



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

1 APPEARANCES

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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)

17 Flora Cli)

18 Garth Wollbridge)

19 Gina Marsley)

20

21 Allison Stoddart) Parks Canada

22 Jonathan Tsetso)

23 David Walker)

24 Olinto Beaulieu)

25 Jonah Mitchell)

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2 Paul Mercredi) GNWT

3 John Ritchie)

4 Lorraine Seale)

5 Monica Wendt)

6 Simone Tielesh) Counsel

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1 --- Upon commencing at 1:11 p.m.

2

3 THE CHAIRPERSON: If we -- good
4 afternoon. If we could have everyone take their seats
5 that are going to be involved into the hearing so that
6 we can get started, thank you. One (1) minute to
7 start up.

8

9 (BRIEF PAUSE)

10

11 THE CHAIRPERSON: Good afternoon.
12 Before we start the presentation, I would like to ask
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
20 much to the cooks out there, Selene (phonetic) and her
21 granddaughters, for providing us a wonderful lunch,
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

1 OPENING COMMENTS BY THE CHAIRPERSON:

2 THE CHAIRPERSON: Welcome to this
3 community hearing for the environmental assessment of
4 Prairie Creek, the all-season road. My name is Joanne
5 Deneron, and I am the chair of the Mackenzie Valley
6 Impact Review Board. For those requiring translation,
7 there are receivers, and on there, there's channels.
8 On channel 2 is the English channel, and South Slavey
9 is on channel 3 on your receivers.

10 I would also like just to mention at
11 this time, too, when you're speaking into the mic, if
12 you press the button and you'll see that it's red
13 there, and so that means that the mic is on. And if
14 you could speak slow and clear to allow our
15 translators to make sure that the translation is
16 properly recorded.

17 First off, as well, I would like to
18 acknowledge that we are holding this hearing in the
19 traditional territory of the Nahanni Butte Dene band.
20 After this introduction, I would like to invite the
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.

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

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

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

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

1 The purpose of the mine road is to supply the Prairie
2 Creek mine with operating materials, and to transport
3 lead and zinc concentrate from the mine to market.

4 The construction phase for the all-
5 season road will take three (3) years, and will
6 operate for seventeen (17) years. After the seventeen
7 (17) years operating phase, Canadian Zinc will close
8 and reclaim the road over a two (2) year period.
9 Closure and reclamation will be followed by three (3)
10 years of monitoring for runoff, site stability, and
11 re-vegetation. Canadian Zinc will provide a detailed
12 presentation of their project shortly.

13 I would like to speak about the Review
14 Board's mandate. The Review Board is a co-management
15 body established under Part V of the Mackenzie Valley
16 Resource Management Act. The Review Board is the main
17 instrument for the environmental assessment and
18 environmental impact review of developments in the
19 Mackenzie Valley.

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
24 decisions by consensus. Our goal is to make decisions
25 that will protect the environment, including the

1 social, the economic, and cultural well-being of all
2 residents of the Mackenzie Valley now and for future
3 generations.

4 I would like to introduce our Board
5 members as well, and Board staff and our counsel.
6 We'll just start at the end.

7 MS. YVONNE DOOLITTLE: Good afternoon.
8 My name is Yvonne Doolittle.

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
18 would like our staff behind us here to introduce
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

1 Fairbairn, Review Board.

2 MS. ROBYN PADDISON: Robyn Paddison,
3 Review Board.

4 MR. JOHN DONIHEE: Good afternoon,
5 Madam Chair. My name is John Donihee. I'm Board
6 counsel.

7 THE CHAIRPERSON: Thank you, staff.
8 I'd like to speak now on the referral of applications
9 to environmental assessment. Land use permit and
10 water licence applications MV2014F0013 and MV2014L8-
11 0006 for construction, operation, and closure of
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 Butte, Fort
21 Simpson, and Fort Liard to prioritize the focus of the
22 environmental assessment.

