



What We Heard

Fire Service Outside of Municipal Boundaries

Synthèse des Commentaires

Services de protection contre les incendies hors
des limites de la ville

Government of
Northwest Territories
Gouvernement des
Territoires du Nord-Ouest



Le présent document contient la traduction française du résumé

If you would like this information in another official language, call us.
English

Si vous voulez ces informations dans une autre langue officielle, contactez-nous.
French

Kīspin ki nitawih̄tīn ē nīhīyawih̄k ōma ācimōwin, tipwāsīnān.
Cree

T̄h̄ch̄q̄ yatī k'èè. Dī wegodī new̄q̄ dè, gots'ō gonede.
T̄h̄ch̄q̄

?erih̄t'īs Dēne Sūh̄né yatī t'a huts'elk̄er xa beyáyatī thez̄q̄ zat'e, nuwe ts'ēn yólti.
Chipewyan

Edī gondī dehgáh got'ie zhatié k'éé edat'éh enahddh̄e nide naxets'é edah̄h̄.
South Slavey

K'áhshó got'ine xədə k'é hederī zed̄h̄t'íé yerīnw̄e ní dé dúle.
North Slavey

Jii gwandak izhii gin̄j̄k̄ vat'atr'ij̄h̄ch'uu zhit yīnoh̄than jì', diits'at ginoh̄kh̄i.
Gwich'in

Uvanittuaq̄ ilitchurisukupku Inuvialuktun, ququaqluta.
Inuvialuktun

ᑕᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ, ᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦᑲᑦ.
Inuktitut

Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.
Inuinnaqtun

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Executive Summary

SOMMAIRE

En mars 2021, le ministère des Affaires municipales et communautaires (MAMC) a tenu des séances de consultation publique concernant la prestation de services d'incendie de structure en dehors des limites municipales de Yellowknife, le long de la route 3 et la route 4 (route Ingraham) en réponse aux inquiétudes des résidents de la région liées à la décision de la ville de Yellowknife de réduire les services d'incendie dans ces zones. Les objectifs des séances de consultation étaient les suivants :

1. Obtenir des avis sur le niveau de sécurité incendie qui serait approprié et sur le niveau de service que les résidents des routes 3 et 4 appuieraient.
2. Clarifier le niveau actuel de service et de risque, les implications financières de la prestation de ces services, les options de prévention et de protection pour les résidents, et l'information relative à la couverture d'assurance, aux prêts hypothécaires, ainsi qu'aux taxes et frais de location du Gouvernement des Territoires du Nord-Ouest (GTNO).

Plus de cinquante personnes ont apporté leur contribution lors d'échanges en personne et en ligne, tenus du 28 au 30 mars, ou via un sondage envoyé par le ministère. Il y a 671 propriétés connues le long des routes 3 et 4. Leur nombre peut inclure des propriétés sans accès à la route.

La plupart des résidents ont indiqué qu'ils comprenaient les activités de lutte contre les incendies et de prévention des incendies autour de leurs propriétés et y participaient. Certains ont demandé au MAMC d'envisager la mise en place d'un programme visant à soutenir l'achat d'équipement de sécurité incendie. Nombre d'entre eux ont remis en question l'exactitude des chiffres liés aux coûts fournis dans le document [Services de protection contre les incendies hors des limites de la ville - Information pour les résidents](#) (voir annexe D). Le soutien ou la coopération des autres ministères du GTNO a également été commenté. Certains résidents ont indiqué qu'ils estimaient que les échanges avec le public n'avaient pas commencé assez tôt afin que les décisions soient prises avant le 1^{er} avril. La plupart des résidents n'étaient pas en faveur de frais ou taxes supplémentaires pour soutenir les services d'incendie.

Le MAMC a rapporté que la ville de Yellowknife avait indiqué qu'elle conserverait les ambulances et le secours routier (y compris les incendies de véhicules) sur les routes 3 et 4 après le 1^{er} avril 2021. Le ministère a également fourni de l'information générale sur les primes des assurances et les prêts hypothécaires en ce qui concerne le changement du niveau de service. Le MAMC a également indiqué qu'il aborderait les inquiétudes soulevées par les résidents avec d'autres ministères du GTNO qui peuvent avoir un rôle ou un intérêt dans la protection contre les incendies en dehors des limites de Yellowknife.

Le MAMC a accepté de publier un rapport « *Ce que nous avons entendu* » sur les échanges avec le public d'ici le 30 Avril 2021.

EXECUTIVE SUMMARY

In March 2021, the Department of Municipal and Community Affairs (MACA) held public engagement sessions on structural fire service delivery outside of Yellowknife municipal boundaries along Highway 3 and Highway 4 (Ingraham trail) in response to area residents concerns related to the City of Yellowknife's decision to reduce fire services in these areas. The objectives of the engagement sessions were:

3. To seek input on an appropriate level of fire safety and what level of service residents along Highways 3 and 4 would support.
4. To provide clarity on the current level of service, risk and financial implications of service delivery, fire prevention and protection options for residents, and accurate information surrounding insurance coverage, mortgages, Government of the Northwest Territories (GNWT) taxes and lease fees.

Over fifty (50) individuals provided input through in-person / online engagement sessions held March 28-30 or through a survey issued by the Department. There are 671 known properties along Highways 3 and 4. The number of properties may include properties without road access.

Most residents indicated that they understood and actively participate in activities related to fire smarting and fire prevention around their properties. Some asked MACA to consider the establishment of a program to support the purchase of fire safety equipment. Many questioned the accuracy of the cost figures provided as part of the [Fire Service Outside of Municipal Boundaries – Information for Residents](#). (See Appendix D) Support from or cooperation with other GNWT Departments was also commented on. Some residents indicated that they felt that the public engagement did not begin soon enough so that decisions could be made by April 1. Most residents were not in favour of additional fees or taxes to support fire services.

MACA reported that the City of Yellowknife indicated that it would continue with ambulance and highway rescue (including vehicle fires) on Highway's 3 and 4 after April 1, 2021. The Department also provided general information on insurance premiums and mortgages related to the change in level of services. MACA also indicated that it would discuss the concerns raised by residents with other GNWT Departments that may have a role or interest in fire protection outside Yellowknife boundaries.

MACA agreed to publish a *What We Heard Report* on the public engagement by April 30, 2021.

Summary of Public Engagement

On September 14, 2020 the City of Yellowknife announced amendments to their level of service for the Yellowknife Fire Division (YKFD) which would go into effect on April 1, 2021. They indicated that effective that date, YKFD would no longer respond to fire-related emergencies outside of the Yellowknife municipal boundary, which includes Highway 3 and 4. The City clarified that:

- YKFD would continue to assist the Government of the Northwest Territories (GNWT), Department of Environment and Natural Resources (ENR), as outlined in a long-standing Memorandum of Understanding (MOU) between the City and ENR. This MOU states that the City will respond to structural fires to the extent that resources are available when ENR determines a risk of spreading to the wildland during forest fire season and requests the City's involvement.
- The City will also continue to provide service to Dettah under a separate agreement.
- Emergency medical services and vehicle rescue would continue and are not affected by this amendment to the YKFD Level of Service.
- In response, the Department of Municipal and Community Affairs (MACA):
 - Held discussions with City officials to gain an understanding of the factors they considered in developing their amended Level of Service.
 - Engaged with other GNWT Departments on the possible impacts of the change in service levels.
 - Undertook cross-jurisdictional research on rural fire services in other areas of Canada.
 - Investigated possible mortgage and insurance premium considerations.
 - Developed the [Fire Service Outside of Municipal Boundaries – Information for Residents](#) described below.

