to friction between gas and pipe.

Pressure loss is less when average pipeline pressures are higher.

Right-of-Way

A pipeline's right-of-way is the land that can be used for building, maintaining, and operating the pipeline. During construction, the right-of-way is particularly wide, because it must accommodate the open trench, equipment, and spoil, materials that are removed and then replaced as backfill.



Source: Natural Gas Pipeline Fundamentals – AHAPC Presentation, 2006. Enbridge Inc.

GLOSSARY

Alaska Gasline Inducement Act:
The legislation the Government of Alaska passed to encourage the harvesting of the North Slope's natural gas. The legislation provides inducements for building a pipeline, including development funds and a regulatory coordinator. In August 2008, TransCanada was awarded a license to pursue a pipeline under AGIA.

Gas Treatment Plant:
Before it can shipped on a pipeline, natural gas needs to be processed. For North Slope natural gas to be shipped on an Alaska Highway pipeline, it must first be filtered and dehydrated at a to-be-constructed Prudhoe Bay treatment plant.

Leaseholder:
Alaska oil companies do not own the oil or gas they harvest. Instead, they lease the right to harvest the oil or gas from [illegible] State, who retains ownership.

Liquefied Natural Gas (LNG):
Natural gas that has been chilled and compressed for ease and economy in transportation and storage. It has been proposed that Alaska's North Slope natural gas reserves be processed as LNG without needing a pipeline into Canada.

Northern Pipeline Act:
The legislation that awarded Foothills Pipe Lines, now owned by TransCanada Pipelines, access to land along the Canadian portion of the Alaska Highway to build a natural gas pipeline.

UPCOMING EVENT

The Yukon First Nations Labour Market Partnership is presenting the *Yukon First Nation Partnerships in Economic Development Conference* in Whitehorse from October 28 to 30. For more information, contact Rachael Lewis: rlewis@rlrmgroup.com. See www.ahapc.ca/calendar for a complete Calendar of Events.

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The AHAPC would like to thank all of those who contributed [illegible] publication; to the AHAPC members for their guidance and A[illegible] partners for their financial, technical and other in-kind contributions.