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

1 report in April 2015. The Review Board conducted an
2 adequacy review of the developers assessment report.

3 Canadian Zinc submitted additional
4 material to answer the terms of reference
5 requirements, and in the spring of 2016 the developers
6 assessment report was considered to be adequate to
7 proceed.

8 Since then, there have been two rounds
9 of formal written information requests and responses,
10 a four day technical session in Yellowknife and
11 cultural technical meetings in both Nahanni Butte and
12 Fort Simpson. Based on all these steps, parties
13 submitted their technical reports in March 2017.

14 The scope of the environmental
15 assessment: The Review Board issued its reasons for
16 decision on the scope of assessment for Prairie Creek
17 Mine all-season road in September 2014. The winter
18 road and mine site were assessed in 2010 and '11 under
19 EA0809-002.

20 In that environmental assessment, the
21 Review Board determined that use beyond the winter
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

1 impacts from any upgrades over and above what was
2 previously constructed from kilometre zero to 37.4
3 under a permit issued in the 1980s.

4 The scope of assessment includes
5 design, cons -- considerations for the entire length
6 of the road, including the first 37.4 kilometres.
7 This design considerations that are not included in
8 the scope of ins -- assessment include, but are not
9 limited to, the road design standards, the upgrades to
10 any features, any realignments, and any stream
11 crossings.

12 The scope of assessment considers the
13 construction, the operation, the closure, and post-
14 closure for the project components.

15 The purpose and the focus of this
16 community hearing: The purpose of this public hearing
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
21 not government. The Review Board is not involved in
22 issues or activities other than the proposed Prairie
23 Creek all season road. To be clear, road construction
24 activities by Nahanni Butte over the last few months
25 and related legal matters are not the purpose for

1 today's hearing.

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

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

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

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

1 environmental assessment and send it to the Minister
2 of INAC for a decision.

3 I have some additional comments on
4 today's proceeding and I hope this will help make sure
5 that everything goes smoothly. The Review Board wants
6 to hear what everyone has to say. The Review Board
7 will be producing an official transcript of this
8 hearing.

9 This transcript will be available
10 through our website on the public registry for EA
11 1415-01. This community hearing will be informal and
12 will proceed as follows:

13 I will ask Chief Marcellais after I
14 speak, and then we will have -- Canadian Zinc will
15 give its presentation after Chief Marcellais. We also
16 have several representatives here from the GNWT, the
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

1 and the government officials that are present.

2 Community members here today are welcome to speak to
3 the Review Board, make a statement, or ask questions.
4 If you would like to speak, please identify yourself
5 to one of our staff at the back here, and they would
6 be able to help you.

7 A list will be made of all people
8 wanting to speak, and myself as the chair will call
9 the speakers to the microphone to speak. Please say
10 your name when you begin speaking.

11 Questions must be asked with a
12 microphone so that everyone can hear it and the
13 transcriber can properly record it. We have
14 simultaneously translation into Slavey, and again, as
15 I had mentioned, just to speak slow and clearly for
16 our translators.

17 If you would like -- or, I'm sorry, we
18 also have someone from Parks I believe here taking
19 photos. So if you do not wish to have your picture
20 taken, please let her know. And I see Wilbert had a
21 camera here, too, but I think everybody knows Wilbert
22 enough to say, No photos.

23 So at this time here, I would like to
24 invite Chief Marcellais to make his opening remarks.
25 Masi cho.

1 OPENING COMMENTS BY NAHANNI BUTTE DENE BAND

2 CHIEF PETER MARCELLAIS: Masi. I'd
3 like to welcome everybody to Nahanni Butte. I didn't
4 realize there was that much people, but I'm glad you
5 guys all made it. And it's a good day, so I'd just
6 like to welcome everybody to Nahanni Butte.

7 And I've got my people here. I don't
8 know if they want to introduce themselves or -- I don't
9 know how you deal with a situation like that, so --
10 this is the first time I'm actually at a public
11 meeting in my home town, so I don't know how you --
12 how you do stuff like that.