On March 23, 2021 Municipal and Community Affairs (MACA) announced the launch of a public engagement on structural fire service delivery outside of Yellowknife municipal boundaries along Highway 3 and Highway 4 (Ingraham trail) in response to resident concerns related to the City of Yellowknife's decision to reduce fire services in these areas.

The objectives of the engagement were:

1. To seek input on an appropriate level of fire safety and what level of service residents along Highways 3 and 4 would support.
2. To provide clarity on the current level of service, risk and financial implications of service delivery, fire prevention and protection options for residents, and accurate information surrounding insurance coverage, mortgages, GNWT taxes and lease fees.

MACA developed the [Fire Service Outside of Municipal Boundaries – Information for Residents](#) to provide information and initial research on the issue. This document was posted to MACA's website on March 23, 2021. Advertising and public announcements were posted on the same day and email messages were sent inviting residents of Highway 3 and 4 to provide input on fire services.

The public engagement included:

- Four in-person / online opportunities for residents to meet with Department officials to seek information and provide input and concerns,
- A sixteen-question survey seeking input from residents,
- An email address - WhatWeHeard-MACA@gov.nt.ca to provide residents with an opportunity to provide the Department with comments or questions.

The *What We Heard* report will be available on the MACA website on April 30, 2021. Residents that provided an email address will be also sent a copy of the report.

Engagement Participation

ENGAGEMENT ACTIVITIES – SUMMARY OF RESIDENT PARTICIPATION

Event	In-Person	Online
March 28, 2021 – 2:00 p.m. Chief Drygeese Centre – Dettah, NWT	Eight (8) residents attended the public meeting in-person.	Nine (9) residents participated online.
March 28, 2021 – 6:00 p.m. Chief Drygeese Centre – Dettah, NWT	Seven (7) residents attended the public meeting in-person.	Four (4) residents participated online.
March 29, 2021 – 6:00 p.m. Chief Drygeese Centre – Dettah, NWT	Seven (7) residents attended the public meeting in-person.	Twelve (12) residents participated online.
March 30, 2021 – 6:00 p.m. Chief Drygeese Centre – Dettah, NWT	No residents attended the public meeting in-person.	Eight (8) residents participated online.
Public Survey	One (1) survey was completed and delivered in hard copy to MACA.	29 surveys were completed online.
Estimated Total Number of Participants²		56

¹ Residents are defined as individuals who self-identified as year-round or seasonal occupants of a property on Highway 3 or 4 outside of the municipal boundaries of the City of Yellowknife.

² Some residents choose not to identify the location of their property, to remain anonymous (survey or online), and some attended sessions as well as completing the survey. As a result, it is not possible to confirm exact participation numbers. The estimated total was determined by reviewing the distinct number of email addresses provided.

DEMOGRAPHIC INFORMATION – PROPERTY TYPE

Location	Leased Properties	Titled Properties	Assessed but Untenured Properties ¹	Other ²	Total	Accessible Properties ³
Highway 3	32	0	58	0	90	Not provided
Highway 4 (Ingraham Trail)	320	78	66	117	581	Estimate of 300
Total	352	78	124	117	671	

¹ 'Assessed but Untenured Properties' are those that have been assessed under the Property Taxation and Assessment Act but where land tenure has not been confirmed.

² 'Other' includes GNWT leases (vacant and occupied) and properties transitioning from untenured to leases.

³ The City of Yellowknife estimates that 300 properties are accessible from Highway 4. No estimate was provided for Highway 3.

Levels of Service for Fire Protection in the NWT

MACA has developed levels of service for fire protection that communities may choose to adopt depending on local risk and capacity. Fire service levels range from prevention based involving scene safety and security to higher risk professional level which may involve actions such as interior firefighting and rescue operations. All fire ground related decisions and activities are based on response time, incident risk assessment, member training, available resources, and other circumstantial factors that are considered by fire department officials.

The Yellowknife Fire Division is currently operating at a level 4 – Professional Firefighting Service. Many NWT communities offer Level 1 service or choose not to provide the service.

A description of the levels of service available to communities is provided below. In addition to these levels, it is recommended that every community adopt a local public fire safety education program.

DEFINING LEVELS OF SERVICE

Level 1: Basic (Prevention Based)

This level of service provides responders with the necessary training and skills to keep residents safe during fire events that have progressed beyond small manageable fire incidents. Scene safety and security is applied where no firefighting level of service exists.

- Basic scene safety and security training to conduct hazard assessments, incident scene management, and personnel accountability.
- Note: fire suppression activities are not conducted at this level.

Level 2: Standard (Defensive - Level I, II, III)

This level of service involves a necessity for the appointment of key administrative positions, a bylaw that outlines authority and responsibilities, infrastructure, equipment, personnel, firefighter training, standard operating procedures, preventative maintenance program, and an appropriate budget to develop and maintain the service in alignment with the NWT Safety Act and Regulations and the Workers Safety and Compensation Commission Firefighters Code of Practice.

- Basic training to conduct fire suppression activities from a defensive posture only.
- Duties are performed from the exterior of the structure and away from areas that may be immediately dangerous to life and health (IDLH).
- Defensive Level II training includes safe response, scene security and exposure protection activities.
- Defensive Level III training is required prior to engaging in proximity structural firefighting activities.
- Defensive Operations: Actions that are intended to control a fire by limiting its spread to a defined area, avoiding the commitment of personnel and equipment to dangerous areas.

Level 3: Advanced (Offensive)

This level of service incorporates all the elements of Level 2 with increased safety requirements in each of the critical areas established under the defensive level of service.

- Training to conduct fire suppression activities from a defensive or offensive posture.
- Advanced firefighter training is required prior to engaging in offensive / interior operations.
- Offensive Operations: Involves the assignment of a team of firefighters to enter a structure and attempt rescue and fire suppression activities.

Level 4: Professional (NFPA 1001 certification)

This level of service includes all structural firefighting skills and knowledge. It also incorporates certification in other specialized areas such as hazardous materials and vehicle extrication.

- Training to conduct fire suppression activities from a defensive or offensive posture.
- Training may include additional/specialty service.
- All NFPA 1001 training modules must be completed for professional firefighter certification.

What We Heard

The input received from residents during the engagement sessions is summarized by topic area below.

MACA representatives also provided information and responses to questions during the engagement sessions and in some areas committed to provide additional details through this report. These are also included by topic area below.

LEVEL OF SERVICE CHANGES ON APRIL 1, 2021

The City of Yellowknife posted this announcement on March 29, 2021.

Yellowknife Fire Division Level of Service Changes Effective April 1, 2021

Posted on Monday March 29, 2021

The City of Yellowknife would like to remind residents that amendments to the Level of Service for the Yellowknife Fire Division (YKFD) will go into effect on April 1, 2021. As of this date, the YKFD will not respond to fire-related emergencies outside of the Yellowknife municipal boundary, which includes Highway 3 and 4.

