MACKENZIE VALLEY ENVIRONMENTAL

IMPACT AND REVIEW BOARD

## PRAIRIE CREEK ALL SEASON ACCESS ROAD CANADIAN ZINC CORPORATION

COMMUNITY HEARING

Mackenzie Valley Review Panel:

Chairperson	Joanne Deneron		
Board Member	David Krutko		
Board Member	Joe Handley		
Board Member	Yvonne Doolittle		
Board Member	Bertha Norwegian		
Board Member	Sunny Munroe		

Nahanni Butte, NT April 24, 2017

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	2	Chuck Hubert	)MVEIRB Staff	
	3	Mark Cliffe-Phillips	)	
	4	Catherine Fairbain	)	
	5	Catherine McManus	)	
	6	Robyn Paddison	)	
	7	John Donihee	) Counsel	
	8			
	9	David Harpley	)Canadian Zinc Corporation	
	10	Alan Taylor	)	
	11	Wilbert Antoine	)	
	12			
	13	Chief Peter Marcellais	) Nahanni Butte Dene Band	
	14	Mark Pocklington	)	
	15	Jayne Konisenta	)	
	16	Lena Marcellais	)	
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	18	Garth Wollbridge	)	
	19	Gina Marsley	)	
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	21	Allison Stoddart	) Parks Canada	
	22	Jonathan Tsetso	)	
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2	Paul Mercredi	)	GNWT	
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--- Upon commencing at 1:11 p.m. 1 2 3 THE CHAIRPERSON: If we -- good afternoon. If we could have everyone take their seats 4 that are going to be involved into the hearing so that 5 we can get started, thank you. One (1) minute to 6 7 start up. 8 9 (BRIEF PAUSE) 10 11 THE CHAIRPERSON: Good afternoon. Before we start the presentation, I would like to ask 12 13 Elder Flora to lead us in the word of prayer for 14 opening ceremonies. 15 16 (OPENING PRAYER) 17 18 THE CHAIRPERSON: Masi, Flora. Before 19 we even start, I'd also like to say thank you very much to the cooks out there, Selene (phonetic) and her 20 granddaughters, for providing us a wonderful lunch, 21 22 and we feel happy already and the sun is shining. The 23 sky is blue. We couldn't ask for a much better day, 24 so a hand and a round of applause for our cooks. 25

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1 OPENING COMMENTS BY THE CHAIRPERSON:

2 THE CHAIRPERSON: Welcome to this community hearing for the environmental assessment of 3 Prairie Creek, the all-season road. My name is Joanne 4 Deneron, and I am the chair of the Mackenzie Valley 5 Impact Review Board. For those requiring translation, 6 7 there are receivers, and on there, there's channels. On channel 2 is the English channel, and South Slavey 8 is on channel 3 on your receivers. 9 I would also like just to mention at 10 this time, too, when you're speaking into the mic, if 11 12 you press the button and you'll see that it's red there, and so that means that the mic is on. And if 13 you could speak slow and clear to allow our 14 translators to make sure that the translation is 15 properly recorded. 16 17 First off, as well, I would like to 18 acknowledge that we are holding this hearing in the traditional territory of the Nahanni Butte Dene band. 19 After this introduction, I would like to invite the 20 21 Chief of Nahanni Butte to make some opening remarks 22 after my statements. 23 Just to go over some room logistics 24 before we begin, the washrooms are through the door at 25 the back. At the corner of the hall, there's an exit.

You can see the exits to door. Emergency exits are
 indicated by the signs.

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3 We have scheduled this community hearing from noon to seven o'clock this evening. 4 Our breaks -- health breaks will be in the afternoon, and 5 dinner will be provided for all of you around five 6 7 o'clock. We will start again after dinner to around 7:00 this evening. The reason for the evening session 8 is to give people in the community who have jobs 9 during the day and can't make it to the hearing, or 10 even for the school. The students are -- are in 11 12 school, and if some of the older students or any of 13 the other students would like to come and listen to the hearing, as well. 14

We are here to listen to your views about Prairie Creek all-season road, file number EA1415-01. The Developer is Canadian Zinc Corporation, or CanZinc. I'll just provide a brief description of the project.

The project consists of the Construction, the operation, and closure of 180 kilometre all-season access road from Prairie Creek kilometre zero to Liard Highway kilometre 180 at the Nahanni Butte access road. Approximately half of the mine is located within Nahanni National Park Reserve.

The purpose of the mine road is to supply the Prairie 1 Creek mine with operating materials, and to transport 2 lead and zinc concentrate from the mine to market. 3 The construction phase for the all-4 season road will take three (3) years, and will 5 operate for seventeen (17) years. After the seventeen 6 7 (17) years operating phase, Canadian Zinc will close and reclaim the road over a two (2) year period. 8 Closure and reclamation will be followed by three (3) 9 years of monitoring for runoff, site stability, and 10 re-vegetation. Canadian Zinc will provide a detailed 11 12 presentation of their project shortly. 13 I would like to speak about the Review Board's mandate. The Review Board is a co-management 14 15 body established under Part V of the Mackenzie Valley Resource Management Act. The Review Board is the main 16 17 instrument for the environmental assessment and 18 environmental impact review of developments in the Mackenzie Valley. 19 20 Board members are Northerners nominated 21 by First Nation organizations, and by the Tlicho 22 territorial and federal governments. 23 The Review Board endeavours to make its decisions by consensus. Our goal is to make decisions 24 25 that will protect the environment, including the

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social, the economic, and cultural well-being of all 1 2 residents of the Mackenzie Valley now and for future generations. 3 I would like to introduce our Board 4 members as well, and Board staff and our counsel. 5 6 We'll just start at the end. 7 MS. YVONNE DOOLITTLE: Good afternoon. My name is Yvonne Doolittle. 8 9 MS. BERTHA NORWEGIAN: Good afternoon. 10 My name is Bertha Norwegian. 11 MS. SUNNY MONROE: Good afternoon. My 12 name is Sunny Monroe. 13 MR. JOE HANDLEY: And I'm Joe Handley. 14 MR. DAVID KRUTKO: I am David Krutko. 15 THE CHAIRPERSON: We also have a Board 16 member that isn't with us. He is busy at the time. 17 And he's the Tlicho rep, and that's James Wah-Shee. I would like our staff behind us here to introduce 18 19 themselves, too, as well. 20 MR. MARK CLIFF-PHILLIPS: Hello. I'm 21 Mark Cliffe-Phillips, Executive Director, with the 22 Review Board. 23 MR. CHUCK HUBERT: Chuck Hubert, with 24 the Review Board. 25 MS. CATHERINE FAIRBAIRN: Catherine

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Fairbairn, Review Board. 1 2 MS. ROBYN PADDISON: Robyn Paddison, 3 Review Board. MR. JOHN DONIHEE: Good afternoon, 4 Madam Chair. My name is John Donihee. I'm Board 5 6 counsel. 7 THE CHAIRPERSON: Thank you, staff. I'd like to speak now on the referral of applications 8 to environmental assessment. Land use permit and 9 water licence applications MV2014F0013 and MV2014L8-10 0006 for construction, operation, and closure of 11 12 Prairie Creek Mine Road were referred to the 13 environmental assessment by the Mackenzie Valley Land 14 and Water Board. 15 16 (BRIEF PAUSE) 17 18 THE CHAIRPERSON: The environmental 19 assessment process steps to date: The Review Board 20 hosted several scoping meetings in Nahanni Bute, Fort Simpson, and Fort Liard to prioritize the focus of the 21 environmental assessment. 22 23 The Review Board issued a terms of 24 reference to Canadian Zinc in the fall of 2014. 25 Canadian Zinc submitted its developers assessment

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report in April 2015. The Review Board conducted an 1 adequacy review of the developers assessment report. 2 3 Canadian Zinc submitted additional material to answer the terms of reference 4 requirements, and in the spring of 2016 the developers 5 assessment report was considered to be adequate to 6 7 proceed. 8 Since then, there have been two rounds of formal written information requests and responses, 9 a four day technical session in Yellowknife and 10 cultural technical meetings in both Nahanni Butte and 11 Fort Simpson. Based on all these steps, parties 12 13 submitted their technical reports in March 2017. 14 The scope of the environmental assessment: The Review Board issued its reasons for 15 decision on the scope of assessment for Prairie Creek 16 17 Mine all-season road in September 2014. The winter road and mine site were assessed in 2010 and '11 under 18 19 EA0809-002. 20 In that environmental assessment, the Review Board determined that use beyond the winter 21 22 road operation season could have significant adverse 23 impacts. This current EA, EA14-01, considers any 24 changes to the assessed and permitted winter road. 25 EA1415-01 will assess the potential

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impacts from any upgrades over and above what was 1 previously constructed from kilometre zero to 37.4 2 under a permit issued in the 1980s. 3 The scope of assessment includes 4 design, cons -- considerations for the entire length 5 6 of the road, including the first 37.4 kilometres. 7 This design considerations that are not included in the scope of ins -- assessment include, but are not 8 limited to, the road design standards, the upgrades to 9 any features, any realignments, and any stream 10 11 crossings. The scope of assessment considers the 12 construction, the operation, the closure, and post-13 closure for the project components. 14 15 The purpose and the focus of this community hearing: The purpose of this public hearing 16 17 is for the Review Board to hear the views from the 18 community members on the proposed Prairie Creek all 19 season road. 20 The Mackenzie Valley Review Board is not government. The Review Board is not involved in 21 22 issues or activities other than the proposed Prairie 23 Creek all season road. To be clear, road construction activities by Nahanni Butte over the last few months 24 25 and related legal matters are not the purpose for

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1 today's hearing.

As the Chair I will use my discretion to keep our discussion focussed on the potential impacts to the environment and to the people from construction, operation, and closure of the Prairie Creek all season road.

7 The format of the community hearing: Today the Board wishes to hear the views and the 8 opinions that members of the community of Nahanni 9 Butte may have regarding the Prairie Creek all season 10 road. This community hearing is informal and it is 11 12 intended to be distinct for more hear -- formal hearings that we'll be having in Ft. Simpson later on 13 14 this week.

Over the course of the day we ask that you do your best to help the Review Board to understand your views about the impacts of the proposed development. This includes your opinion on potential environmental, social economic, and cultural impact, and your view on the potential significance of these impacts.

The Review Board will fully consider these views while it is deliberating on its decision in this environmental assessment. Once the decision is made, the Board will write a report of

environmental assessment and send it to the Minister 1 of INAC for a decision. 2 3 I have some additional comments on today's proceeding and I hope this will help make sure 4 that everything goes smoothly. The Review Board wants 5 to hear what everyone has to say. The Review Board 6 7 will be producing an official transcript of this hearing. 8 9 This transcript will be available through our website on the public registry for EA 10 1415-01. This community hearing will be informal and 11 12 will proceed as follows: 13 I will ask Chief Marcellais after I speak, and then we will have -- Canadian Zinc will 14 15 give its presentation after Chief Marcellais. We also have several representatives here from the GNWT, the 16 17 gov -- and the Government of Canada are also present 18 at this hearing. 19 These individuals will not make 20 presentations today, but are available to answer 21 questions that you may have. There will be no 22 questions between the developer and the government 23 representatives during this community hearing. 24 The remaining time today will be for 25 community members to ask questions of the developer

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and the government officials that are present. 1 2 Community members here today are welcome to speak to the Review Board, make a statement, or ask questions. 3 If you would like to speak, please identify yourself 4 to one of our staff at the back here, and they would 5 be able to help you. 6 7 A list will be made of all people wanting to speak, and myself as the chair will call 8 the speakers to the microphone to speak. Please say 9 your name when you begin speaking. 10 11 Questions must be asked with a 12 microphone so that everyone can hear it and the transcriber can properly record it. We have 13 simultaneously translation into Slavey, and again, as 14 15 I had mentioned, just to speak slow and clearly for our translators. 16 17 If you would like -- or, I'm sorry, we also have someone from Parks I believe here taking 18 photos. So if you do not wish to have your picture 19 20 taken, please let her know. And I see Wilbert had a camera here, too, but I think everybody knows Wilbert 21 22 enough to say, No photos. 23 So at this time here, I would like to invite Chief Marcellais to make his opening remarks. 24 25 Masi cho.