13 So -- but I'd just to welcome
14 everybody. And I talked to -- me and Jean (phonetic)
15 went around and we talked to some Elders, and the
16 Elders told us that they want to see the road open for
17 the Canadian Zinc 'cause we've been dragging with
18 Canadian Zinc for I don't know how many years now.

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

1 going to open. That's why we're having a hearing now,
2 and they're telling me that they want to see the road
3 open while they're still around, they're still with
4 us. They want to know when -- what impact it's going
5 to have once the road opens.

6 They want to know so they can deal with
7 it while they're still here with us. That's -- that's
8 what direction I'm getting from my Elders. So they
9 want to see the road open, and -- and I don't know how
10 long it's going to take once the Review Board makes a
11 decision.

12 So we -- we don't know how long it's
13 going to take, but they want to see the road open
14 while they're still with us. So that's -- that's the
15 direction I'm getting. So I hope you guys do
16 something with our -- our road.

17 I know there's a lot of issues that
18 involve the animals and stuff like that that needs to
19 be done, like all the studies we need to be doing with
20 Parks and Canadian Zinc.

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
24 there. That's another thing that we still have to
25 work on. My manager's supposed to order some cameras

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.

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

12 But that's the direction I -- I'm
13 getting from my people, so that's -- that's the
14 direction I'm -- I'm willing to go. So I'd just like
15 to thank everybody for coming in, and I don't know how
16 I'm supposed to introduce my members. Maybe they can
17 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 themselves and they have their own

1 little stories, it's going to take all afternoon so --

2 THE CHAIRPERSON: Okay.

3 MS. JAYNE KONISENTA: -- we'll
4 introduce ourselves here at the table, and then we'll
5 just say our councils and members --

6 THE CHAIRPERSON: Yeah.

7 MS. JAYNE KONISENTA: -- who already
8 got their names down. Masi cho.

9 THE CHAIRPERSON: Thank you, Jane.

10 Again just when you speak at the mic, just say your
11 name again for recording. It -- it's kind of a habit
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

18 MS. JAYNE KONISENTA: Good afternoon.
19 My name is Jayne Konisenta. I'm a Nahanni Butte Dene
20 councillor. Masi.

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. My
3 name is Gina Marsley (phonetic), Nahanni Butte Band
4 councillor.

5 MS. FLORA: Good afternoon, and my
6 name is Flora Cli.

7 THE CHAIRPERSON: Okay, thank you very
8 much for your introductions. Okay, if -- is there
9 anything else you would like to say then, Peter before
10 we ask Canadian Zinc to give their presentation?

11

12 (BRIEF PAUSE)

13

14 THE CHAIRPERSON: That's it? Okay,
15 thank you. Thank you very much. All right. We will
16 open the floor now to Canadian Zinc to go over their
17 presentation.

18

19 PRESENTATION BY CANADIAN ZINC CORPORATION:

20 MR. ALAN TAYLOR: Good afternoon.

21 It's Alan Taylor, I'm the chief operating officer for
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

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
13 equally difficult to access, but there was loads
14 brought in via -- from the South Nahanni. But in
15 order to make and assess what was there, bigger loads
16 needed to be brought in. In the mid '70s a road was
17 opened, a winter road from Camsell Bend on the
18 Mackenzie River into the Prairie Creek site, and
19 operated for a couple of seasons enabling the site to
20 bring in a number of pieces of equipment that further
21 enabled further exploration of the site, which was
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

1 viable operation. In 1980 to '82 the Hunt brothers of
2 Cadillac Mines set up all the infrastructure that's in
3 -- at site right now. It was fully permitted. And
4 that was accessed via a winter road from the -- from
5 the newly constructed Highway 7 at that time.