YKFD will continue to assist the GNWT, Department of Environment and Natural Resources (ENR), as outlined in a long-standing Memorandum of Understanding (MOU) between the City and ENR. This MOU states that the City will respond to structural fires to the extent that resources are available when ENR determines a risk of spreading to the wildland during forest fire season and requests the City's involvement. The City will also continue to provide service to Dettah under separate agreement.

Emergency medical services and vehicle rescue continue and are not affected by this amendment to the YKFD Level of Service."

City of Yellowknife announcement –
<https://www.yellowknife.ca/en/Modules/News/index.aspx?page=2&newsId=9c7758dd-e603-47da-a64a-7a1b03109514>

City of Yellowknife Fire Division Level of Service –
[https://www.yellowknife.ca/en/city-government/resources/Departments/Public Safety/Fire Division/Yellowknife-Fire-Division-Level-of-Service.pdf](https://www.yellowknife.ca/en/city-government/resources/Departments/Public%20Safety/Fire%20Division/Yellowknife-Fire-Division-Level-of-Service.pdf)

The City of Yellowknife has advised that the Yellowknife Fire Division (YKFD) will discontinue responding to structural fires on Highways 3 and 4. The City also confirmed:

- That YKFD would continue with ambulance and highway rescue services (including vehicle fires) on Highways 3 and 4.
- That YKFD is planning to continue supporting the Department of Environment and Natural Resources under the terms of their existing MOU during wildfire season.
- That YKFD is planning to continue supporting fire service for Dettah under the terms of their current agreement with the Yellowknives Dene First Nation.



“Will the City still respond to highway crashes?”

Some residents asked, “What happens when there is a structural fire on Highway 3 or 4 after April 1, 2021?”

- After April 1, Highway 3 and 4 residents should still call 9-1-1 for emergencies including structure fires. Similar to other regions in the Northwest Territories which do not have fire response capabilities, the NWT 9-1-1 service will provide life safety instructions to the caller to ensure their safety and the safety of by standers. NWT 9-1-1 will also source the appropriate first response for the situation. In the absence of a City of Yellowknife fire response, this could mean the RCMP or GNWT officials to ensure public safety at the site is maintained.

SAFETY AND PREVENTION

- Most residents understood and actively participate in activities related to fire smarting and fire prevention.
- Some residents attending in-person sessions expressed their appreciation for the fire safety related materials provided by MACA.
- Several residents suggested the establishment of a grant or low interest loan program by MACA to assist them with the purchase of fire suppression and fire safety equipment, i.e. exterior sprinkler systems, hoses, pumps, fire extinguishers etc.
- Some residents recommended that others consider acquiring specific fire protection / firefighting equipment.
- Some residents asked about addressing for rural properties so the emergency services would be able locate persons experiencing emergencies.

Addressing for Rural Properties

Post Engagement Update: 9-1-1 Dispatch and RCMP advise that they are currently using an existing older addressing system in combination with land marks, common reference points and mile markers to assist accuracy in locating properties experiencing emergencies in rural areas.

9-1-1 also has access to GPS positioning through the cellular system and the What3Words App, available online at no cost.

Fire Safety – Best Practices

Many NWT residents have chosen to build in remote areas where access to fire services maybe limited or unavailable. The GNWT recommends that building owners in these situations consider:

- Fire smarting their property. ENR has many tips on how to do this.
- Having immediate access to portable fire extinguishers and/or other firefighting equipment that they can apply safely.
- Install smoke and carbon monoxide detectors to provide early notification to a fire or presence of carbon monoxide (change the batteries regularly)
- Undertaking preplanning with neighbours to coordinate available resources and to assist each other with prevention and protection.

“Is there a possibility for MACA to create a fire protection equipment incentive program?”

PROVISION OF A FIRE SERVICE

- Many residents asked questions about the cost estimates provided in the [Fire Service Outside of Municipal Boundaries – Information for Residents](#). Some residents challenged the validity of these figures.
- No residents appeared to indicate support for paying new fees or taxes at the levels outlined in the information document
- Residents without road access were very opposed to paying any new fees or taxes.
- Most residents wanted assurance that they would have a say in any decisions related to the consideration of new fees or taxes.
- Some residents questioned MACA’s estimates of the population along Highways 3 and 4.¹
- Most residents indicated that they understood that any fire service that might be provided would likely only involve defensive firefighting to prevent the spread of fire to other buildings or the hinterland.
- Some residents asked about the fire service in Dettah.
 - MACA indicated that the Dettah Fire Department has not developed to a stage where they can respond to active fires at this time. MACA continues to support the Yellowknives Dene First Nation’s (YKDFN) ongoing efforts to develop and grow their own Fire Department.

“The numbers projected by the information document are extremely undesirable. I would be unable to retire in the NWT as planned.”

- Some residents asked if MACA could provide training for residents if they established a volunteer fire service.
 - MACA explained the complexity and costs associated with establishing and delivering fire services. In addition, officials explained requirements outlined in the NWT Safety Act and Workers Safety and Compensation Services Firefighters Code of Practice.

Fire Service – Cost Estimates Explained

When MACA developed the [Fire Service Outside of Municipal Boundaries – Information for Residents](#), it asked the City of Yellowknife to provide preliminary estimates associated with continuing the current level of service. The City estimated these to be are \$1.7 million start-up costs (for new infrastructure and equipment) plus an additional \$1.2 million annually. These figures do not include response costs.

In applying these additional estimates to residents, it was estimated that this would result in each owner being responsible to pay \$5,666 in the first year and \$4,000 in each subsequent year plus response costs. These figures were based on an estimated 300 properties that are fully accessible by road along Highways 3 and

¹ MACA agreed to provide updated figures in this report, see the section titled ‘Engagement Participation.’

INSURANCE

- Some residents asked questions about the impact the change in fire service might have on their insurance premiums. Many residents had either already consulted their providers or plan to do so in the near future. Some residents were already aware that their plans assumed no fire service in the premium calculation.
- MACA indicated that according to the Fire Underwriters Survey the discontinuation of Fire Service by the City of Yellowknife should not impact insurance premiums as all structures outside Yellowknife municipal boundaries are already considered unprotected.
- MACA strongly recommended that residents review their individual insurance policy with their provider, so they fully understand their policy limitations and to ensure they have adequate coverage for their property and belongings.

Fire Underwriters Survey – Dwelling Protection Grade

The Fire Underwriters Survey – Dwelling Protection Guide (DPG) is one means used by Insurance companies to determine premiums. The DPG is a numerical system scaled from 1 to 5. One (1) is the highest grading possible and 5 indicates little or no recognized public fire protection. Dwellings beyond an 8-kilometer radius are considered ‘unprotected’ by the Fire Underwriters Survey. The distance from the Yellowknife fire hall to all structures outside the City limits on Highways 3 and 4 is greater than 8 kilometers.

MORTGAGES

- MACA indicated that its understanding is that the absence of fire protection services outside of community boundaries has no impact of resident property mortgages. However, the Department strongly recommended that owners discuss their individual circumstances with their respective financial institution to validate this view.