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OPENING COMMENTS BY NAHANNI BUTTE DENE BAND 1 2 CHIEF PETER MARCELLAIS: Masi. I'd like to welcome everybody to Nahanni Butte. I didn't 3 realize there was that much people, but I'm glad you 4 guys all made it. And it's a good day, so I'd just 5 like to welcome everybody to Nahanni Butte. 6 And I've got my people here. I don't 7 know if they want to introduce themself or -- I don't 8 know how you deal with a situation like that, so --9 this is the first time I'm actually at a public 10 meeting in my home town, so I don't know how you --11 12 how you do stuff like that. 13 So -- but I'd just to welcome And I talked to -- me and Jean (phonetic) 14 everybody. 15 went around and we talked to some Elders, and the Elders told us that they want to see the road open for 16 17 the Canadian Zinc 'cause we've been dragging with Canadian Zinc for I don't know how many years now. 18 19 So a couple of years ago, the people 20 said, Let's just give them the road. At least that 21 way we can get some money coming into our community. 22 So that's what we did. Now we're still here, and the 23 Elders are telling us, How come there's -- it's taking 24 so long? 25 They want to know that the road is

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going to open. That's why we're having a hearing now, 1 2 and they're telling me that they want to see the road open while they're still around, they're still with 3 They want to know when -- what impact it's going 4 us. to have once the road opens. 5 6 They want to know so they can deal with 7 it while they're still here with us. That's -- that's what direction I'm getting from my Elders. 8 So they want to see the road open, and -- and I don't know how 9 long it's going to take once the Review Board makes a 10 11 decision. 12 So we -- we don't know how long it's going to take, but they want to see the road open 13 while they're still with us. So that's -- that's the 14 direction I'm getting. So I hope you guys do 15 something with our -- our road. 16 17 I know there's a lot of issues that involve the animals and stuff like that that needs to 18 be done, like all the studies we need to be doing with 19 Parks and Canadian Zinc. 20 21 We're also -- also looking at buying 22 some cameras for our -- the access road, maybe put it 23 in here and there and see what kind of animals are out there. That's another thing that we still have to 24 25 work on. My manager's supposed to order some cameras

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1 for that, and we already talked to Parks about where 2 they get their cameras from. So that's still up in 3 the air.

Stuff like that we need to do, and we 4 want to ground truth the whole access road, not just 5 by chopper and stuff like that. We want to ground 6 7 truth the whole thing. We want hands-on job for our people. That's the only way we're going to move ahead 8 is to ground truth everything and put cameras out 9 there to see what kind of birds and what kind of 10 animals are out there. 11

But that's the direction I -- I'm getting from my people, so that's -- that's the direction I'm -- I'm willing to go. So I'd just like to thank everybody for coming in, and I don't know how I I'm supposed to introduce my members. Maybe they can come up, and introduce themselves?

18 THE CHAIRPERSON: Just push the 19 button, Jane, and -- push your button. Peter, turn 20 yours off while she talks. Yeah.

21 MS. JAYNE KONISENTA: Sorry for that. 22 I'm not familiar with this kind of gathering once 23 again. What I mentioned to Peter is we have people 24 signing in, and if we're going to have people -- our 25 members introducing themself and they have their own

little stories, it's going to take all afternoon so --1 2 THE CHAIRPERSON: Okay. 3 MS. JAYNE KONISENTA: -- we'll introduce ourselves here at the table, and then we'll 4 just say our councils and members --5 6 THE CHAIRPERSON: Yeah. 7 MS. JAYNE KONISENTA: -- who already got their names down. Masi cho. 8 9 THE CHAIRPERSON: Thank you, Jane. Again just when you speak at the mic, just say your 10 name again for recording. It -- it's kind of a habit 11 12 we have to get into but I'll be reminding you every 13 now and then. But, yeah, just an introduction to your 14 council and staff is fine. 15 16 (BRIEF PAUSE) 17 MS. JAYNE KONISENTA: Good afternoon. 18 My name is Jayne Konisenta. I'm a Nahanni Butte Dene 19 councillor. Masi. 20 21 MR. GARTH WALLBRIDGE: Good afternoon, 22 panel. My name is Garth Wallbridge, and I'm a lawyer 23 with the Band. 24 MARK POCKLINGTON: Good afternoon, 25 panel. My name is Mark Pocklington. I'm the Band

1 manager. 2 MS. GINA MARSLEY: Good afternoon. Μv name is Gina Marsley (phonetic), Nahanni Butte Band 3 councillor. 4 MS. FLORA: Good afternoon, and my 5 6 name is Flora Cli. 7 THE CHAIRPERSON: Okay, thank you very much for your introductions. Okay, if -- is there 8 anything else you would like to say then, Peter before 9 we ask Canadian Zinc to give their presentation? 10 11 12 (BRIEF PAUSE) 13 14 THE CHAIRPERSON: That's it? Okay, thank you. Thank you very much. All right. We will 15 open the floor now to Canadian Zinc to go over their 16 17 presentation. 18 19 PRESENTATION BY CANADIAN ZINC CORPORATION: 20 MR. ALAN TAYLOR: Good afternoon. It's Alan Taylor, I'm the chief operating officer for 21 22 Canadian Zinc. I thought I'd start with a few opening 23 remarks as an overview to -- to why we're all here, 24 briefly talk about access. 25 The Prairie Creek mine is in a remote

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1 location in the -- in the mountains to -- 90
2 kilometres from where we sit today, and it's always
3 been difficult to access. It -- it has a long
4 history, as we all know.

5 It goes back to 1926 when the Vitells 6 (phonetic) from -- from Nahanni here guided Poole 7 Field into the Prairie Creek area, and they staked the 8 first discovery of mineral claims in Prairie Creek in 9 1928. And they went in from the gait area, which is 10 on the south Nahanni River, and walked in. That's a 11 long walk.

12 And from 1928 through the '60s it was equally difficult to access, but there was loads 13 brought in via -- from the South Nahanni. 14 But in order to make and assess what was there, bigger loads 15 needed to be brought in. In the mid '70s a road was 16 17 opened, a winter road from Camsell Bend on the Mackenzie River into the Prairie Creek site, and 18 operated fore a couple of seasons enabling the site to 19 20 bring in a number of pieces of equipment that further enabled further exploration of the site, which was 21 22 only in its infancy at then -- at that time. 23 But with the passage of time further 24 demands were needed, and further details were needed 25 to suss out if the -- if the operation could be a

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viable operation. In 1980 to '82 the Hunt brothers of 1 2 Cadillac Mines set up all the infrastructure that's in -- at site right now. It was fully permitted. And 3 that was accessed via a winter road from the -- from 4 the newly constructed Highway 7 at that time. 5 6 As we all know, that operation did not 7 get into fruition of production and -- and it was closed down shortly before it could commence 8 production. But even then, access over the two (2) 9 year period was rather limited on -- on the winter 10 road of two (2) years. 11 12 In 2008, Canadian Zinc, who -- who bought -- who owned the former Cadillac Mine, moved 13 forward with applications for operations before the 14 Review Board and -- and the Water Board to enable --15 to contemplate production at Prairie Creek. Those 16 17 permits took five (5) years in the -- in the making and resulted in the issue of permits associated with 18 the -- the mine itself and a winter road access which 19 20 was somewhat grand-fathered through from Cadillac 21 days, because it existed prior to that. 22 With the further passage of time, 23 things -- things don't get any cheaper and technology gets better. It needed to be -- the operation needed 24 25 to have another detailed overview, and we engaged in

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1 that, and this resulted in engaging with our market, 2 which our market is -- we sell our concentrate -- or 3 will sell our concentrate to smelter groups throughout 4 the world.

5 And the smelter groups couldn't talk to us -- or they wouldn't talk to us until we had permits 6 7 in hand. And when -- with permits in hand, we found out the details of their requirements for delivery of 8 this concentrate, and they were requiring delivery on 9 a consistent basis, which a winter road does not 10 provide. And they wanted to de-risk the -- the risk 11 12 of not being able to -- to deliver to market because 13 of winter road conditions.

14So we applied in 2012 -- or '14, yeah--15UNIDENTIFIED SPEAKER: '14.

16 MR. ALAN TAYLOR: -- to -- to the 17 Water Board for an all-season road. And here we are 18 three (3) years later in the environmental assessment stage of this all-season road. And we believe that is 19 20 -- it is essential for the viability of the mine. And we believe that it can be co-managed with Nahanni and 21 22 managed in a regulatory way that mitigates any -- any 23 possible impact on the environment. 24 It is a long-term mine. It'll be there

25 for a long time. And with that background in mind, I

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1 hope that sort of helps you scope the picture as to 2 where we are today. And I'll hand it over to my 3 colleague, Dave Harpley, to carry you through the 4 presentation. Masi cho.

5 MR. DAVID HARPLEY: So my microphone is right here. Can you all hear me clearly? Perhaps 6 7 before I start, I'll just introduce Canadian Zinc team here. Alan Taylor's just spoken. He's our chief 8 operating officer. I'm the VP of Environment and 9 Permitting Affairs. Wilbert here is a Fort Simpson 10 resident and is our Northern development manager. 11 And 12 at the back there is Clayton Konisenta, who's a 13 Nahanni Butte born and raised and is a community liaison for us. 14

15 So the presentation that we have today, it's 63 slides, which is rather a lot. And there's a 16 17 couple of reasons for that. I certainly don't intend to go over all of them in detail. 18 I decided to make the presentation guite lengthy in terms of the 19 20 material, because there is a lot of photographs and maps, and I think they might be useful for you to read 21 22 and review in your own time.

23 So like I say, I won't cover them all, 24 but at least you have the material at hand to refer 25 to. And if there are questions that come up during

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the presentation or later on this afternoon, then we 1 2 can go back and look at a specific item. 3 So the presentation that I want to give for this afternoon, some of the material, another 4 reason for not covering it all in detail, is some of 5 the material you've actually seen before in the 6 7 meetings that we've already had in the lead-up to this hearing. I've showed you some of the figures that 8 I've included here. 9 So the presentation is really focussed 10 on Nahanni Butte. That's why we're here today. And 11

12 I'll apologize in advance to the Board, and to other 13 members here, other parties here, they will get to 14 hear a more detailed and lengthy presentation in the 15 coming days this week. So I'm really going to direct 16 my time to your folks in front here.

17 So I think we know where we all are. 18 Here's Nahanni Butte down here, and this is our 19 proposed alignment of the all-season road, crossing 20 lowland terrain initially and then more mountainous 21 terrain into Prairie Creek here in a enclave of 22 territorial lands surrounded by the Nahanni National 23 Park Reserve.

24So these are some of the pictures that25I think you may find useful to refer to in the coming

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days and weeks, but these are some figures that we 1 2 produced during the assessment for technical review. And I thought they would be useful to include, because 3 starting at the mine here, they follow the route of 4 the road east to the Lia -- Liard Highway. But what 5 you can also see here is that in several locations, 6 7 we're showing what the road actually looks like. And you'll see in some places, like for example here, 8 we're trying to show you what the road currently looks 9 like and what it will look like once the all-season 10 11 road has been built. 12 So this particular location here is roughly kilometre 13. It's an upper tributary of 13

14 Funeral Creek and the winter road. The resolution is 15 not great, I will admit, but the winter road actually 16 comes into a hairpin here and a rather tight turn. 17 And our proposal is to do a bit of a realignment here 18 to produce a kind of a loop so that it's not such a 19 tight turn.

And this is an example of a number of locations along the road where we're specifically looking to improve either the turn radius of the corner, or the -- the slope of the road, or other things like that to make it a -- a better, safer road. So moving east, there are a number of

locations where we have to cross creeks. This is
 quite a good example here. This is about kilometre 23
 where we're crossing a quite significant tributary of
 Sundog Creek. Previously the winter road ramped down
 into this creek and then ramped up on the other side.
 You can see the old winter road here.

7 The new proposal is that we will have a 8 short new section of road and a span -- a bridge span 9 structure here founded on rock, which will make the 10 crossing considerably easier. And -- and there are a 11 number of other locations along Sundog Creek where we 12 will have a similar situation.