6 As we all know, that operation did not
7 get into fruition of production and -- and it was
8 closed down shortly before it could commence
9 production. But even then, access over the two (2)
10 year period was rather limited on -- on the winter
11 road of two (2) years.

12 In 2008, Canadian Zinc, who -- who
13 bought -- who owned the former Cadillac Mine, moved
14 forward with applications for operations before the
15 Review Board and -- and the Water Board to enable --
16 to contemplate production at Prairie Creek. Those
17 permits took five (5) years in the -- in the making
18 and resulted in the issue of permits associated with
19 the -- the mine itself and a winter road access which
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
24 gets better. It needed to be -- the operation needed
25 to have another detailed overview, and we engaged in

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

14 So we applied in 2012 -- or '14, yeah--

15 UNIDENTIFIED 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
19 stage of this all-season road. And we believe that is
20 -- it is essential for the viability of the mine. And
21 we believe that it can be co-managed with Nahanni and
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

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

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

1 the presentation or later on this afternoon, then we
2 can go back and look at a specific item.

3 So the presentation that I want to give
4 for this afternoon, some of the material, another
5 reason for not covering it all in detail, is some of
6 the material you've actually seen before in the
7 meetings that we've already had in the lead-up to this
8 hearing. I've showed you some of the figures that
9 I've included here.

10 So the presentation is really focussed
11 on Nahanni Butte. That's why we're here today. And
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.

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

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

12 So this particular location here is
13 roughly kilometre 13. It's an upper tributary of
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.

20 And this is an example of a number of
21 locations along the road where we're specifically
22 looking to improve either the turn radius of the
23 corner, or the -- the slope of the road, or other
24 things like that to make it a -- a better, safer road.

25 So moving east, there are a number of

1 locations where we have to cross creeks. This is
2 quite a good example here. This is about kilometre 23
3 where we're crossing a quite significant tributary of
4 Sundog Creek. Previously the winter road ramped down
5 into this creek and then ramped up on the other side.
6 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.

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

18 We're now crossing -- we're leaving
19 Sundog Creek, which is over here, and we're crossing
20 more open wooded terrain. And here are some
21 photographs here of the actual terrain and we've
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

1 road. This is actually the winter road, and -- and
2 particularly over this section and in large parts
3 elsewhere, we're essentially following the original
4 winter road alignment.

5 This is the Tetcela Valley in here.
6 There are two (2) -- two (2) crossings, two (2)
7 significant crossings of Tetcela. The first one is a
8 tributary, and then the second one here is the main
9 stem.

10 The -- the ground is actually quite
11 flat. It's not particularly difficult terrain, but it
12 is quite densely wooded. So again, the actual road
13 will likely look something like this.

14 We do have one (1) challenging section
15 which is in here. This is about kilometre 96 to 102.
16 This is the western slope of the Silent Hills, and
17 there are -- there -- there's an existing trail
18 through here which is -- has quite some grade on it
19 and the corners are quite sharp.

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
24 turn here, and then a couple of smaller turns here,
25 and we're at the top of the slope.

1 So we think it's a much better, safer
2 route than it was, and the grade is a lot more
3 manageable. And of course grade is important,
4 particularly going east, because the trucks will be
5 loaded with concentrate. They'll have their highest
6 weight going in an easterly direction.

7 So this section, there's -- there's
8 another section where we have actually realigned the
9 road, and it's -- it's in this particular location
10 here. This is Grainger Gap. Originally, the winter
11 road went up the centre of the valley.

12 In the last environmental assessment,
13 we realigned the road around the western side of the
14 valley at the request of Nahanni Butte, because you
15 wanted us to move the road out of the wetland areas.

16 The realignment we did was to
17 essentially move the route to the eastern side of the
18 valley, so we're still largely out of the wetlands,
19 but we chose this location because it shortens the
20 route, and also because, by going this way, we avoid
21 another crossing of Grainger River here and the
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

1 by going this way, we've avoided those crossings and
2 that blasting, and this crossing is relatively easy.