HAMLET OR IMPROVEMENT DISTRICT

- Some residents asked questions about the process related to the establishment of a Hamlet, how it would be financed and what responsibilities it would have.
- Of those who expressed an opinion, no residents appeared to be in support of the establishment of a Hamlet.
- Some residents asked questions about the process related to setting up a *development area* through which fire services could be established or provided under the Area Development Act.
- Of those who expressed an opinion, no residents appeared to be in support of the establishment of a *development area*.

“What is stopping the Ingraham trail from establishing a Hamlet? Could the Hamlet just decide to provide fire service and that’s it?”

Creating a Hamlet or Improvement District

Under the Hamlet’s Act consideration can be given to the creation of a new Hamlet when 25 residents petition the Minister to do so. The Act outlines the responsibilities Hamlet must and may undertake.

Under Section 35 of Canada’s Constitution, consultation with the Indigenous governments in the area would be required.

Under the Area Development Act, a development area can be established to regulate the orderly development services including fire protection.

In both Acts, mechanisms are in place for residents to provide input and express opinions before final decisions are made.

WHAT HAPPENS IN OTHER RURAL AREAS OF THE NWT AND CANADA?

- Some residents asked about rural fire services in other areas of the NWT and Canada.
 - MACA indicated that the most common types of rural fire services were:
 - Regional services developed by and for rural areas adjacent to each other,
 - Agreements whereby larger centres provide service to adjacent rural areas for a fee.
- MACA indicated that:
 - In both cases, residents receiving services bear the costs associated with the service provided. Fees may be contained in agreements, Memorandums of Understanding (MOUs), bylaws or taxes which provide the legal means for the collection of funds.
 - Where a tax or other means of collection to pay for services has been refused by residents, structural fire response services are not in place and associated losses are borne by residents and/or the insurance industry.

FireSmart

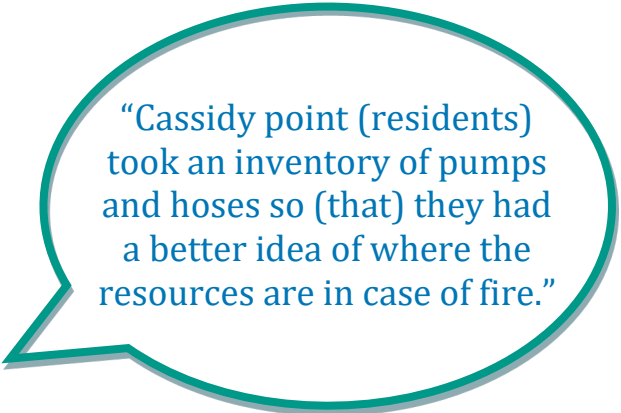
How FireSmart® can help. FireSmart recommendations reduce the risk of wildfire to your property, community and neighbourhood, and help firefighters to defend your home.

The Government of the Northwest Territories (GNWT) provides FireSmart information and workshops to help communities, industry and homeowners reduce the threat of wildfire.

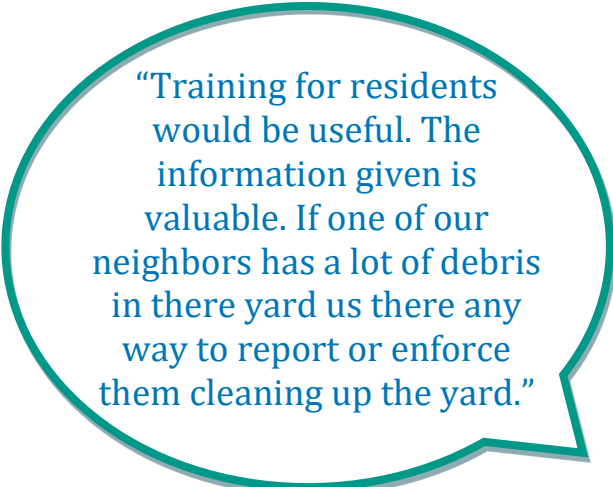


MACA'S ROLE

- Some residents questioned MACA's role in supporting fire departments in other NWT communities.
- MACA indicated that its role is to work with communities to build local fire service capacity in response to reported fires. MACA does not provide fire services anywhere in the NWT.



“Cassidy point (residents) took an inventory of pumps and hoses so (that) they had a better idea of where the resources are in case of fire.”

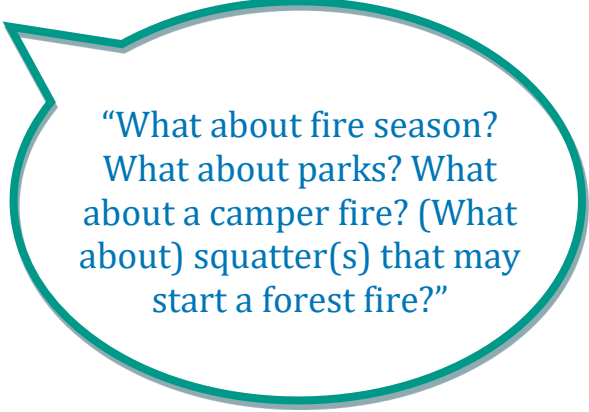


“Training for residents would be useful. The information given is valuable. If one of our neighbors has a lot of debris in their yard us there any way to report or enforce them cleaning up the yard.”

- MACA also indicated that:
 - The Department does provide community governments with core funding for municipal services.
 - Community government legislation in the NWT (and the rest of Canada) does not require local governments to establish a firefighting service. In the NWT some communities have chosen not to do so and as a result do not have operational fire departments.
 - Community governments have the ability under existing GNWT legislation, bylaws, and policies to determine the delivery, if any, of fire services inside and outside of their community boundaries including determining the level of service to be provided and establishing cost recovery mechanisms.
 - When a community government seeks assistance with establishing or continuing to operate a fire department MACA provides support and guidance in the establishment of fire service foundational elements in alignment with industry best practices, the Firefighters Code of Practice and the *NWT Safety Act*.
 - MACA indicated that further discussions would be required if similar support were requested by a rural residents' association or similar group organization outside of a community government structure.

OTHER SUPPORT FROM THE GNWT

- Some residents asked the GNWT to consider the following support for residents of Highway 3 and Highway 4:
 - Infrastructure (DOI) – by clearing brush and other flammable materials from the right-of-way zones along NWT highways and GNWT maintained roads.
 - Industry, Tourism and Investment (ITI) - consider sharing or cooperating on the use of NWT Park fire safety equipment with rural groups (i.e. the Cassidy Point Residents' Association).
 - Environment and Natural Resources (ENR) – continue providing advice and workshops on reducing the risk of wildfire through the FireSmart program and provide information to residents on the timing of brush clearing to reduce potential impacts on wildlife including bird nesting activities.



“What about fire season? What about parks? What about a camper fire? (What about) squatter(s) that may start a forest fire?”



“Fire bans need to be enforced area wide not just in parks and municipal boundaries. Enforcement is extremely important.”