And if you look at this photograph up here, you'll see that this is -- this is not obviously Prairie Creek, but it's an example from another location of what that crossing might actually look like once it's been constructed.

18 We're now crossing -- we're leaving Sundog Creek, which is over here, and we're crossing 19 20 more open wooded terrain. And here are some photographs here of the actual terrain and we've 21 22 superimposed the alignment. And again, we're showing 23 kind of what the road might look like once it's built. 24 And similar kind of idea. This is now 25 crossing the Ram Plateau. You can see the -- the

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This is actually the winter road, and -- and 1 road. 2 particularly over this section and in large parts elsewhere, we're essentially following the original 3 winter road alignment. 4 5 This is the Tetcela Valley in here. There are two (2) -- two (2) crossings, two (2)6 7 significant crossings of Tetcela. The first one is a tributary, and then the second one here is the main 8 9 stem. The -- the ground is actually quite 10 It's not particularly difficult terrain, but it 11 flat. 12 is quite densely wooded. So again, the actual road will likely look something like this. 13 14 We do have one (1) challenging section which is in here. This is about kilometre 96 to 102. 15 This is the western slope of the Silent Hills, and 16 17 there are -- there -- there's an existing trail 18 through here which is -- has quite some grade on it and the corners are quite sharp. 19 20 We've spent quite a little -- quite a 21 lot of time on this particular section and have 22 realigned the route such that we have one (1) quite 23 broad turn at this location, and then another broader turn here, and then a couple of smaller turns here, 24 25 and we're at the top of the slope.

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1 So we think it's a much better, safer 2 route than it was, and the grade is a lot more manageable. And of course grade is important, 3 particularly going east, because the trucks will be 4 loaded with concentrate. They'll have their highest 5 6 weight going in an easterly direction. So this section, there's -- there's 7 another section where we have actually realigned the 8 road, and it's -- it's in this particular location 9 here. This is Grainger Gap. Originally, the winter 10 road went up the centre of the valley. 11 12 In the last environmental assessment, we realigned the road around the western side of the 13 valley at the request of Nahanni Butte, because you 14 wanted us to move the road out of the wetland areas. 15 16 The realignment we did was to 17 essentially move the route to the eastern side of the valley, so we're still largely out of the wetlands, 18 but we chose this location because it shortens the 19 20 route, and also because, by going this way, we avoid another crossing of Grainger River here and the 21 22 tributary of Grainger River here, both of which would 23 have required bridges. 24 And this particular location would have 25 required quite a lot of blasting and rock removal. So

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by going this way, we've avoided those crossings and 1 2 that blasting, and this crossing is relatively easy. 3 So coming down the front range from Grainger Gap heading in a southerly direction, we go 4 between these two lakes here. And this is Bluefish, 5 which is the first gap in the front range, and then we 6 continue on down here. 7 8 And eventually we arrive at the Liard River crossing and cross onto this part of the -- the 9 territory, which is where the IAB lands are, and also 10 where Nahanni has an existing logging road. 11 12 So we -- we're essentially following the logging road. In places we do diverge from it 13 because the logging road was built quite close to the 14 river. And because of terrain issues with respect to 15 potential for erosion of the river bank, in a few 16 17 places we've moved the alignment further back from the 18 river. 19 And then we tie in here to the Nahanni 20 access road which then goes out to the highway right 21 here. And just for other people's reference, the 22 Nahanni access road, just off the figure here, you can 23 see the normal ice bridge crossing of the Liard River is here, and then the -- the rest of the access road 24 25 is down in this direction. So we would be utilizing

approximately 10 kilometres of the existing Nahanni
 access road to get to the highway.

3 One (1) of the important considerations in the assessment, and certainly one (1) of your major 4 issues that you told us is that you were concerned 5 about access control. And we've looked at this issue 6 7 in some depth, and it -- it has its challenges because of the situation that, once a road is built, it 8 becomes a public road, so legally, you're not able to 9 deny access. 10

We have a couple of reasons why we want to control access. One (1) is purely safety. With the road being occupied by heavy trucks, although they're going rather slowly, they still pose a risk to other traffic, so we want to know who's on the road and where they are at all times.

But then the other reason is there's concern regarding unauthorized use of the road or, let's say, use by nonlocal people for hunting purposes and the -- then the potential for hunting pressure on animals.

22 So we've -- we've looked at this 23 particular aspect. And although this map doesn't 24 exactly show it, the -- the GNWT will require us to 25 have surface leases on both sides of the river

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crossing, above the high water mark and including 1 staging areas because we will need to periodically 2 place material supplies in the staging areas, and then 3 collect them. We will also need to exchange the 4 trailers which are loaded with concentrate because the 5 trucks that operate, or at least the cabs that operate 6 7 on the (AUDIBLE PROBLEMS). 8 9 (BRIEF PAUSE) 10 11 MR. DAVID HARPLEY: Okay. The cabs 12 that operate on the all-season road will not be the same cabs that operate on the highway because the --13 the tires would be different, the gearing will be 14 different, so there will be a handoff. And we 15 proposed to have the handoff at the river crossing. 16 17 So there will basically be an exchange of trailers. 18 So there will be surface leases on both sides. And once we obtain surface leases, Canadian 19 20 Zinc will be responsible for everything that occurs on 21 those leases. And they also allow us to control 22 access to the lease areas. And we can, we believe, locate the leases in a fashion that would make it 23 difficult for people from outside the region to access 24 25 the rest of the road up here if the band wasn't

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1 comfortable with it.

2 So there's guite a few words here in terms of schedule. There's really a couple of things 3 that I wanted to point out here without going into too 4 much detail. The first one is that we expect it will 5 take two (2) to three (3) years to completely build 6 7 the all-season road. It will be built in stages. 8 The -- the construction essentially consists of placing the base layer, which is what we 9 call the subgrade, first, and then allowing that to 10 11 settle because there will be some... 12 13 (BRIEF PAUSE) 14 15 MR. DAVID HARPLEY: Okay, I always have a bit of trouble with these mics because I'm 16 17 either too far or too close, so I'll try and get it 18 about right. 19 So the subgrade has to be placed first, and there will be a little bit of settlement just 20 because the soils underneath are compressible. And 21 22 then after a period of settling the top surface layer 23 is placed, which is normally your gravel, and is the surface that the trucks would operate on. 24 25 So that's why it's broken down in

Most of the subgrade will be placed in winter 1 season. when the ground is frozen initially, and then by 2 leaving it for a period of there will be some thaw and 3 -- and settling. And then we will come back to the 4 same location and place the top surface. 5 6 In some parts of the road, we don't 7 have the settling issue, like the western part -- part of the road where it's more mountainous. The soils 8 are either very thin or -- or absent completely, and 9 we are either on gravel or rock already so the actual 10 required base is a lot less, and we don't have the 11 12 settling issues. 13 So from inception in year one (1) winter, we -- we would project that we would not have 14 a completed road until the -- the summer of the -- the 15 third year when the final surfacing is placed. 16 17 During the construction period we would 18 operate a number of construction camps. This is roughly the locations where we're planning to have 19 20 camps. And for the most part, we would combine the 21 camp locations with areas where we expect to borrow 22 material for the construction. So in that way we're 23 not disturbing another area. We're using an already 24 disturbed area. 25 Some of these camps, the ones that are

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shown with an asterisk, are camps that we would likely maintain during the operating life of the road but in a smaller capacity. And they're merely your road maintenance camps where you might park a few pieces of equipment, some culverts, and perhaps a trailer. That kind of a thing.

7 Construction camps will require management of sewage. We refer to two (2) different 8 types of sewage, your grey water is your -- basically 9 your -- your shower water and your kitchen water, and 10 your brown water is your toilet water. The grey water 11 12 we would plan to dis -- dispose on site -- well, either off site or in an on-site sump after we've act 13 -- after we've actually filtered it. 14

15 So this would be kind of a soak away, and -- and these camps and the disposal would be in 16 17 locations where they are sufficiently distant from 18 water bodies. So we wouldn't expect any impacts from the -- from the disposal. And then for brown water, 19 20 again we would either take the -- the sewage off site 21 for disposal, or we would treat it on- site with a 22 proper plant. And then the effluent from that plant 23 would be similarly disposed through a sump. 24 We need to ensure that we have more 25 details on those dis -- disposal situations. Until

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we've actually gone through a bidding process and hired a construction contractor, we won't know exactly what the proposed approach is but we'll be making sure that the standards are sufficient, and if we can't meet the standards then we will likely prefer to have off-site disposal.

7 So on an annual basis during mine operations there will be a seasonality to the road, 8 and in the winter time we would operate with the use 9 of an ice bridge over Liard River, and we are roughly 10 planning for a hold period of January to March. 11 And 12 then we will have a spring breakup period where we're no longer able to use the ice bridge, and similarly 13 that is typically a time where currently there are 14 15 load restrictions on the Liard Highway.

16 So there will be a hiatus in transport 17 over that period and then at some point in the 18 summertime, currently projecting June the 15th, we 19 will be able to operate via a barge crossing of the 20 river and normal hauling on the highway. And that 21 should continue for the majority of the year before we 22 get icing on the river again.

23 So getting into the more environmental 24 considerations of the project, and certainly one of 25 the main considerations is the potential for

accidents. And the -- the first thing we want to do 1 2 is to review exactly what we're going to transport over the road and how we're going to do it. 3 And the biggest material for transport 4 will be concentrates. And we plan to transport those 5 concentrates either inside bags, which are tied down 6 within a truck box which has sides and also has a lid, 7 a lockable lid. Alternatively, we would have a more 8 bulk method of concentrate disposal, sorry, transport, 9 which will similarly be in containers that have a 10 solid com -- compartment with a locking situation. 11 12 And then supplies to bring in, I've listed the ones that are perhaps of more significance. 13 The biggest one (1) currently is diesel. We need fuel 14 15 currently to operate the -- the generators to -- to create power. As well as that we will be bringing in 16 17 reagents, reagents to treat water for discharge and 18 also reagents for the mill to actually produce the 19 concentrates. 20 And then we will also need material, explosives for use underground to extract the ore. 21 So 22 the -- some things to point out regarding the supplies 23 and I'm focussing on those because those are in the liquid variety, whereas the concentrates and -- and to 24 25 some extent the explosives are solid form.

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1 Diesel obviously is a liquid and at 2 this point we propose to bring in the diesel via dedicated tanks with the transport trailers. And 3 we're projecting a size of approximately 5,100 litres. 4 So we've deliberately gone to a -- rather than have 5 one (1) big tanker we've gone to a -- a situation 6 7 where we have much smaller tanks on each vehicle so that if there is a -- an accident, and worst case 8 there is a spill, then the spill is -- is a much 9 smaller quantity. 10 11 The -- the sodium sulfide is a solid. 12 It comes in fairly small bags, or you can get them in super sacks which are 1 tonne capacity. And the 13 sulfuric acid typically comes in 1,400 litre totes. 14 So again, it's not a tanker, it's a small container --15 or relatively small container. 16 17 So road design criteria and, you know, to -- to avoid accidents the first approach really is 18 to try and make the road as safe as we can. We're 19 20 following Ministry -- BC Ministry of Forest Guidelines for the construction. We will have a 5 metre single-21 22 lane width road apart from 550 metres where we propose 23 to make rock cuts in the road to provide for a better 24 grade and a better alignment. 25 But of those five hundred and fifty

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1 (550), three hundred and thirty (330) are situations 2 where we will have a cut -- it's called a cut-through 3 where you've basically got a rock wall on both sides 4 of the road. So I think the safety aspect in that 5 situation is quite high.

6 So really, it -- it boils down to 7 there's only 220 metres of road where we have a width 8 less than 5 metres. And -- and for that portion we 9 will look at other measures to minimize risks such as 10 speed control of vehicles and potentially perimeter 11 barriers. So that's something we will review further 12 during detailed design.

