



Transport
Canada
Environmental Affairs – Programs
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Transports
Canada

Your File Votre référence
EA0809-002
Our file Notre référence

October 29, 2010

Mackenzie Valley Environmental Impact Review Board
#200 Scotia Centre
5102-50th Avenue
Yellowknife, NT X1A 2N7

Via e-mail to:

chubert@reviewboard.ca

RE: EA0809-002 - Round 2 Information Requests on the Canadian Zinc Corp. Prairie Creek Mine Environmental Assessment

Transport Canada is pleased with the opportunity to seek additional information in the 2nd Round of Information Requests (IRs). Following on the 1st Round of responses and the Technical Sessions held on Oct. 6-8, 2010 in Yellowknife, TC requires further clarification on project details for the 2nd Round of the IRs.

Transport Canada looks forward to reviewing Canadian Zinc Corporation's 2nd Round of responses to the information requests provided. If you have any questions, please feel free to contact Christopher Aguirre at (204) 984-2615, or email at christopher.aguirre@tc.gc.ca.

Regards,

Christopher Aguirre
Transport Canada Environmental Officer

Cc: Doug Soloway Superintendent, EA - Programs, Transport Canada
Sophia Garrick Environmental Officer. Transport Canada



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IR Number: TC -1
Source: Transport Canada
To: Canadian Zinc Corporation
Subject: Outfall Design
References:

- **Prairie Creek Mine, Outfall Designs: Preliminary Construction Details, October 5, 2010.**

Preamble:

CZN has opted to remove the option of a diffuser for the discharge of effluent into Prairie Creek and as an alternative CZN plans to install an effluent culvert. CZN has provided details on the effluent culvert in the preliminary outfall design report.

Request:

- 1) Provide additional background information for effluent culvert as an alternative to the diffuser outfall option. Describe how the effluent culvert will better “avoid icing and minimize other possible impacts” and be a better management practice to the diffuser outfall option.
- 2) Provide construction designs and installation details of the effluent culvert. Include information such as the plans showing all project features and dimensions, a cross section view of the material site showing current land and water elevations and bank slopes and final excavation grades and slopes; and indicate the time of year when project construction will occur.



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IR Number: TC -2
Source: Transport Canada
To: Canadian Zinc Corporation
Subject: Road Maintenance
References:

- Technical Meeting Oct 26, 2010

Preamble:

CZN identified that the portions of the access road from the Mine Site to Sundog Creek will require summer road maintenance. Summer road maintenance activities were not identified in the Developer's Assessment Report provided by CZN.

Request:

- 1) Provide additional details describing the activities associated with the summer road maintenance of the access road. Include information such as the sections of the road which will require general summer maintenance, equipment to be used during these activities, any in-stream works required, any stream-crossings to be included in the maintenance program, and the time of year when these activities will take place.



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IR Number: TC -3
Source: Transport Canada
To: Canadian Zinc Corporation
Subject: Water Body Usage
References:

- Technical Meeting Oct 26, 2010

Preamble:

CZN has not provided the historical usage of affected water bodies and it was not identified in the Developer's Assessment Report. This information is required for Navigational assessment purposes and determining requirements under the Navigable Waters Protection Act (NWPA). CZN is encouraged to make a formal NWPA application to Transport Canada's Navigable Waters Protection Program (NWPP) Office – Edmonton. Program information and an application form are available on Transport Canada's web page:

<http://www.tc.gc.ca/eng/marinesafety/oep-nwpp-menu-1978.htm>.

Request:

1) Provide historical information on the traditional and recreational usage of affected water bodies, including the types of vessels that frequent the water bodies. The NWPP Office will require more specific information once water crossings have been determined and finalized, and this would have to be reflected in a proponent's NWPA Application.