- Some residents asked if the Yellowknife Airport Fire Department could assist the City Fire Department. MACA indicated that the airport's existing resources are required and designed to meet the requirements of the Canadian Aviation Regulations and that they are not mandated to provide structural fire coverage outside of its facilities (see [Fire Service Outside of Municipal Boundaries – Information for Residents](#) in Appendix D for more information).
- Several residents raised concerns of fires outside of Territorial Parks during high wildfire and pointed out a gap in Territorial Legislation related to 'fire bans.' MACA representatives were told that they only apply inside municipal boundaries and Territorial Parks.
- Some residents asked if lease holders could be required to fire smart their properties.

POST ENGAGEMENT UPDATES

The following updates were provided after the Public Engagement exercises was completed:

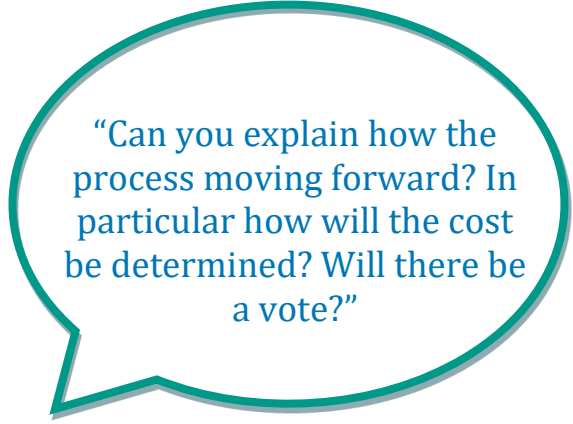
1. DOI has confirmed that it will continue to maintain the right of ways on highways and GNWT maintained roadways according to standards set by the Transportation Association of Canada.
2. ENR indicated that fire smarting activities should only be undertaken in the fall or winter to avoid impacts on wildlife. ENR also indicated that they will continue to support residents with fire smarting advice and information. Additional information is available from the Department.
3. ENR has confirmed that it has the authority to implement fire bans when required. Additional information is available from the Department. ENR has also confirmed that it has authority to enforce clean-ups of human caused hazards such as slash piles that may pose a fire risk.
4. The Department of Lands has confirmed that lease holders are required to maintain their properties to the standards outlined in their lease agreements. They are also working on approved approach to unauthorized occupants. Additional information is available from the Department.
5. ITI has confirmed that they do not have an inventory of firefighting equipment stationed in the parks, however they continue to take preventative measures to reduce the risk of fires in the Territorial Parks which include, fire smarting, monitoring campfire sizes in approved fire pits, and portable fire sprinkler pumps on each of the water buildings.

Post Engagement Report



“Consultation is late in occurring. If consultation came earlier residents could have had more time to plan.”

- Some participants indicated that they felt that the public engagement did not begin soon enough so that decisions could be made by April 1.
- Some participants indicated that would have appreciated a formal presentation on the issue prior to the start of the question/comment period during each session. They felt that a presentation would have better prepared them for a discussion.
- Most participants showed a level of understanding that came from reading the available MACA materials before the sessions.
- MACA indicated that in preparation for the engagement exercise it:
 - Held discussions with City officials to gain an understanding of the factors they considered in developing the amended Level of Service for YKFD.
 - Engaged with other GNWT Departments on the possible impacts of the change in service levels.
 - Undertook cross-jurisdictional research on rural fire services in other areas of Canada.
 - Investigated possible mortgage and insurance premium considerations.
 - Developed the Fire Service Outside of Municipal Boundaries – Information for Residents.
- MACA indicated that a 'What We Heard' report would be issued by April 30.
- MACA also indicated that digital copies of the 'What We Heard' report would be sent to any resident who provided an email address through the Public Engagement.



“Can you explain how the process moving forward? In particular how will the cost be determined? Will there be a vote?”

WHAT'S NEXT?

MACA indicated that once the 'What We Heard' report was completed the Department will assess the results of the engagement process and advance through the normal GNWT processes any recommendations it may have.

There is no current timeline for this work, but the Department understands the importance and timeliness of this work. The safety of residents is a priority for the GNWT and regardless of the outcome of this work MACA is committed to working with Highway 3 and 4 residents to improve fire safety and protection of their property.

THANK YOU



Fire safety is an important matter for residents all across the Northwest Territories including many who live or own properties outside of community boundaries. Resident input is extremely valuable and an important part of assisting MACA in its planning in this area.

The Department of Municipal and Community Affairs would like to acknowledge and thank all of those who took the time to participate in the engagement process and or provide input to the Department on the changes to fire service for residents along Highway 3 and 4 outside of Yellowknife.

Appendix

APPENDIX A – PUBLIC SESSION ATTENDANCE

Online/Virtual

Date & Time	Tickets Sold
Sunday, 28 March 2021 2:00 PM	 9/100
Sunday, 28 March 2021 6:00 PM	 4/100
Monday, 29 March 2021 6:00 PM	 12/100
Tuesday, 30 March 2021 6:00 PM	 8/100

Total - 33

In-Person

Date & Time	Tickets Sold
Sunday, 28 March 2021 2:00 PM	 8/19
Sunday, 28 March 2021 6:00 PM	 7/19
Monday, 29 March 2021 6:00 PM	 7/19
Tuesday, 30 March 2021 6:00 PM	 2/19

Total – 24

APPENDIX B - STATISTICAL SUMMARY OF SURVEY DATA

Survey Responses by Area	
Highway 4 (Ingraham Trail)	29
Highway 3	1
Total Survey Responses	30

Common Themes/Suggestions from Survey

1. MACA support for Hwy 3 & 4 volunteer fire department (mentioned in 3 surveys)
2. Deal with the funding gap/City of YK to resume services (mentioned 3 times)
3. Initiatives/grants/subsidies to promote home improvements/use of non-combustible roof material and siding, and/or to support the purchase of fire prevention equipment (pumps, hoses, etc.) – mentioned 3 times.
4. Increase fire prevention/protection knowledge and residents to initiate their own fire protective measures on their property (mentioned twice)

For/Against Summary

Items from the survey where a significant number of responses either for or against the question presented:

1. How long does it take to drive from Yellowknife City Limits to your property?
30-45 minutes - 67%
2. Is your property accessible by road?
Yes - 80%
3. Do you believe that the reduction in fire service might affect your insurance?
No - 69%
4. Would you be willing to pay taxation fees for service to be able to maintain fire service?
Strongly Disagree - 55%
5. What would you be willing to pay annually to receive fire service (not including the cost of a call out)?
Nothing - 83%
6. Given the information above, what level of service would you consider appropriate for Highways 3 and 4?
Level 2 Defensive - 46%
7. Are you interested in receiving these resources (FireSmart, etc)?
Yes - 86%

Q16 – Do you have any other suggestions or ideas regarding fire services in rural areas?