13 So as I mentioned, we've -- we've looked to straighten and improve corners and grade on 14 -- on the road where -- where we can. We've provided 15 for a number of crossings. I think there are nine (9) 16 17 bridge crossings along the road. And then there are several other fairly large culvert crossings, and then 18 a lot of other small ones. And we expect that the 19 20 road will be significantly signed. There'll be signs throughout with speeds and hazard markings. 21 22 So this will not just be a road like 23 your average highway where you get in your vehicle and 24 you drive along and essentially go where you want to 25 when -- how you want to. This will be a strictly

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1 controlled road transport situation where you have a
2 supervisor and you have monitors and you basically
3 have a checking in and checking out situation. And
4 you will have preche -- checks of the vehicles and of
5 the drivers themselves.

Basically, you want to ensure that the vehicle is safe to drive and that the drivers are up to the trip, they're not either sick or tired or otherwise co -- impaired. And then we will track the trucks as they move along the road either by radio or GPS or a combination of the two (2).

12 It's likely that the trucks will actually go in a series of convoys so that you can 13 imagine in that way there's no point to them trying to 14 go faster or slower because they're operating in 15 sequence, so it's a further check that the -- the 16 17 restrictions that we want to impose are actually followed. And, also, if somebody breaks down or if 18 there is an accident, then there are people there to 19 20 assist immediately.

21 So we were required to do a risk 22 assessment. And the first thing that we assumed is --23 was that, because winter conditions bring difficulties 24 with visibility and also potential for slippery roads 25 and ice, it's clear, I think, that travel in the

summertime is inherently safer than the wintertime. 1 So, for that reason, we feel that an all-season road 2 is a substantially lower risk than a winter road. 3 We will build the road so that there is 4 a slight grade to the inside of the road so if there -5 6 - if the trucks do happen to slip at any particular 7 point, they will be slipping into the bank rather than slipping off the road surface and downslope. 8 9 The important thing to consider though is that the average speed of these trucks will be 30 10 kilometres an hour. And we all know that school zones 11 12 are 30 kilometres an hour. I know myself that I don't always travel at 30 kilometres an hour through a speed 13 zone, so just to give you an idea of how slow that 14 speed is that these trucks will be moving. 15 16 So we think that simply because of that 17 speed there is much less risk of there being an accident like with oncoming traffic or animals on the 18 road or that kind of a situation. 19 20 We do have to con -- consider the 21 consequence of what might happen if there is an 22 accident and -- and if there in fact is a spill. So 23 we looked at the -- the properties of the cargo and the effects that might occur. We particularly 24 25 considered proximity to fish bearing streams. And we

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also considered that we were crossing karst terrain
 which can be porous because of cave development or
 sinkholes or other solution cavities.

So once we had worked through our risk 4 assessment we then turned to address the risks that we 5 had -- had come up with in terms of mitigation. And 6 7 the mitigation -- mitigating aspects of the assessment are determining what type of spill kits and training 8 we should have, where they should be located, what 9 kind of resources we want to have available, where the 10 response teams will be. 11

And on response teams, obviously we will have one at the mine. There will likely be a road maintenance crew on the road all the time in different locations. Those personnel will be trained in spill response as well.

17 And we will also have personnel 18 operating the crossing on the Liard River and managing the supplies coming in and going out. And we expect 19 20 those people will be Nahanni Butte members. That's -that's our intention at least. And those personnel 21 22 will also be trained in spill response. 23 So essentially, no matter where you are on the road, if there is a problem, we will bring 24 25 resources to bear to address the problem based on

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1 proximity and -- and response time.

2 One (1) aspect we included is these control points. And what this is, there are some 3 locations on the road, particularly on the western 4 end, where the -- the road is above the base of the 5 valley such that if there was an accident situation, 6 7 it may be more challenging to actually access th vehicle if it's gone down slope. 8 9 And the concern is that, if there is a spill, how do you actually intercept the material 10 before it can cause a significant effect? 11 12 These control points that we're proposing are on specific locations on streams where, 13 if material has spilled and is migrating either 14 towards the stream or, actually worst case, in the 15 stream itself, we would have material at a strategic 16 17 location where we could implement essentially a 18 temporary barrier or dam and stop the problem from going any further. 19 20 In addition to our risk assessment, the 21 Board hired a third party, Oboni Riskope, to do an 22 independent risk assessment. They did actually agree 23 with us that an all-season road is inherently safer 24 than a winter road. 25 However, they came up with their own

1 assessment of accident probability and consequence 2 assessment that we didn't agree with. We felt that 3 their estimation of the number of accidents was an 4 order of magnitude too high just based on BC Forestry 5 statistics.

And those statistics are based on your -- I mean, BC resource roads are more dominated by logging trucks than they are mining trucks. And those y trucks travel at considerably higher speeds than will operate on -- on our road. So that was another reason why we didn't think Oboni's estimate of -- of accidents was realistic.

We also felt that they were at a disadvantage because they didn't actually come to the area and see the terrain for themselves. So we felt that they came up with some accident projections based on terrain that, in our opinion, was quite simple and straightforward. So we thought that was not appropriate.

And we did point these things out to them during the review, and however they didn't really I don't think take our review comments terribly seriously.

24 However, after Oboni pro -- produced
25 their report, we did reevaluate our risk assessment

1 again using their information, and we came up with 2 some additional mitigations.

3 The first one is cab safety belts, and we thought that's appropriate because it's not just 4 the cargo that poses or -- or that -- that is at risk 5 from an accident. It's actually the drivers 6 7 themselves. And you can imagine if a truck were to go off the road, there is a sideways movement as well, 8 whereas we would normally be concerned about a forward 9 movement with normal safety belts. So we think that 10 there is a reason we need to consider cab safety belts 11 12 so that the drivers are protected for any type of a accident situation, like a roll over. 13

14 Clearly what's important is to make 15 sure that the cargo is anchored, and is not able to move because that itself can create a risk. And 16 17 during the detailed design phase, we will look to widen the road if there are specific locations where 18 we feel the risk is too high, and those -- in those 19 20 locations and in other locations we will give some further consideration to perimeter barriers to 21 22 hopefully prevent trucks leaving the road surface. 23 So we came up with these things at this stage based on our assessment and Oboni's assessment. 24 25 I think these are the kind of additional mitigations

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1 that we would have come up with during the detailed 2 design phase anyway, but there's no harm in bringing 3 them forward at this point.

We will encounter permafrost along the 4 route, discontinuous permafrost. We're -- we're 5 6 expecting to encounter it. The construction method 7 that we've selected is we -- which in lowland areas where the permafrost is likely to occur will include 8 what we call 'corduroy' and -- and this is essentially 9 trees that we've felled during the right-of-way 10 clearance we will use as part of the subgrade of the 11 12 road. And this will create a kind of a insulating floating effect on the -- the lowland soils, and form 13 the base of the road. 14

15 So this overland construction is -- is what it's called, and it minimizes the effects of 16 17 permafrost changes. We will need to investigate the borrow pits. That's the materia that we'll need to 18 build the road. And if we find permafrost, more than 19 20 likely we'll simply not use the material or -- or if we do it'll be under the guidance of a geotechnical 21 22 engineer so we're not creating a significant impact. 23 And all of these things will be subject to appropriate mitigation, and monitoring plans so we 24 25 can see that conditions aren't deteriorating.

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1 2 (BRIEF PAUSE) 3 MR. DAVID HARPLEY: 4 As we are transporting concentrate, a concern is that we not 5 6 lose any of the concentrate in the form of dust along 7 the route. We certainly don't want to lose concentrate because that's where our money comes from, 8 but we will try very hard to make sure that the 9 vehicles are completely clean before they leave the 10 11 mine, and don't leak. 12 But as a -- kind of a backup we will have metals sampling along the route both before and 13 during operations. And on site we will be measuring 14 dust, so we can determine if we are in fact getting 15 metals outfall. We want a clean operation, and we 16 17 want a clean road. 18 Mapping of the route has been conducted to identify terrain hazards, and for the most part 19 20 we've already mitigated those hazards by slightly adjusting the alignment, or modifying our design 21 22 approach somewhat. But further investigation will be 23 conducted during the pre-construction period, and if additional minor changes are needed they -- they will 24 be made at that time. 25

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It does not appear that there are any major slope stability issues along the route. There are certainly locations where there is a potential for some rock fall, and possibly some debris flows from certain locations if there's high intensity rainfall but we will flag those areas and monitor those areas closely.

8 And for rock fall we may, in fact, need 9 to apply some mitigation, which might be that nobody 10 is allowed to stop in that particular location or, if 11 necessary, we may have to put in a catch fence or some 12 form of netting.

13 So one (1) of the challenging areas of 14 the route is coming down Sundog Creek. The lower 15 section of Sundog Creek is a quite broad flood plain. 16 And you'll remember we went over this section of the 17 road in -- in a previous meeting.

There are -- this particular section 18 here, we're in a situation where the road comes down 19 20 this side, and to this point we can largely traverse 21 the flood plain without crossing the creek itself. 22 But once we get to this location the creek is right up 23 against the -- the southern bank of the valley, so we either have to skirt the valley, and in places move 24 25 the creek, or we have to cross the creek.

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1 And these two (2) locations here are where bridges would be located if in fact we crossed 2 the creek. We were concerned with bridges because 3 clearly this system can carry a lot of water 4 periodically and has in the past. So there's always a 5 concern that any structure in the way of it would be 6 7 subject to damage. 8 And we discussed with you previously that the other option to bridges and the one we prefer 9 is to actually move the creek itself. The reason 10 being, that this is the current main channel of Sundog 11 12 Creek here and this is an old channel at this 13 location. 14 So what we've proposed to do is to --15 excuse me, is build -- construct a -- a small dyke up in this location here and divert the creek to come 16 17 down this old channel and then we would build the road down this section. 18 19 So by doing that the creek can 20 basically come down here. It may -- if -- if we get a flood situation it's not going to damage the road. 21 We 22 don't think it's going to flood back to the road. We 23 will actually deepen this channel in places to make sure it has the capacity. 24 25 And the other thing to notice in this

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1 figure is this picture was taken in August, I think, kind of in mid-summer and you can see here that this 2 part of the creek is actually dry, and this -- there's 3 a bead of water here, but further downstream it also 4 disappears. 5 6 This is kind of typical in this system. 7 It -- it carries water in the springtime, but then it dries out through the summer into the fall and then 8 going into the winter it's com -- basically completely 9 10 dry. 11 So this is a map showing that location. 12 The red line is actually the proposed road alignment and the yellow line is the new alignment of the creek 13 in the existing old channel. 14 15 We did quite a bit of hydrology modelling on this system to make sure that it was 16 17 going to be feasible and comparable to what currently exists. And this is a projection of flows and flow 18 vol -- velocities. Once the channel is actually 19 20 diverted. 21 And you can see that in this location 22 during a hundred-year flood there would actually two 23 (2) channels here. And this is the reason that we would deepen the channel in locations and this is --24 25 would be one (1) of them so that we don't get this

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secondary channel situation that the hundred-year
 flood would actually be retained in the revised
 channel.

And given that we are moving the creek and then this section of the creek is being lost, technically this is what's called a habitat loss, a fisheries habitat loss. So we are proposing to offset that loss by constructing a deep pool in this location.

10 And the reason we want to do that is the -- the system, in general, is lacking in deep 11 12 pools, which is a problem for fish because they -- if they are still in the system in wintertime, they --13 they usually don't survive the winter because we get 14 up to a metre of ice in this area, and unless the pool 15 is sufficiently deep, the fish won't survive. 16 17 So, by creating a deep pool we will create what's called overwintering habitat, and we 18 hope to improve the survivability of fish in the 19 20 system.

21 So this is what the downstream 22 environment looks like. This is downstream of 23 kilometre 40, which we know it as Cat Camp. This is 24 one (1) of the camps that Cadillac used for 25 construction of the road. And you can see that there

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1 are a few beads of water in places here, but, for the 2 most part, like this section here, it's completely 3 dry. And this kind of terrain continues for several 4 kilometres downstream from this location.

So what happens basically is you'll get 5 spring flows from runoff, from snow melt and from --6 7 from rainfall. You'll get spring flows, and Arctic grayling migrate up the system during those spring 8 flows. And then they either migrate back down the 9 system as the flows recede or they get trapped 10 upstream in some of these side channels or -- or 11 12 shallow pools.