3 So coming down the front range from
4 Grainger Gap heading in a southerly direction, we go
5 between these two lakes here. And this is Bluefish,
6 which is the first gap in the front range, and then we
7 continue on down here.

8 And eventually we arrive at the Liard
9 River crossing and cross onto this part of the -- the
10 territory, which is where the IAB lands are, and also
11 where Nahanni has an existing logging road.

12 So we -- we're essentially following
13 the logging road. In places we do diverge from it
14 because the logging road was built quite close to the
15 river. And because of terrain issues with respect to
16 potential for erosion of the river bank, in a few
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
24 is here, and then the -- the rest of the access road
25 is down in this direction. So we would be utilizing

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

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

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

17 But then the other reason is there's
18 concern regarding unauthorized use of the road or,
19 let's say, use by nonlocal people for hunting purposes
20 and the -- then the potential for hunting pressure on
21 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

1 crossing, above the high water mark and including
2 staging areas because we will need to periodically
3 place material supplies in the staging areas, and then
4 collect them. We will also need to exchange the
5 trailers which are loaded with concentrate because the
6 trucks that operate, or at least the cabs that operate
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
13 same cabs that operate on the highway because the --
14 the tires would be different, the gearing will be
15 different, so there will be a handoff. And we
16 proposed to have the handoff at the river crossing.
17 So there will basically be an exchange of trailers.

18 So there will be surface leases on both
19 sides. And once we obtain surface leases, Canadian
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,
23 locate the leases in a fashion that would make it
24 difficult for people from outside the region to access
25 the rest of the road up here if the band wasn't

1 comfortable with it.

2 So there's quite a few words here in
3 terms of schedule. There's really a couple of things
4 that I wanted to point out here without going into too
5 much detail. The first one is that we expect it will
6 take two (2) to three (3) years to completely build
7 the all-season road. It will be built in stages.

8 The -- the construction essentially
9 consists of placing the base layer, which is what we
10 call the subgrade, first, and then allowing that to
11 settle because there will be some...

12

13 (BRIEF PAUSE)

14

15 MR. DAVID HARPLEY: Okay, I always
16 have a bit of trouble with these mics because I'm
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,
20 and there will be a little bit of settlement just
21 because the soils underneath are compressible. And
22 then after a period of settling the top surface layer
23 is placed, which is normally your gravel, and is the
24 surface that the trucks would operate on.

25 So that's why it's broken down in

1 season. Most of the subgrade will be placed in winter
2 when the ground is frozen initially, and then by
3 leaving it for a period of there will be some thaw and
4 -- and settling. And then we will come back to the
5 same location and place the top surface.

6 In some parts of the road, we don't
7 have the settling issue, like the western part -- part
8 of the road where it's more mountainous. The soils
9 are either very thin or -- or absent completely, and
10 we are either on gravel or rock already so the actual
11 required base is a lot less, and we don't have the
12 settling issues.

13 So from inception in year one (1)
14 winter, we -- we would project that we would not have
15 a completed road until the -- the summer of the -- the
16 third year when the final surfacing is placed.

17 During the construction period we would
18 operate a number of construction camps. This is
19 roughly the locations where we're planning to have
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

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

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

15 So this would be kind of a soak away,
16 and -- and these camps and the disposal would be in
17 locations where they are sufficiently distant from
18 water bodies. So we wouldn't expect any impacts from
19 the -- from the disposal. And then for brown water,
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

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

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

1 accidents. And the -- the first thing we want to do
2 is to review exactly what we're going to transport
3 over the road and how we're going to do it.

4 And the biggest material for transport
5 will be concentrates. And we plan to transport those
6 concentrates either inside bags, which are tied down
7 within a truck box which has sides and also has a lid,
8 a lockable lid. Alternatively, we would have a more
9 bulk method of concentrate disposal, sorry, transport,
10 which will similarly be in containers that have a
11 solid com -- compartment with a locking situation.