- “MACA support (for) a volunteer fire department with equipment for highways 3 and 4”
- “Deal with the perceived funding gap with the City of Yellowknife so that the stop contracting the services they are willing to provide; and don’t transfer that burden to 300 residents. The reality is that there are very few instances where the fire hall will be able to save a structure. Although it happened in March 2021 for the first time that I am aware. What the service does provide is knowledge that help is coming which may prevent residents from putting themselves in a dangerous situation to save lives or property. It may not be in the term of this government but at some point there will be a fatality as a direct result of the inability to provide a reasonable resolution to this issue. I wish I could provide a solution, unfortunately I can’t. What I can say is that it is not one of those presented in this report.”
- “Your engagement is very late in the game and as a result causes undo stress. This should have happened 6 months ago – poorly designed survey. The numbers assume 300+ people along the trail have the financial resources to make \$4000-\$6000/year annual payments and still have the resources to pay call out fees. Too many assumptions here. Do you know what the estimated annual incomes are for people living outside YK? Likely homeowners are better off FireSmarting and taking all the precautions on their own.”
- “The biggest cost other than manpower is the equipment to help fight the fire quickly. A well trained volunteer fire department with equipment would work.”
- “I feel that the people who live on Highway 3 and 4 shop and purchase all of their stuff and products in the City which is a big support to City businesses. I don’t see why they are now refusing to serve us even if it was a user pay if required.”
- “Examine whether airport fire fighters could support and fill any gaps in service if the City firefighters have a crew out on the Ingraham Trail. They have many rural-residential neighborhoods. I think Ingraham Trail residents would consider paying additional costs up to a certain amount if they knew if would support a defensive level of fire support. But more importantly. I think ambulance service are most critical to those at their cabins. I would support ambulance only services over a huge cost for firefighting services. Ambulance is most important.”
- “Initiatives to replace siding and roofs with metal material.”
- “I wish I did”
- “Those residents whose properties are not accessible by road should be exempt from any costs associated with fire service.”
- “Maybe an incentive program in rural areas to help with prevention equipment.”
- “Support volunteer based response committees for each of the four larger ‘residential areas’ along HWT 4 such as Pontoon, Prelude East, Prelude West and Prelude Main. Each area could have a heated storage building with a water tank on a trailer, water pump, hoses and a large commercial fire extinguisher such as the ones used at the airport for planes.”
- “Extend fire services to Cassidy Point since it’s the same distance from the City to Dettah

and that community will continue to receive fire services.”

- “Similar to those without road access, and given there is no available GNWT funding to support these areas, and the excessive fees associated with the City of Yellowknife’s response, prevention and protection efforts applied by residents and supported to the extent possible by the GNWT is the key to preventing loss. In addition, the provision of insurance coverage and ensuring having adequate insurance for property damage is critical.”
- “In my opinion one of the greatest potential threats is the current policy regarding burn bans. At present the bans only apply within the municipal boundaries and Territorial Parks. It is completely legal to have a fire outside those boundaries and that is absolutely ludicrous. A burn ban should be a total ban, applied across an entire area when a dangerously high forest fire hazard exists.”
- “Don’t use time & \$ on prevention based as it is already practiced by the leaseholders and property owners along Ingraham Trail, we have had a lot of “FireSmart” info disseminated over the years and as well, the lease inspectors can and have kindly pointed out aspects which I as the leaseholder can invoke improved fire safety. May an annual ad in the paper and/or a posting on social media would suffice. I would point out that many leaseholders whose leases specify “seasonal recreational purposes only” have chosen to ignore this and build residences that they occupy all year as their primary home. Due to this, there may be an expectation that firefighting services should be available. For myself as a leaseholder with a recreational seasonal use cabin, I don’t need or want firefighting services that will cost me any \$...it’s enough keeping up with the taxes and lease fees. This is all on the heads of the Govt of Canada and now the GNWT since the “seasonal recreational purposes only” has not been enforced in the past 35 years, shame, we are creating a lawless society that can only result in a failure of our social structure.”
- “It is a misrepresentation to state that the costs of providing firefighting services should be born just by residents of Hwy 3&4. You have already stated that there is an MOU with the GNWT for fighting ‘wildland’ fires that might occur. We are all aware that the Ingraham Trail is an ‘old growth’ corridor which is very susceptible to catching fire and spreading from a structural fire which the City might not decide to fight. It would be more accurate to state that funding fire services on the Trail benefits the Residents AND the GNWT (ENR) & GNWT Parks (ITI). Therefore, the cost of providing this service should be a TRIPARTITE responsibility (including GNWT) and not just placed on the shoulders of Trail residents.”
- “There should be a subsidy for cabin owners and residents to purchase fire prevention items such as sprinklers, etc. There needs to be more fire prevention education and what to do in case of a fire.”
- “It seems absurd that MACA would consider any other solution that funding the City of Yellowknife to provide Level 2 fire services for structures within 40 kilometers of Yellowknife, with appropriate road access. MACA has been holding up funding as an insurmountable obstacle. Having worked for the GNWT for 30 years, and having written successful funding submissions, I know that the lack of funding is not an excuse for inaction. There are avenues to get funding so the very least MACA can do is try.”
- “Not at the moment. My husband is working on something and will submit as soon as possible.”

APPENDIX C – YELLOWKNIFE FIRE RESPONSE – INGRAHAM TRAIL 2010-2020

Year	# of Calls	Structure Type	Scene on Arrival
2010	No Calls		
2011	2	Old Mine structure	
		Outhouse	Ashes on arrival
2012	1	Add-on water shack attached to home;	Damage to delta side of home
2013	No Calls		
2014	2	Detached Generator shed	Collapsed on arrival
		Tool shed (wood stove)	Collapsed on arrival
2015	1	Garage	Extinguished prior to arrival
2016	1	Recreational cabin	Collapsed on arrival
2017	1	1200 sq ft home	Collapsed on arrival
2018	1	Outhouse	Embers on arrival
2019	2	Generator Shed	Embers on arrival
		Generator Shed	Fully involved on arrival
2020	2	Generator Shed	Extinguished prior to arrival
		Generator Shed attached to home	Unable to stop spread of fire - home lost

**APPENDIX D – FIRE SERVICES OUTSIDE OF MUNICIPAL BOUNDARIES
– INFORMATION FOR RESIDENTS**



FIRE SERVICE OUTSIDE OF MUNICIPAL BOUNDARIES

**INFORMATION FOR
RESIDENTS**

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INTRODUCTION

The Government of the Northwest Territories (GNWT) is engaging residents on Highway 3 and Highway 4 (Ingraham trail) to develop an appropriate approach in response to the City of Yellowknife's recent decision to reduce fire services in these locations. MACA intends to engage area residents and seek input on a desired and appropriate level of service, and how that service could be established and funded. Once completed, the GNWT will update area residents on findings and outcomes.

OBJECTIVES

1. To provide clarity on the current level of service, risk and financial implications of service delivery, fire prevention and protection options for residents, and accurate information surrounding GNWT taxes, lease fees, insurance coverage, and mortgages.
2. To seek input on an appropriate level of fire safety and what level of service residents along Highways 3 and 4 would support.

BACKGROUND

Fire safety is everyone's responsibility. All residents are expected to take necessary precautions to prevent fires and protect their property, including ensuring adequate insurance coverage, understanding what hazards are present, and taking action(s) necessary to reduce risks to their personal safety, property and belongings.

Fire services are under the authority of community governments and it is their decision as to whether they extend fire (or any other) services outside of their boundaries.

In the fall of 2020, the City of Yellowknife defined their level of service for fire protection and decided to limit structural fire protection services on Highway 3 and Highway 4 (Ingraham Trail) beginning April 1, 2021.

The Department of Municipal and Community Affairs' (MACA) role is to work with community governments to build local fire service capacity. Similar to other jurisdictions, the GNWT does not provide structural fire protection services anywhere in the NWT.