13 So in -- in building the Sundog Creek realignment we -- we will build it in either the late 14 summer or the fall when the conditions are completely 15 dry. We're not going to operate in a flowing stream. 16 17 And we're going to complete the construction until the whole thing is completely finished and isolated before 18 we actually put in the diversion so that when flows 19 20 come back in the following spring they will then go into the revised channel, not the existing channel. 21 We will build in controls of sediment 22 23 into the construction. We expect the -- the alluvial material to be the same in the new channel as it is in 24 25 the existing channel. But we plan to actually wash

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down the new channel with water that we will pump from 1 an off-channel, basically, excavation and collect that 2 fine material, or at least ensure that it settles 3 sufficiently so that it's not re-mobilized in the bed 4 of the creek so that when the spring flows come back 5 we don't get a resuspension and a -- and a turbid flow 6 7 of water, at least no worse than currently occurs naturally. 8

9 Water quality protection is always an 10 important consideration. There will be particular 11 management plans developed to provide for runoff 12 protection, managed sediment, control silt. And we 13 will maintain and inspect crossing structures to 14 ensure that they're not either being damaged or 15 creating sediment.

And these particular pictures show you each of the major water cross crossings. Again, I --Is I showed you these before in a previous meeting. This particular one is Casket Creek near the mine. And there'll be a new bridge in here. And there will be some dikes placed in here to channel the water under the bridge and out to Prairie Creek.

23 So each one of these has kind of a 24 similar situation. I'm going to skip over them quite 25 quickly. You can look at them from the handout. This

is the one at kilometre 23 where we'll have the new 1 2 alignment and a -- and a span crossing here of this incised tributary. And some more down Sundog. 3 This is near Cat Camp where we're 4 actually on the flood plain. And there's a tributary 5 6 that comes in here that we need to channel under the 7 bridge structure and some other crossings. 8 This is a creek. We call it Polje It's just downstream from the Poljes. And 9 Creek. Tetcela River. This is the crossing, Grainger 10 Crossing. The -- the gap is actually in the 11 12 background here, but this is a -- a -- kind of a 13 debris torrent channel, which is normally dry, so this will be a culvert crossing. And then this will be the 14 15 Grainger River crossing where we're coming this way, and Nahanni Butte is down this way. 16 17 So this berm here is intended to ensure that the -- the creek flows -- the river flows come 18 under the bridge in this location, and don't damage 19 20 the bridge structure, and then the Liard River 21 crossing itself. And the barge crossing would be in 22 this location, whereas we propose to have the ice 23 bridge a bit further downstream, the reason being that 24 we've seen that a -- because of the deep channel in 25 here, this bead of water actually persists quite late

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1 into the fall.

So it would be difficult for an early ice bridge construction, whereas this location, this tributary is dry. And -- and the -- and the channel here is quite broad and flat, so is much more amenable to an ice bridge. So we would simply traverse along the exposed bank, and across here, and then up to join into the road.

9 Caribou. We do see caribou occasionally along the road. We have seen caribou 10 occasionally in our -- both at the mine site and in 11 12 our studies. However, we're not seeing significant 13 numbers of caribou. The official range is to the north and the west of the road. Parks Canada has 14 15 collared quite a few animals in the area in the last few years, and that information is providing data to 16 17 show us where the animals are, and what their habits 18 are.

And I'll show you the maps in a minute, but into our road operations, we will build in mitigations for collision avoidance, such as speed restriction zones. And -- and also if we -- if we see animals close to the road, then the policy will be basically to stop on the road and wait for the animals to move off a safe distance before we continue at a

1 slow speed.

2 And again we -- we want to have our monitors on the road -- community-based monitors on 3 the road to see where -- if there's animals around, 4 and provide that information to -- to drivers. 5 So 6 this is kind of a -- a -- it's a map that is from the 7 official NWT 'Species at Risk' booklet, and this is -this boundary here is actually showing what's 8 considered as northern mountain caribou range. 9

So here's our road in here. And what 10 I've plotted on here is the locations of where animals 11 12 were collared by Parks Canada, and the locations that are being tracked. So with the data that Parks Canada 13 14 provided, we generated some seasonal maps of their locations and densities, and you can see here a -- an 15 expected count in springtime of one (1) to five (5) is 16 17 these green areas.

18 And this kind of area up here is an area that we know as -- as caribou flats. 19 We 20 certainly have seen caribou up there in significant numbers, so it doesn't surprise us at all that these 21 22 animals are congregating up in this location. 23 However, there are a couple of animals that the data 24 indicates are both sides of the road, and 25 periodically, they cross the road. So this is

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consistent with the observations we've made during our 1 studies also. 2 3 And then if we look at other seasons, the -- the time of year is actually up here. 4 This is They're concentrated up in this location, 5 summer. further up Prairie Creek. And as we go through the 6 7 year, you can see that concentration is more pronounced. 8 9 Here we still have the few animals that there's -- there's a strong suspicion are resident 10 animals that don't actually migrate. They stay in 11 this area year round. And this is into the fall where 12 again, primarily the animals seems to be to the north 13 and to the west, and wintertime. 14 15 As far as boreal car -- caribou goes, we haven't seen any boreal caribou at all in our 16 17 studies. We're -- at least the eastern part of the road is right on the edge of official boreal caribou 18 range. The -- the eastern part of the road does 19 20 actually cross into the range, but it's -- it's a range that is considered kind of buffer on -- on the 21 22 area where boreal caribou are more -- more commonly 23 seen. 24 Boreal cori -- caribou tend to prefer 25 the woodland terrain, not the -- not the upland

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1 terrain. So for the most part, since we -- we try and 2 stay to the upland because it's firmer, most likely, 3 we're going to avoid coming into contact with boreal 4 caribou.

5 However, people in Nahanni periodically 6 do see boreal caribou near the river, and in fact, I 7 think only a few -- a few days ago you saw a small 8 group of caribou near the river crossing, and two (2) 9 of them were actually harvested. So occasionally they 10 may occur on the eastern end here, but for the most 11 part, we don't expect to encounter them.

12 So this is information that you 13 actually provided us on what's happening in terms of 14 harvesting and in the area, and what -- what you told 15 us is that you -- you basically harvest in areas that 16 are easily accessible, primarily along the rivers, 17 because it's either too difficult or too expensive to 18 go beyond the rivers.

For the most part, the harvesting is moose, and caribou are seldom harvested. In fact, I think the two (2) you recently harvested are probably the first caribou you've had in quite a number of years, if I'm not mistaken. So it's primarily moose. There are old trap lines in the area, particular at Graing -- particularly at Grainger Gap

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1 where Raymond Vital has a cabin. But he told us that 2 he hasn't been there for about a decade and in fact 3 was quite eagerly awaiting road development, because 4 he wants to go back to his cabin. 5 And so in addition to that, moose I've

6 mentioned, but locally, you also harvest bear and 7 rabbit, but mainly proxical -- proximal to the village 8 here.

9 We've conducted two (2) heritage 10 resource assessments in the past, and you were 11 involved in both of them. We -- we basically went and 12 explored areas of higher potential based on your 13 knowledge and on guidance from professional 14 archaeologists.

15 And we didn't find anything, but despite that, we've committed to do follow-up surveys 16 17 before there's any further disturbance, and -- and also committed to involve you in those studies. And 18 we'll come up with appropriate plans for protection of 19 20 heritage resources, such -- should we find any. 21 At some point, the mine will close. 22 And as part of closure, the -- the road would be 23 closed. I know -- in fact, it's quite well-known that 24 you're very keen to develop a youth camp at Grainger 25 Gap. And for that reason, you've already expressed a

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1 desire to maintain access -- road access to that camp
2 even after mine closure. But at this point, we have
3 to plan for road closure, and closure would actually
4 occur initially right after road construction, because
5 the -- the borrow pits we would use to obtain the
6 material for construction would need to be closed and
7 -- and reclaimed.

8 But after mine closure, the whole road, 9 apart from any portion you want to keep, would have to 10 be closed and reclaimed also. And we want to promote 11 revegetation so that it returns to its current state. 12 We see that, like the mine, the -- the road 13 development will be positive in terms of employment 14 and -- and benefits.

15 Clearly, there will be jobs. We need – 16 - we need drivers, we need monitors. We need people 17 at the mine. So we're hoping that it's going to be 18 very positive, and of course, it's not just people 19 that work directly for the operation. It'll be people 20 that work in service industries that supply services 21 because of presence.

And we're actually thinking that while Canadian Zinc is not really in -- in the -- in the situation of considering tourism, we do think that the improved road access to the area through the park is

an opportunity both for the band and -- and others in 1 2 the region to -- and -- and we would be prepared to look at joint use of the road in a controlled way, 3 provided we can do it in a way that protects road 4 users, and safety, and -- and other considerations. 5 6 Of course, any development has its 7 potential for negative effects, and we will certainly work with you as much as we can to -- to minimize 8 those. We want to be a positive influence in the --9 in the area. We don't want the development to be a 10 negative influence. 11 12 And a lot of these commitments are already enshrined in an existing socioeconomic 13 agreement we have with GNWT. 14 15 So fortunately for you, I'm finished. Thank you. 16 17 THE CHAIRPERSON: Thank you, Mr. Hartley. After that presentation I think what we'd 18 like to do is get up and stretch a bit, so we'll call 19 a fifteen (15) minute break. And then coming back 20 after the break, we'll have the community -- ask if 21 22 there's any questions for the community to ask. Please see one (1) of the staff at the 23 24 back table here and put your name on the list so that 25 I can call you up to speak, to ask a question, or

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either just to make a statement. Thank you. Fifteen 1 (15) minutes. 2 3 --- Upon recessing at 2:45 pm 4 --- Upon resuming at 3:21 p.m. 5 6 7 THE CHAIRPERSON: If we could have people back to their seats, please, so we could start. 8 9 10 (BRIEF PAUSE) 11 12 Okay. At this time we would -- the 13 Chair -- as the Chair, I'd like to open the floor up to individuals that would like to make a statement or 14 to ask questions. And I had three (3) people that 15 signed up. And if I can ask Clayton Konisenta to come 16 17 to the table to a mic and to make your statement. 18 Thank you. 19 20 PUBLIC COMMENTS 21 MR. CLAYTON KONISENTA: Okay. Thank 22 you for giving me the time to speak. Right now, I'm 23 just speaking on behalf of Nahanni Butte, Dene Band, as a member. And I just want to say one (1) thing 24 25 before I begin, is the Dene law, the number one (1)

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law says respect -- sorry, respect everybody here. 1 2 Thank you. 3 And I -- I don't have any questions. I'm up here just as a member to say recently, Fort 4 Simpson made a statement that they have traditional 5 ties up at that pass, that second gap. And I'm not 6 7 saying they're wrong. I'd just like to -- like them to show us some definitive evidence that they were 8 actually there. 9 And that's, like, way -- we have a 10 buffer zone of our traditional territory. And when we 11 12 did that traditional territory Fort Simpson, Nahanni Bute, and now the other surrounding communities agreed 13 to an overlap on the border, the border of our 14 traditional land, and that agreement for the overlap 15 is far from where they're claiming that they have 16 17 traditional ties. 18 And I'm not trying to disrespect anybody or anyone in the region. All I'm trying to do 19 is make -- make the fact that their claims are -- I 20 don't know where their claims are coming from. And I 21 22 have nothing against anybody. Just every time we try 23 to move up we're pushed back. Sorry. And we're kind of used to that in a small community. 24 25 I'll tell you little story. No

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disrespect to, again, anybody. Recently, in the past, we had an overlap issue with a neighbouring community, ADK, and we had no disrespute -- no disrespect, but we didn't agree with what they wanted. So we all came to an agreement and we pushed back the line and said, Thank you.