12 And then supplies to bring in, I've
13 listed the ones that are perhaps of more significance.
14 The biggest one (1) currently is diesel. We need fuel
15 currently to operate the -- the generators to -- to
16 create power. As well as that we will be bringing in
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,
21 explosives for use underground to extract the ore. So
22 the -- some things to point out regarding the supplies
23 and I'm focussing on those because those are in the
24 liquid variety, whereas the concentrates and -- and to
25 some extent the explosives are solid form.

1 Diesel obviously is a liquid and at
2 this point we propose to bring in the diesel via
3 dedicated tanks with the transport trailers. And
4 we're projecting a size of approximately 5,100 litres.
5 So we've deliberately gone to a -- rather than have
6 one (1) big tanker we've gone to a -- a situation
7 where we have much smaller tanks on each vehicle so
8 that if there is a -- an accident, and worst case
9 there is a spill, then the spill is -- is a much
10 smaller quantity.

11 The -- the sodium sulfide is a solid.
12 It comes in fairly small bags, or you can get them in
13 super sacks which are 1 tonne capacity. And the
14 sulfuric acid typically comes in 1,400 litre totes.
15 So again, it's not a tanker, it's a small container --
16 or relatively small container.

17 So road design criteria and, you know,
18 to -- to avoid accidents the first approach really is
19 to try and make the road as safe as we can. We're
20 following Ministry -- BC Ministry of Forest Guidelines
21 for the construction. We will have a 5 metre single-
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

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
14 looked to straighten and improve corners and grade on
15 -- on the road where -- where we can. We've provided
16 for a number of crossings. I think there are nine (9)
17 bridge crossings along the road. And then there are
18 several other fairly large culvert crossings, and then
19 a lot of other small ones. And we expect that the
20 road will be significantly signed. There'll be signs
21 throughout with speeds and hazard markings.

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

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.

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

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

1 summertime is inherently safer than the wintertime.

2 So, for that reason, we feel that an all-season road
3 is a substantially lower risk than a winter road.

4 We will build the road so that there is
5 a slight grade to the inside of the road so if there -
6 - if the trucks do happen to slip at any particular
7 point, they will be slipping into the bank rather than
8 slipping off the road surface and downslope.

9 The important thing to consider though
10 is that the average speed of these trucks will be 30
11 kilometres an hour. And we all know that school zones
12 are 30 kilometres an hour. I know myself that I don't
13 always travel at 30 kilometres an hour through a speed
14 zone, so just to give you an idea of how slow that
15 speed is that these trucks will be moving.

16 So we think that simply because of that
17 speed there is much less risk of there being an
18 accident like with oncoming traffic or animals on the
19 road or that kind of a situation.

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
24 the effects that might occur. We particularly
25 considered proximity to fish bearing streams. And we

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

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

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

17 And we will also have personnel
18 operating the crossing on the Liard River and managing
19 the supplies coming in and going out. And we expect
20 those people will be Nahanni Butte members. That's --
21 that's our intention at least. And those personnel
22 will also be trained in spill response.

23 So essentially, no matter where you are
24 on the road, if there is a problem, we will bring
25 resources to bear to address the problem based on

1 proximity and -- and response time.

2 One (1) aspect we included is these
3 control points. And what this is, there are some
4 locations on the road, particularly on the western
5 end, where the -- the road is above the base of the
6 valley such that if there was an accident situation,
7 it may be more challenging to actually access th
8 vehicle if it's gone down slope.

9 And the concern is that, if there is a
10 spill, how do you actually intercept the material
11 before it can cause a significant effect?

12 These control points that we're
13 proposing are on specific locations on streams where,
14 if material has spilled and is migrating either
15 towards the stream or, actually worst case, in the
16 stream itself, we would have material at a strategic
17 location where we could implement essentially a
18 temporary barrier or dam and stop the problem from
19 going any further.

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.