In working with the City of Yellowknife, it has become clear that the current level of risk and the financial impact of extending fire service outside of municipal boundaries make the current level of service unsustainable. The City of Yellowknife's decision to limit service is a direct reflection of that reality. The City has indicated that providing these services along Highways 3 and 4 stretches available resources too thin, ultimately leaving citizens less protected. Barriers also exist surrounding authority to recover costs for delivering fire service along Highways 3 and 4.

Opinions vary as to what fire service on the Ingraham Trail means in terms of fire protection outcomes. With the time it takes to travel from the fire department in Yellowknife to properties outside of the municipal boundaries, there is no reasonable expectation of saving structures. Due to the structural risks, it is not possible for fire fighters to enter burning structures to save lives after a certain amount of time has passed. The fire service takes a defensive approach after arrival to prevent further spread of fire. The current fire response only applies to those properties with road access adequate for emergency vehicles.

The reduction in fire service will alter the City of Yellowknife's response to reported structural fires. The MOU with ENR calls for a fire response to structural fires at discretion of the City and only if there is a risk of spread to the wildland. In essence, there will be no firefighting response during specific environmental conditions, such as winter and times of increased precipitation, because the risk of the fire spreading to the wildland is reduced. During times of increased wildfire risk, a response would be discretionary. There is no impact to the delivery of other highway emergency services currently being provided by the City's Fire Division.

The establishment or expansion of fire services come with a significant financial commitment as well as taking time to implement. No GNWT funding source is available to support the necessary infrastructure, apparatus, equipment and manpower associated with continuing or establishing fire response services for properties outside of community boundaries. Available options for funding services outside community boundaries that the GNWT could pursue include taxation and/or a fee for service arrangement. In addition, a plebiscite for affected residents along Highways 3 and 4 may need to be facilitated to come to an agreement on the best course of action.

We have heard many differing points of view and suggestions on this topic. MACA wants to hear what area residents want and expect regarding fire prevention and protection, and how it should be managed. Understanding area resident concerns, MACA intends to engage area residents and seek input on a desired and appropriate level of service, and how that service could be established and funded. MACA also intends to ensure good information about best practices is available to keep properties safe, including providing advice and guidance on actions residents can take to reduce the risk of fire and to prevent loss.

Role of Municipal and Community Affairs

MACA's role is to work with communities to build local fire service capacity in response to reported fires. MACA does not provide fire services anywhere in the NWT.

Role of Community Governments

Community governments have the ability under existing GNWT legislation, bylaws, and policies to determine surrounding the delivery of fire services outside of their community boundaries including determining how to provide and charge for providing those services outside.

Cross Jurisdictional Research

From an administrative standpoint, regionalization in conjunction with MOUs appears to be the most common trend developing to support fire protection services in unincorporated areas.

Provincial and Territorial governments are assisting by ensuring mechanisms such as legislation capture the means for community governments to establish agreements to extending services and recover costs. Provincial and Territorial Governments also provide oversight to ensure that those forming agreements have the response capacity to assist neighboring communities responsibly and safely and are providing other forms of support.

Service Agreements or MOUs are established between residential entities (hamlets/villages/areas) and community governments that possess the capacity to extend fire services. Residents receiving services bear the costs associated with the service provided. These fees may be contained in agreements, MOUs, bylaws, or taxes that provide the mechanism for collecting the funds.

Where a tax or other means of collection to pay for services has been refused by residents, structural fire response services are not in place and associated losses are borne by area residents and/or the insurance industry.

Consultation

Consultation with the Yellowknife's Dene First Nations (YKDFN) may be required prior to any legislative solutions or establishment of any agreements on traditional lands being considered. MACA will keep residents informed of necessary actions as we continue to move forward.

CONCERNS AND OTHER FACTORS

Insurance

MACA has reviewed concerns expressed by residents related to their insurance coverage. The Department understands that insurance coverage already considers structures in rural locations as not receiving fire protection service and applicable insurance rates apply (regardless of a City response). It is strongly recommended that residents review their individual insurance policy with their provider, so they fully understand their policy's limitations and to ensure they have adequate coverage for their property and belongings.

GNWT Taxes

Structural fire response services have not been considered. Residents of Highways 3 and 4 fall under the General Tax Area (GTA); property taxes in the GTA help pay for items such as roads and maintenance. Property taxes currently do not cover fire services. A plebiscite for residents receiving fire services may be necessary if taxes are considered a means of collecting fees.

Property Lease Payments

Leases in rural areas are contracts with residents where the Department of Lands provides an exclusive right to a parcel of land in exchange for an annual fee. Terms and conditions apply to leases, but there is no service function associated with them. MACA understands, therefore, that the lack of fire services for structures will not impact leasing agreements.

LEVEL OF SERVICE

MACA has developed levels of service for fire protection that communities may choose to adopt depending on local risk and capacity. Fire service levels range from prevention based involving scene safety and security to higher risk professional level which may involve actions such as interior firefighting and rescue operations. All fire ground related decisions and activities are based on response time, incident risk assessment, member training, available resources, and other circumstantial factors that are considered by fire department officials.

Each level of service has progressively higher levels of complexity relating to safety requirements, responsibility, risks, along with increased costs.

The Yellowknife Fire Division is currently operating at a level 4 – Professional Firefighting Service. In regards to structural fire responses along highways 3 & 4, Yellowknife applies a defensive operation (level 2) due to safety factors related to fire growth associated with response times and unknown building construction. This prevents exposing firefighters to unnecessary risk.

A description of the levels of service available to communities is provided below. In addition to these levels, it is recommended that every community adopt a local public fire safety education program.

Level 1: Basic (Prevention Based)

This level of service provides responders with the necessary training and skills to keep residents safe during fire events that have progressed beyond small manageable fire incidents. Scene safety and security is applied where no firefighting level of service exists.

- Basic scene safety & security training to conduct hazard assessments, incident scene management, and personnel accountability.

Level 2: Standard (Defensive - Level I,II,III)

This level of service involves a necessity for the appointment of key administrative positions, a bylaw that outlines authority and responsibilities, infrastructure, equipment, personnel, firefighter training, standard operating procedures, preventative maintenance program, and an appropriate budget to develop and maintain the service in alignment with the NWT Safety Act and Regulations and the Workers Safety and Compensation Commission Firefighters Code of Practice.

- Basic training to conduct fire suppression activities from a defensive posture only.
- Duties are performed from the exterior of the structure and away from areas that may be immediately dangerous to life & health (IDLH).
- Defensive Level II training includes safe response, scene security and exposure protection activities.
- Defensive Level III training is required prior to engaging in proximity structural firefighting activities.

Defensive Operations: Actions that are intended to control a fire by limiting its spread to a defined area, avoiding the commitment of personnel and equipment to dangerous areas.

Level 3: Advanced (Offensive)

This level of service incorporates all the elements of Level 2 with increased safety requirements in each of the critical areas established under the defensive level of service.

- Training to conduct fire suppression activities from a defensive or offensive posture.
- Advanced firefighter training is required prior to engaging in offensive / interior operations.

Offensive Operations: Involves the assignment of a team of firefighters to enter a structure and attempt rescue and fire suppression activities.