7 And then when Fort Liard had two (2) booms and two (2) busts nobody said nothing about 8 industry. They -- they left them alone. That's what 9 happened. And Dehcho First Nation didn't step in, Fort 10 Simpson, nobody stepped in, Trout Lake. Okay, cool, 11 12 you guys can go ahead. Nahanni got a little bit of work. And then this mine comes up. And then where's 13 -- where's Dehcho First Nation and where was Fort 14 15 Simpson when we had this overlap issue with ADK? They weren't there. But as soon as we want to do something 16 17 for the community and the region they step in there 18 and say this -- what they said is it's disrespect. Talk about respect, but plainly disrespect. 19

If that was the case, why didn't they bring that up in the beginning? And where's their TK study to show that were up there, even an axe mark, even a camp spot? I just wanted to let the Review Board know that I have no hard feelings for anyone. We're just trying to do something for ourselves and

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the region. Thank you. Masi cho. 1 2 THE CHAIRPERSON: Thank you, Mr. Konisenta. We appreciate your comments. And, as you 3 4 know and I stated in my opening remarks, that the Review Board is only here for the project, but thank 5 6 you for your remarks. 7 The next person I'd like to call up that has signed up to make a statement or ask a 8 question is Leon Konisenta. If, Leon, you could come 9 to the mic, please. There's one (1) up here by Mark 10 11 or by Flora. 12 13 (BRIEF PAUSE) 14 15 (PORTION NOT INTERPRETED FROM SOUTH SLAVEY INTO 16 ENGLISH) 17 18 (BRIEF PAUSE) 19 20 THE CHAIRPERSON: I guess it's the transcription, Tom. It's not going through, so just 21 22 wait one (1) minute. 23 24 (BRIEF PAUSE) 25

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1 THE CHAIRPERSON: And, Leon, you're --2 you're such a good speaker, Leon, and you talk so fast, too, so the girls over there -- the interpreters 3 are saying, Tell him slow down. Slow down. 4 5 6 (BRIEF PAUSE) 7 8 MR. LEON KONISENTA: (PORTION NOT INTERPRETED FROM SOUTH SLAVEY INTO ENGLISH) okay. 9 (PORTION NOT INTERPRETED FROM SOUTH SLAVEY INTO 10 11 ENGLISH). Masi. 12 THE CHAIRPERSON: Okay, masi, Leon. After supper there will also be an opportunity to ask 13 questions, or to make comments after supper, as well. 14 15 But they're still not getting the transcription, so if we could just hold on and maybe 16 17 just call a two (2) minute break here while they try to fix the -- the technical aspect of the meeting. 18 19 They might need 'D' batteries, I don't know. 20 21 (BRIEF PAUSE) 22 23 THE CHAIRPERSON: That -- that's what 24 I said a two (2) minute break while they take a -take a break. 25

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1 (BRIEF PAUSE) 2 --- Upon adjourning at 3:41 p.m. 3 --- Upon resuming at 3:59 p.m. 4 5 6 THE CHAIRPERSON: The technical issues 7 have been resolved. We'll go back to our list of people that have comments or questions. And, Mark, 8 you are first up. Please, state your name again like 9 for the record when you're -- you're speaking. Thank 10 11 you. 12 MR. MARK POCKLINGTON: Thank you, Madam Chair. My name is Mark Pocklington. 13 I'm the Band manager in the Nahanni Butte Dene Band. 14 15 I've been with the Band for almost a year and a half now, and I wasn't preparing to speak. 16 17 I wasn't -- it wasn't on my agenda here but Joe convinced me that maybe I should make a few comments. 18 19 There has been a lot of correspondence between the Band and the Review Board, and Canadian Zinc, and also 20 21 other officials and government. 22 The main purpose behind the 23 correspondence was to -- to move the -- the process forward in a timely fashion. Peter just said earlier 24 on in his comments that the Elders have made it 25

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abundantly clear that -- that this -- you know, they -1 2 - they want to see this -- this road happen in their lifetime. They see it as being critical to -- to the 3 well-being of the community, and the well-being of the 4 youth especially. 5 6 And this -- the idea of -- of waiting 7 for bureaucratic process, or a review process to take place, that seems to - -to go on for not months but 8 It has been very, very frustrating at this 9 years. 10 community, at the -- you know, at -- at the community 11 level. 12 And it's that frustration that has -has bothered a lot of people and, you know, just being 13 the Band manager here I see it every day when I live 14 15 here. People want to know: How's it going? When's that road going to happen? Are you going to make 16 17 things go? And we have to go back to them and say, 18 Well, there -- there's some more meetings to do with the road. There's some more studies that have to 19 20 take place. 21 And they just have a hard time 22 understanding that. I -- I, as well, have a hard time 23 understanding that because prior to this I was involved in the Yukon. We were dealing with plaster 24 25 miners all the time, and it seems like the -- the

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1 process of getting an environmental approvals to move 2 creeks or build roads good for ten (10) years can be a 3 matter of months, not years.

And so a question that we -- we tend to ask a lot is why is it taking so long? Like what's -what's the -- the rationale behind -- you know, why does it take a year for this, or six months for that? I mean, we're in the modern age now with digital maps, electronic communication with email.

And, you know, all -- although this --10 this is not related to the EA process, you know, we 11 12 ran up against this with the permitting here in -locally where what should have taken a matter of days 13 ends up being a matter of two (2) months, and longer 14 15 because they keep coming back saying, Well, we're not sure about this or we're not sure about that. And it 16 17 goes on and on and on. In the meantime, people sit idle. 18

And so I just want to make the comment that this is really frustrating for the community. We want to get people out working. And we see no reason why this community can't be involved in the ongoing process of baseline studies, or what's -- you know, whatever is required to do things responsibly and right.

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1 There -- everyone here that I have met 2 in the time that I have been here -- short time that I 3 have been here is very concerned about wildlife, very 4 concerned about the environment. I've not met anyone 5 who is not concerned about those issues. I just don't 6 quite understand why it takes so long for this process 7 to take place.

8 And why it always seem to involve outsiders who have to be flown in to do these baseline 9 studies, or whatever. Why can't it be done by people 10 from the community, and move things along? That's 11 12 really the only proc -- comment I would like to make. 13 And we've asked a lot of questions, and we've -- I know Peter has written a number of letters 14 but I -- I know that we don't feel like we've really 15 been given the answers as far as how will this process 16 17 be modernized and how we can move it forward in a 18 timely fashion.

19 We haven't heard that. If anything, 20 all that's happened is a new level comes in, like Oboni risk assessment. They come out of no where. 21 No 22 advanced notice. And the next thing you know we're 23 deliberating that for the next number of months. Т mean, this is frustrating for the community. That's 24 25 the only comment I'd like to make.

1 THE CHAIRPERSON: Okay. Thank you 2 very much, Mark. 3 (BRIEF PAUSE) 4 5 6 THE CHAIRPERSON: Jayne...? 7 MS. JAYNE KONISENTA: Good afternoon. I would like to --8 9 THE CHAIRPERSON: Jayne, just state 10 your name again, please. 11 MS. JAYNE KONISENTA: Oh, sorry. 12 Yeah, thank you. For the record, this is Jayne 13 Konisenta. I'm councillor, Nahanni Butte Dene Band. 14 We visited a few Elders, myself and the Chief, 'cause we wanted to -- to see what the Elders 15 felt and what was on their mind 'cause most times when 16 17 we have meetings, you know, not everybody speaks. 18 Some people would speak at public place, but most would -- would not speak at public place. They would 19 20 -- they would talk to you at their house. 21 So we have done that. We've done our 22 homework. We've done -- I'm sure we did -- we got in 23 touch with everyone, all the Elders. We went to visit 24 them, sat with them. We had over two (2) hours with 25 them, and we heard their concerns and how they felt.

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And they told us clearly, every one of 1 them Elders in our community, they wanted to see this 2 road go through. And it was frustrating --3 frustrating for them because they said, Why is it 4 taking this long? If the road is to go through, it 5 should be done right away. We want to see this road 6 7 go through while we're here 'cause we're getting up in our age, you know. We're not going to be around for -8 - like forever. 9 10 We know -- all know that. I'm myself getting up there. And we want to make sure things are 11 12 done right. If there were something that were to go wrong while making this all-weather road, our Elders 13 are going to step in and address it. They're very 14 good at -- at that. 15 16 So that's -- we did our homework. We 17 went to all the -- all the Elders' home and to our 18 members, and our manager does a very good job. He -he puts emails, anything, in everybody's mailbox, so 19 20 nobody's left out. 21 And once again, I want to tell you that 22 this is what our Elders want. And when our Elders want something, we do not ask them questions. 23 This is what they want. And like we have respect for our 24 25 Elders. We do what they ask us to do, and this is

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1 what's happening.

And they want to see the road go through, so we're going to push for the road to go through. That's our task, so that's where we're heading.

And as for like GNWT or whoever wants to like step in our way, sorry, but we're going to do what we're going to do to survive, but within our boundary and within the laws and all that. But don't forget, this is our traditional area.

11 And, look, we've given up a big piece 12 of land back here to Nahanni National Park Reserve. Do we even ask them any questions while they make 13 decisions for us at their -- at their consensus team 14 15 level? We don't have a say. But now we're going to do -- we're going to get in the driver's seat and do 16 17 what we think is best for our community and our young 18 people here.

We have young -- young people that just graduated. There's like four (4) or five (5) young gentlemen, and they graduated in 2016. And we're going to sit around and -- and just wait? What? We want to see them hanging around the community? No. We want to see them get educated, and we want to see money coming into our community. We want to see our

own store, our own pos -- post office, and we want to 1 2 see our own people, local people, run these programs. 3 And we're just kind of tired of having people telling us, you know, You should not do this, 4 you should not do that. What we're doing -- what 5 we've been doing with our own like -- with our 6 7 members. And what we're doing, we -- we believe we are doing right, and we're doing this to survive. 8 9 And it kind of saddens me when -- when we do this in our own yard and we have other people 10 coming in and -- and kind of looking at us, flying 11 12 over us, telling us, Don't do this, don't do that. And then we in turn tell them -- tell them something. 13 Oh, we don't have funds for this, we don't have funds 14 for that. 15 16 Well, what are you doing, flying all 17 over -- over us with what funds? And how did you 18 drive in if you don't have funds? You know, there's questions like that, lots of questions. But, you 19 20 know, it's never been asked, but there's going to be lots of questions coming out. Probably not today, but 21 22 later on there will be. 23 And this time that we're standing up and trying to do what's right for our community. And 24 25 we're having people stopping us or telling us, No, you

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can't do that. And this infuriates a few of us. 1 With that, masi cho for -- for 2 3 listening to me. THE CHAIRPERSON: Thank you, Jayne. 4 5 Any other comments or questions? 6 7 (BRIEF PAUSE) 8 9 THE CHAIRPERSON: You don't want me to call another ten (10) minute break. 10 11 12 (BRIEF PAUSE) 13 14 THE CHAIRPERSON: No questions or 15 comments? 16 CHIEF PETER MARCELLAIS: Yes, when --17 THE CHAIRPERSON: Peter...? Just 18 state your name again, Peter. 19 CHIEF PETER MARCELLAIS: Peter 20 Marcellais, Chief of Nahanni Butte. When we were doing the Elders meeting, we came across something an 21 22 Elder told me a long time ago. Grandfather, and he 23 was telling us a story, but he said it in a way that -24 - cogadi (phonetic) he said. So I wanted to know who 25 -- who said that, but he wouldn't tell me.

That's the kind of tradition we grew up 1 2 with, but I wanted to know because I just came out of school and that's what I was taught, ask questions. 3 But back then, the Elders didn't point fingers and 4 say, It was him that did that. Now, with the names 5 and all that, they say, Peter did this, Peter did 6 7 that, so. 8 That's stuff the Elders taught us not to do. When I -- I told him, Who said that, he got 9 mad, and bang on the table. He said (NATIVE LANGUAGE 10 SPOKEN) He said. Back then they weren't pointing 11 12 fingers. But since then, everything changed now and now tell a story, Oh, yeah, Peter did this, Peter did 13 that. So that's where all the trouble began in our 14 15 community as we start naming names, and that's not 16 right. 17 So what we're trying to do is go back, 18 try our best to change everything the way we -- we deal with everyday things. So that's -- that's what 19 20 our traditional knowledge is all about. So that's why we're -- we want traditional studies done on the whole 21 22 road system. 23 We -- we did our homework. We -- we

24 did our maps. We got all the Slavey names down,
25 everything, all our territory. Not all of it, but we

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1 did most of it, and it all has to do with a Canadian 2 Zinc road and all that. It's all there. We gave them 3 a copy and we got all our boundary issues with Trout 4 Lake.