Level 4: Professional (NFPA 1001 certification)

This level of service includes all structural firefighting skills and knowledge. It also incorporates certification in other specialized areas such as hazardous materials and vehicle extrication.

- Training to conduct fire suppression activities from a defensive or offensive posture.
- Training may include additional/specialty service.
- All NFPA 1001 training modules must be completed for professional firefighter certification.

PROPOSALS CONSIDERED

Extending City of Yellowknife Fire Service

Any extension of City services outside its community boundaries must be authorized by the City Council. Reducing the City of Yellowknife's risk and liability associated with continuing the current level of fire service would involve new infrastructure, equipment, apparatus, personnel, and a means to recover the costs associated with the delivery of services provided.

Preliminary estimates associated with continuing the current level of service are \$1.7 million start-up costs plus an additional \$1.2 million annually. These fees would be divided amongst residents that have properties located along Highways 3 and 4 where service could be provided. Not all properties on Highways 3 and 4 can be accessed by fire service vehicles. The City would need to determine which roadways it is willing to respond along. Travel distance restrictions may also be applied, thereby eliminating some accessible properties.

MACA has estimated that fees associated with delivering fire services to these areas would apply to approximately 300 residents along the Ingraham Trail and Highway 3. Based on 300 properties being able to receive service, these fees would be approximately \$5,666 in the first year and \$4,000 in each subsequent year. These figures are subject to change depending on the number of accessible properties as well as any changes that the City makes to the estimate.

The annual fee per property would not cover the costs related to a specific incident response. Response fees charged to residents for specific incidents are tied directly to the resources demands of the incident. In addition to capital purchases and personnel costs are response costs associated with the delivery of services outside of the community. Fees for fire responses outside Yellowknife municipal boundaries are applied in accordance with the City's Fees & Charges By-law:

- \$1500 + \$2.00/km + \$500 first 2 hours + \$200 each additional 2 hours + applicable overtime costs for off duty firefighters to be called back into work to maintain City emergency services and assist with the response.

These fees would be much higher if the City pursued full cost recovery. The Yellowknife Fire Department does not charge back a prorated amount for equipment, vehicle, or materials replacement. No charges are applied for use of Personal Protective Equipment (PPE) and firefighting equipment, or damage to apparatus. The current \$2.00 per km charge is the prorated fuel cost for travel. Firefighting foam usage depends on the size of the fire and/or exposures. The cost per pail is over \$250; the historical application is an average of 2 - 4 pails per fire event.

Extending Dettah Fire Services

The Dettah Fire Department has not yet progressed to a stage where the fire department can safely respond to active fires. The Dettah Fire Department is currently at a fire prevention level of service; fire response activities are carried out by the Yellowknife Fire Department. MACA continues its efforts in the provision of support and guidance to build fire service response capacity within the community. Although this option may be considered in the longer term, it is not recommended at this time.

Extending GNWT Airport Firefighting Services

The principal objective of the Yellowknife Airport (YZF) Fire Division is to provide emergency response services to address the safety of persons on board an aircraft or on the ground if they are endangered for any reason in the event of an aircraft emergency at the airport. The airport's existing resources are required and designed to meet the minimum requirements of the Canadian Aviation Regulations (CARS). YZF is not mandated nor resourced to provide structural fire coverage outside of its facilities. Considering such a change would have significant operational and cost implications.

Extending Wildland Firefighters Services

The Department of Environment and Natural Resources (ENR) has neither the mandate nor trained resources to do structural firefighting. ENR's wildfire firefighting positions are generally staffed for 13 weeks of the year, leaving 39 weeks of the year without coverage as threats of wildland fires is diminished.

Creating a Fire Department on the Ingraham Trail

Delivery of fire services to remote areas is complex and positive outcomes are challenging to achieve. All NWT communities are challenged with the delivery of fire services. Numerous considerations are involved in establishing any fire protection service including 24-7 access to trained volunteers, equipment, and a storage facility for all equipment. There would also need to be a structure put in place to manage many aspects including; the hiring, supervision and training of personnel as well as the operation and maintenance of the facility and equipment. A fire department on the Ingraham Trail would not adequately address concerns for structures along Highway 3 or other remote areas in the NWT, and as such it is viewed ineffective and cost prohibitive.

The development and expansion of fire protection services is complex and comes with a significant financial commitment as well as taking time to implement. No GNWT funding source is available to support the necessary infrastructure, apparatus, equipment and manpower associated with continuing or establishing fire response services for properties outside of community boundaries. Available options for funding services outside community boundaries include taxation and/or a fee for service arrangement.

Roles and Responsibilities

Community Governments have an integral role in providing programs and services which are essential to good community life and protecting residents from the threat of fire. An important first step in the process is to assess the community's fire protection needs and based on local risk and capacity. An action plan can then be developed which outlines priority initiatives and a clear path towards meeting the community's fire protection goals. The department of Municipal and Community Affairs (MACA) supports communities with evaluating programs and services, action planning, and establishing critical components for a safe, effective, and sustainable fire service.

FIRE SAFETY MEASURES

Fire protection includes all measures taken to reduce the burden of fire on the quality of life, such as fire prevention, fire detection, fire suppression, built-in fire protection systems, planning, and applying building codes.

Safety on our roads and outside of our established communities has long been a concern for residents. In order to make NWT safer, the GNWT and community governments must continue in their collaboration to finding solutions to the unique challenges of living and travelling outside of municipalities in the NWT. Residents also have a role to play in understanding fire risks and how to mitigate them.

There are many remote locations across the NWT and Canada where structural fire response is not possible as it is viewed as being cost prohibitive. In these cases, residents are encouraged to take action(s) in preventing fires by putting measures in place that that prevent fires, provide early notification and evacuation in the event of a fire, and protect property where safe to do so.

MACA intends to offer additional information and support to area residents regarding fire prevention and protection efforts they can take. Working together to understand fire risks and how to implement critical fire safety measures will help limit losses and protect NWT residents from the threat of fire.

FIRE SAFETY RESOURCES

Below are links to some fire safety and prevention resources that are relevant to many rural property owners.

1. [FIRE SMART RESOURCES](#)
2. [NFPA FIRE SAFETY TIP SHEETS](#)

Safety Systems & Planning

- [Smoke Alarms](#)
- [Carbon Monoxide Safety](#)
- [Escape Planning](#)
- [Home Safety Survey](#)

Appliance Safety

- [Generator Safety](#)
- [Propane Safety](#)
- [Portable Heaters](#)
- [Wood Pellet Stoves](#)

Seasonal Safety

- [Winter Safety Tips](#)
- [Wildfire Risk Reduction](#)
- [Campfire Safety](#)

Common Hazard Safety

- [Heating Safety](#)
- [Smoking Safety](#)
- [Cooking Safety](#)
- [Grilling Safety](#)
- [Electrical Safety](#)
- [Candle Safety](#)
- [Oily Rags Safety](#)
- [Outdoor Electrical Safety](#)

DEFINITIONS

Engagement

A two-way process, involving interaction and listening, with the goal of generating mutual benefit. In the context of this document, it refers to the GNWT seeking feedback from Highway 3 and 4 residents regarding fire services outside of Yellowknife municipal boundaries.

Plebiscite