And it's all done and it's all done on 5 maps. So that's -- that's where we're coming from. 6 7 And the Elders told us, Go ahead, why is it taking so long? So that's what Jayne was saying. So they --8 they want to see the road open, so that's -- that's 9 our direction, and we're going to -- we're going to 10 make it happen, whether we've got to go to court or 11 12 whatever, it don't matter. 13 Because we've got a problem with Simpson too, they want to say that it's their 14 traditional land. That's a different story. All we 15 want is the road open, that's it. Okay. Masi. 16 17 THE CHAIRPERSON: Thank you, Peter. 18 19 (BRIEF PAUSE) 20 21 THE CHAIRPERSON: The floor is open to 22 questions or comments. 23 24 (BRIEF PAUSE) 25

1 MR. GARTH WOLLBRIDGE: Madam Chair, my name is Garth Wollbridge, and I'm legal counsel for 2 the Band. Based on discussions through the day, I had 3 been making notes speaking with the Chief on behalf of 4 he and his council and the community. We were going 5 to discuss these notes, the speaking notes, as I had 6 7 understood both from a meeting I had with the chief this morning as well as through the day in the 8 hallways over coffee. 9

10 I believe there's a reasonable possibility that we may be coming to the end of the 11 12 day sooner than had been anticipated, so I just asked 13 the chief would he like me to -- the notes that I've captured, if he would like me to go ahead and read 14 them or take a break to go through them carefully with 15 him. And he has asked me to please just proceed, so 16 17 on the chief's direction I'm going to do that.

The people of this community of Naha 18 Dehe Nahanni Butte believe in the Canadian Zinc 19 20 project. It's pretty obvious that the people here believe in that project. Back in 2011, they signed an 21 22 impact and benefit agreement with Canadian Zinc. 23 To this point, there hasn't been a lot of benefit to the community from the project in that, 24 25 you know, the -- the project is still inching forward

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1 as slowly as that might be. You have heard as a panel 2 several times today the discussion that Jayne and the 3 chief most particularly had with the Elders in the 4 community. I was briefed on some of those discussions 5 this morning, some of the -- the details, and they 6 included, as you have heard today, the Elders want 7 this project to go ahead.

8 I note with pleasure, as an indigenous person myself, that the majority of your panel 9 representing the other indigenous groups in this -- in 10 -- in the Northwest Territories, the majority of you 11 12 are indigenous, and I would suggest everything I've 13 heard today certainly suggests to me you well understand the -- the impact and the belief that we 14 15 have. And what the Elders say, we really ought to try 16 to make that happen.

17 And so one of the things that I 18 captured through the day in my notes from the Elders is the idea -- and Jayne mentioned it just a few 19 20 minutes ago and I'm going to repeat it, our youth in this community, particularly the five (5) gentlemen 21 22 right now, they need jobs. As we all know, almost 23 everyone in this room is a northerner and understands that jobs in a small community like Nahanni Butte are 24 25 few and far between.

1 So now this is not necessarily a want. 2 And, you know, there's a fine distinction between 3 what's wanted and what's needed. Most of us want 4 something, but some of us need something, and most of 5 us need a job. We get a lot of pride from having a 6 job.

7 In addition to just having a job, many of us want and will at some point turn that into a 8 career. A thirty (30) or thirty-five (35) year mine 9 life sounds like a career to some of our young people 10 in this community. Would they be there forever? No. 11 12 The young man who spoke earlier, he's been with 13 Canadian Zinc as they do advanced exploration for seventeen (17) years already. And -- and, you know, 14 we're -- we're closer to a mine, but we're not there 15 16 yet.

17 But the general idea is jobs, careers, 18 they're few and far between in a small community like this. This is something in the backyard of the people 19 20 of this community. The people here, as is the case in most of our small northern communities, have moved 21 22 from a traditional economy. Consequently, although 23 there's much social housing provided and -- and 24 whatnot, there are people here who own their private 25 homes.

People have fuel bills to pay. 1 They 2 have electrical bills to pay. And you can't do that today unless you're very good and very tough, 3 certainly way tougher than me, on a traditional 4 economy basis. You need a job. The mine offers that. 5 6 One (1) of the points that I picked up 7 and I discussed over the past week with -- with Mark and -- and the chief particularly is that at a 8 hearing like this we don't want to -- and I can only 9 presume the panel would not want to get in a debate 10 over who owns this land. But as you heard a few 11 12 minutes ago, the people of this community believe they 13 own this land. We're not going to settle that here today; that's another whole process. 14 15 But having to sit here -- and, with respect, you folks are very respectful. We thank you 16 17 for coming here to listen to the concerns of the people. We believe -- and I'm not from this 18 community, but if I slip into that, please accept that 19 20 it's just to try to help advocate for -- for the 21 people here. We believe it's our land. We respect 22 that you came and asked us because you're mandated to 23 do that. But, as someone mentioned a few minutes ago, at some point, it's like the frustration levels gets 24 25 so high to just go and do it. We don't want to get

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1 there.

2 We want you in your deliberations to appreciate how heartfelt these thoughts are in the 3 community and move ahead and grant the -- the road --4 the approval that we seek. And we don't necessarily 5 seek it, except to support our partners. And the 6 7 community here thinks of Canada Zinc as a partner to offer those jobs and careers and some real future hope 8 for this community. 9

10 Prairie Creek is real, in terms of everything we know about it. The -- the people here 11 12 who have worked up at the site. Leon, earlier, and I quess -- you know, right at the time there was 13 technical problems. I understand he's worked up 14 there. Certainly, his nephew has. We believe firmly 15 that it will be a mine. We want it to be a mine 16 17 sooner rather than later.

I remember having a discussion 18 advocating for a client very similar to this twenty-19 20 five (25) -- twenty-eight (28) years ago on behalf of the diamond mines, and saying that, We don't want to 21 22 lose another whole generation of young people moving 23 away or being severely under-employed for their There's a real opportunity just in the -- as 24 career. there was from Yellowknife and north in the diamond 25

1 mines.

There was -- and it's proven. We've just celebrated twenty-five (25) years of diamond mining in the territories. There's lots of young people, men and women, Aboriginal and non-Aboriginal from the north who have done well because of the diamond mines. We see that as a possibly for the people of this community.

9 And, of course, what ends up happening? A proponent of a project like Prairie Creek, they've 10 got to go out into the stock market and -- and to 11 12 lending agencies to find the money, whether through debt or equity, to build a mine. And without a road -13 - when you've got a heavy product like they have, 14 without a road, it's pretty hard to convince 15 financiers and people in the stock market to put the 16 17 hundreds of millions of dollars needed.

To have enough money to keep the project inching forward, sure, but we really need to move ahead. And so the -- the work that your panel does, it's important work, can help us get to that finish line of an -- of a mine opening sooner rather than later.

24The people of Nahanni Butte, I'm sure25you have gathered this from being in the community

before, some of you perhaps from today, and certainly from today I would hope, and expect you have understood the people here have a good understanding of the risks. The Proponent has done a -- a very -from my perspective, and my client's perspective, a credible job so far of analyzing the risks.

7 There was an explanation earlier that that analysis will continue, that the safety programs 8 will be developed. Is it possible that some event 9 happens on the land that needs a clean up? Of course. 10 The people of Nahanni Butte understand that. And so 11 12 in -- in looking at the environmental impacts, which is what you're mandated with, the people here, to the 13 degree possible for lay people, the people of this 14 community understand those environmental -- those 15 possible environmental impacts. 16

Another environmental impact that they have a -- an appreciate for, some understanding of, we heard about it earlier, is the access that would be -the increased, more open access potentially for hunters and whatnot, that's something that the people here believe they can manage, if I can say it in that fashion.

24So there's risks with any project. The25people here believe it can be done safely. And

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1 getting back to that idea earlier that I used, the -2 the dichotomy -- the difference between the two (2)
3 words of wanting something and needing something, the
4 folks here need this mine.

There's nothing else perhaps with the 5 exception of tourism, which I think we could all 6 7 understand is a very small scale operation, no matter how it's accomplished, but this is a real big 8 industrial development with a relatively small 9 footprint. And I don't know enough about mining to 10 say what the long term impacts are different from here 11 12 to the diamond mines, but certainly, we did all this twenty-five (25) and thirty (30) years ago in the 13 Northwest Territories with diamond mines, and now we 14 want to do it with this one. 15

16 And, of course, at this point, you 17 folks are charged with looking at the road access, and we appreciate that. And from everything I've heard 18 today, the -- the community -- in -- in the meetings I 19 20 had this morning, the community would like to see 21 Canadian Zinc get approval for the road so that they 22 can get started working, like, this coming winter. 23 Like, months from now. 24 I -- I -- Mark said earlier, in other 25 projects, you know, in other jurisdictions, perhaps,

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it's weeks or months away and not years. And we would 1 2 hope at this point that the -- the work that you folks are doing, we could get there -- we could get to the 3 'yes' within months so that these folks could spool up 4 for this coming winter of 2017/'18. Thank you. 5 6 THE CHAIRPERSON: Thank you. 7 8 (BRIEF PAUSE) 9 10 THE CHAIRPERSON: Okay. The floor is 11 open to comments or questions. 12 (BRIEF PAUSE) 13 14 15 THE CHAIRPERSON: All right. I think what we're going to do then is we're going to break 16 17 for supper. I know Seline and her granddaughters have been out there slaving away, and it smells so good out 18 19 there. But we'll break for supper, and we'll 20 reconvene here. 21 On the agenda, we've got closing 22 statements at 6:30, so I think we'll just try that at 23 6:30 then. So we have a supper break starting now, and 6:30 we'll come -- it says right on the agenda. 24 25 5:30? Oh, probably comments. Sorry about that.

You're not getting off all that free time. 1 It's 4:26, so public comments is at 2 5:30. So we have an hour and a half for supper. 3 4 5 (BRIEF PAUSE) 6 7 THE CHAIRPERSON: Okay. So we're breaking now for supper till 5:30. 8 9 --- Upon recessing at 4:26 p.m. 10 11 --- Upon resuming at 5:44 p.m. 12 13 THE CHAIRPERSON: Okay. If we could 14 call everyone back, please, to the hearing. Everyone come back to the hearing, one minute to start up. 15 16 17 (BRIEF PAUSE) 18 19 THE CHAIRPERSON: Okay. If we could 20 reconvene the meeting please. I know after that delicious supper, we all just want to have a nap and 21 22 have a little snooze. 23 24 (BRIEF PAUSE) 25

1 THE CHAIRPERSON: At this time, what I 2 would like to do is I would like to give the floor the opportunity to ask any questions or to make any 3 comments before we do the closing remarks. 4 5 6 (BRIEF PAUSE) 7 8 THE CHAIRPERSON: Questions or 9 comments? Yes. Okay, Norbert, could you send a 10 portable mic over to the Elder? Oh, she's got one 11 over there. Thank you. 12 13 (BRIEF PAUSE) 14 15 THE CHAIRPERSON: Martina (phonetic), just make sure -- is it -- Martina, Elsie's going to 16 17 speak? Okay. Just remind her to say her name. Masi. 18 19 (BRIEF PAUSE) 20 21 ELDER ELSIE: Hello. 22 23 (INTERPRETED FROM SOUTH SLAVEY LANGUAGE INTO ENGLISH) 24 25 ELDER ELSIE MARCELLAIS: My name is

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Elsie Marcellais. We are talking about our land. 1 I'm 2 really thinking a lot about the water. Up in the -the river up -- the river up the -- you know, up the 3 river, they -- they usually -- wherever they're 4 working, they're going to wash the -- the -- they're 5 going to use the water, and it'll pour in, and it'll 6 come down here. 7 8 So now the young people, when they were young, we used to get water from the river, but now 9 things change now, so we don't use water like that. 10 But people down the river use the water, so our 11 12 water's good, so I wanted to mention that. I want to be thankful that we talk about what we want -- want 13 done to our land. It is good. It would be really 14 good if they take good care of our water. That's all 15 I wanted to say. Thank you. Thank you. 16 17 18 (INTERPRETATION CONCLUDED) 19 20 THE CHAIRPERSON: Any other questions 21 or comments? Garth? 22 MR. GARTH WOLLBRIDGE: Thank you, 23 Madam Chair. Over the --24 THE CHAIRPERSON: Just state your name 25 again, Garth.

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MR. GARTH WOLLBRIDGE: Thank you.
 Yeah, Garth Wollbridge. I'm legal counsel for the
 band.

Over the -- the meal break just now, 4 the chief, the CEO, and some of the counsellors and I 5 And they asked that I please bring forward a few 6 met. 7 final points. They're not necessarily in closing, but they're points that we didn't capture earlier today. 8 9 One (1) is that appreciating part of the Board's mandate deals with issues relating to the 10 people and the envi -- the -- the people within the 11 12 environment, and the culture and whatnot, hunting and trapping in the region of Canadian Zinc has been going 13 on from time immemorial, as best we know. 14 15 Indeed, for the last ninety (90) years, while people have been digging up the ground there, we 16 17 heard from Canadian Zinc earlier that already at -- by

the 1920s, people were up there digging up ground. 18 Through that time, and the last ninety (90) years 19 20 since then, hunting in the area has continued. It's a 21 very -- it's a distant area from the community, so not 22 a lot of hunting, but we're comfortable that the 23 impact of the last thirty (30) or forty (40) years, more particularly with lots of activity up there, 24 25 hasn't damaged the environment so far as animals being

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1 in the region and being available. So we don't see 2 that as being -- a more expanded operation being a 3 problem.

Secondly, a benefit that the community 4 and the people in the community and, most importantly, 5 6 the young people in the community would see -- would 7 realize as a consequence of the road being built specifically within your mandate here today is that 8 there is now up at a location along the road 9 allowance, if we might say it that way, the location 10 of the road up at a location called the second gap 11 12 there is a bit of a youth camp.

13 There's a single building there now. The community would like to expand upon that. And 14 certainly many people in the north I don't think would 15 disagree when I say that a youth camp, especially 16 17 outside a traditional community, is a very good thing to have. And so right now it's accessible by skidoo 18 only. It's not even water accessible. 19 20 So to have a road going close by would

21 allow for a more complete camp, a bigger camp. It
22 would allow for more use. And so we would ask that
23 the -- the Board consider that in their deliberations.
24 A third point, this morning in a
25 meeting that I was at, an Elder mentioned with a lot

of passion that we need to make this community a safer 1 2 community by moving the airport. It's pretty close to town, as we all witnessed. You know, it's probably a 3 three (3) minute walk from where we are right now. 4 5 Having air traffic right at -- on the edge of the community is -- is somewhat unsafe. 6 Ιt 7 costs a lot of money to build a new airport. It's going to have to be, hopefully, someday built. Built 8 some short distance away. We don't want it like the 9 old Mirabel experience, too far away to be of -- of 10 any real use, but it should be farther out of town 11 12 compete with, in a perfect world, a cross runway such that in -- in almost any kind of wind condition you 13 could safely land and take off. 14 15 And so to have the money to afford a 16 new runway, certainly the Tlicho took some of the 17 money that they have made over the years and built 18 their own airport down at Edzo. I believe I understand the case to be that the GNWT could not 19 20 justify -- as they analyze their work, could not 21 justify building a runway at Edzo when there was a 22 good one -- two (2), in fact, in Yellowknife, so the 23 Tlicho built their own airport. 24 Well, perhaps that would happen here 25 some day. If the people of Nahanni Butte had their

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1 own money, enough coming out of a finished mine once 2 the road is approved and the mine built perhaps the 3 community could build its own bigger, better airport, 4 and increase the safety by getting the strip from the 5 edge of town.

6 Likewise, on a fourth point, an all 7 weather road -- an all season road into the community from the outside would increase safety quite 8 dramatically simply because the weather on the edge of 9 the mountains as we are, increases the -- many times 10 through the year an airplane can't land or take off. 11 12 So if there's a need for a medevac, it can't fly. 13 Having an all purpose road, an all season road, increases therefore the health and safety 14 15 of the people in the community. And that, we would think, at this point is only going to happen if, in 16

17 fact, the -- the road up all the way to Prairie Creek
18 gets approved.

The fifth point, the report on a risk analysis by Franco Oboni. Many people in the community, and I don't want to use my words but I -- I haven't -- the -- the people here are surprised and shocked that this happened from a distance. Almost a desktop study without on the ground, look at the situation here, talk to the people here.

1 Rather it's that old thing that we 2 often talk about the in the North; a southern expert sitting someplace has made a report at your -- at your 3 request without ever having the courtesy to show up 4 here and potentially finding out if things are 5 6 different here in real life as opposed to on a 7 desktop. 8 So a small community like this often

9 ends up feeling isolated, and then insulted when 10 people can't even be bothered to come in and talk to 11 them. So something -- and -- and it would seem that 12 many issues as was ment -- some of them mentioned this 13 morning by Canadian Zinc perhaps is just plain wrong 14 in that report so maybe some more need -- wor -- needs 15 to be done.

The final point from the community, as I understand it and I'm certainly in -- you know, aware. I'm only speaking from my time here today, and briefings earlier in the week, there may still be something beyond what I say.

So please, when I say I'm finished with this next point, don't think that's the end of it. There may be something more, there may not. But there have been discussions with Canadian Zinc, and I would understand that perhaps some of the panel members, if

1 not some of the professional staff that you employee 2 are aware that a -- a traditional land use agreement 3 is in the works between the community and Canadian 4 Zinc.

5 And just as a -- as a way to ensure that everything goes hand in hand, it may be 6 7 appropriate, and I use that qualifier 'may' be appropriate, for the -- for the Board when issuing, 8 and now I'm going to be very positive, when issuing 9 the -- the approval to go ahead ensures that one of 10 the conditions relates to a traditional land use 11 12 agreement is in place at the time the road is 13 commenced. 14 And my understanding is Canadian Zinc 15 would have no problem with that. So again, thank you, Panel, for coming to the community. And I'm certainly 16

17 just a spokesman, there may be other comments, please,18 Madam Chair.

19 THE CHAIRPERSON: Thank you.
20 Questions or statements from other members?
21
22 (BRIEF PAUSE)
23
24 THE CHAIRPERSON: If there's no more
25 questions or statements I would last -- ask you then,

Garth, I think -- are you doing the closing statements 1 for Nahanni as well? 2 3 CLOSING COMMENTS FROM NAHANNI BUTTE: 4 5 MR. GARTH WOLLBRIDGE: I'm told pretty much. So Garth Wollbridge. The closing statements 6 then on behalf of the Chief, and the Council, and the 7 people of the community are that, again, thank you for 8 coming. Thank you for listening to us. 9 We urge you to do your work with all 10 due diligence as we are sure you will and to grant the 11 12 approval that this community seeks. We've said it many times today, we believe in the Canadian Zinc 13 project. We believe in the road. We believe we 14 15 understand everything that we can possibly understand at this point in terms of the risks and benefits, and 16 17 the benefits are just so great. 18 Our people need the work, and please approve the road, in -- in -- as quickly as you can. 19 20 We'd like to see work for our young people this coming 21 winter. Thank you. 22 THE CHAIRPERSON: Okay. Thank you, Garth. Closing statements from Canadian Zinc? 23 24 25 (BRIEF PAUSE)

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1 CLOSING STATEMENTS FROM CANADIAN ZINC:

2 MR. ALAN TAYLOR: This is Al -- Alan 3 Taylor, Canadian Zinc. Firstly I'd like to say that 4 there's many benefits that we can see coming from an 5 all season road and that's just not relating to the 6 Prairie Creek operation, but to the well being of 7 Nahanni Butte and this community.

8 And it is our intention to move forward 9 with Nahanni in co-management of this road. And I can 10 verify that we do intend to sign off on a traditional 11 land use supplemental agreement that'll be between 12 Nahanni Butte and us. And -- and this will be in 13 addition to the existing IBA.

And I can also verify that Canadian Different And I can also verify that Canadian Different Support the Note: Support the support the road at that second Different Support and I can always say that we certainly And I can always say that we certainly appreciate the support that Nahanni is giving to the Different Support that Support that Support the Different Support that Support that Support the Different Support that Support that Support the Different Support that Support the Supp

And we share their frustration in the time it has taken to get to where we are here and our investor base shares that too. And we're looking forward to confirming the -- the permit and the conditions of that permit so we can run a successful operation here for the benefit of all.

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1 I wish to thank Chief Peter and 2 Council, and Band members and community members for -for being here, and for the Board for listening. Masi 3 cho. 4 5 6 CLOSING COMMENTS BY THE CHAIRPERSON 7 THE CHAIRPERSON: Thank you, Alan. Closing statements from MVEIRB is we've arrived at the 8 end of the community hearing in Nahanni Butte. 9 Thank you to everyone that spoke out today. The Review 10 Board has listened to your views on the Prairie Creek 11 12 all season road and values the input of each and every 13 person that spoke. 14 The community hearings will continue in Fort Simpson tomorrow, April 25th, and followed by the 15 formal technical hearings from the 26th to the 28th. 16 17 After these hearings are complete, Canadian Zinc and parties will submit post-hearing filings prior to the 18 closure of the public record. 19 20 Post-hearing filings materials include 21 official hearing transcripts, commitments, 22 undertakings, and final statements from parties and 23 the developer. Post-hearing filings include hearing undertakings from Canadian Zinc, closing arguments 24 25 from parties, closing arguments from Canadian Zinc,

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1 and closure of the public record.

The Review Board will fully consider the views of all the people who spoke to the Review Board today. Your views and opinions are important to the Board, and will be considered in the report of the environment assessment.

7 The Review Board will complete the 8 report of the environmental assessment after the 9 public record is closed. The report will then be 10 submitted to the GNWT, Minister of Lands, for his 11 consideration.

12 I would like to thank the following individuals who helped to make this hearing successful 13 in Nahanni Butte. Definitely to the caterers of the 14 15 food, Seline Betsaka (phonetic) and her granddaughters. The door is closed and they can't 16 17 hear us, but she's just walking by. Thank you, Seline, for -- yeah. Open the door and tell her to 18 step in here so we can thank her personally, because I 19 20 think we've been fed wonderfully here. I think it's a 5 pound gain here for us. 21 22 Thank you, Seline, for your excellent 23 service in catering to us. We're very contented and

24 ready for a nap. Thank you, Seline and

25 granddaughters. Yeah. Masi. Okay. Okay. Thank

you. Masi. 1 2 Masi cho to our interpreters, to Betty Hardisty and Maryjane Cazon. Masi cho. 3 Pido for the sound, Norbert Poitras, 4 thank you for plugging us in and keeping us let --5 6 having our voice being able to be heard loud and 7 clear. 8 Bob for the transcription services. We had a little glitch in there, but you're so talented, 9 you were able to fix it, and we carried on. 10 Thank 11 you. 12 Nahanni Butte Band for their hospitality and their facility. I'm sure the members 13 that are here from the community will relate that 14 message back to them, to Chief Peter Marcellais and 15 16 council. 17 And thank you to our Board members and our staff for the Board members to sit here and to 18 19 listen to the concerns and the comments that were 20 brought up at this hearing, and for our staff to 21 support us in the work that we do. 22 I -- at this time, I would like to ask 23 Elder Elsie Marcellais to do a closing prayer. And as soon as the closing prayer is over, the community 24 25 hearing for Prairie Creek all-season road in Nahanni

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 1
   Butte is adjourned.
 2
 3
                        (CLOSING PRAYER)
 4
 5
                   THE CHAIRPERSON: Masi cho, Elsie.
 6
   Safe travels to everyone. And again, thank you to the
   community of Nahanni Butte for your hospitality.
 7
 8 Masi.
 9
10 --- Upon adjourning at 6:05 p.m.
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13 Certificate of Transcript
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   Bob Keelaghan, Mr.
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