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

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

20 And we did point these things out to
21 them during the review, and however they didn't really
22 I don't think take our review comments terribly
23 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
4 we thought that's appropriate because it's not just
5 the cargo that poses or -- or that -- that is at risk
6 from an accident. It's actually the drivers
7 themselves. And you can imagine if a truck were to go
8 off the road, there is a sideways movement as well,
9 whereas we would normally be concerned about a forward
10 movement with normal safety belts. So we think that
11 there is a reason we need to consider cab safety belts
12 so that the drivers are protected for any type of a
13 accident situation, like a roll over.

14 Clearly what's important is to make
15 sure that the cargo is anchored, and is not able to
16 move because that itself can create a risk. And
17 during the detailed design phase, we will look to
18 widen the road if there are specific locations where
19 we feel the risk is too high, and those -- in those
20 locations and in other locations we will give some
21 further consideration to perimeter barriers to
22 hopefully prevent trucks leaving the road surface.

23 So we came up with these things at this
24 stage based on our assessment and Oboni's assessment.
25 I think these are the kind of additional mitigations

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.

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

15 So this overland construction is -- is
16 what it's called, and it minimizes the effects of
17 permafrost changes. We will need to investigate the
18 borrow pits. That's the materia that we'll need to
19 build the road. And if we find permafrost, more than
20 likely we'll simply not use the material or -- or if
21 we do it'll be under the guidance of a geotechnical
22 engineer so we're not creating a significant impact.

23 And all of these things will be subject
24 to appropriate mitigation, and monitoring plans so we
25 can see that conditions aren't deteriorating.

1

2

(BRIEF PAUSE)

3

4

MR. DAVID HARPLEY: As we are

5

transporting concentrate, a concern is that we not

6

lose any of the concentrate in the form of dust along

7

the route. We certainly don't want to lose

8

concentrate because that's where our money comes from,

9

but we will try very hard to make sure that the

10

vehicles are completely clean before they leave the

11

mine, and don't leak.

12

But as a -- kind of a backup we will

13

have metals sampling along the route both before and

14

during operations. And on site we will be measuring

15

dust, so we can determine if we are in fact getting

16

metals outfall. We want a clean operation, and we

17

want a clean road.

18

Mapping of the route has been conducted

19

to identify terrain hazards, and for the most part

20

we've already mitigated those hazards by slightly

21

adjusting the alignment, or modifying our design

22

approach somewhat. But further investigation will be

23

conducted during the pre-construction period, and if

24

additional minor changes are needed they -- they will

25

be made at that time.

1 It does not appear that there are any
2 major slope stability issues along the route. There
3 are certainly locations where there is a potential for
4 some rock fall, and possibly some debris flows from
5 certain locations if there's high intensity rainfall
6 but we will flag those areas and monitor those areas
7 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.

18 There are -- this particular section
19 here, we're in a situation where the road comes down
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
24 either have to skirt the valley, and in places move
25 the creek, or we have to cross the creek.

1 And these two (2) locations here are
2 where bridges would be located if in fact we crossed
3 the creek. We were concerned with bridges because
4 clearly this system can carry a lot of water
5 periodically and has in the past. So there's always a
6 concern that any structure in the way of it would be
7 subject to damage.

8 And we discussed with you previously
9 that the other option to bridges and the one we prefer
10 is to actually move the creek itself. The reason
11 being, that this is the current main channel of Sundog
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
16 in this location here and divert the creek to come
17 down this old channel and then we would build the road
18 down this section.

19 So by doing that the creek can
20 basically come down here. It may -- if -- if we get a
21 flood situation it's not going to damage the road. 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
24 sure it has the capacity.

25 And the other thing to notice in this

1 figure is this picture was taken in August, I think,
2 kind of in mid-summer and you can see here that this
3 part of the creek is actually dry, and this -- there's
4 a bead of water here, but further downstream it also
5 disappears.

6 This is kind of typical in this system.
7 It -- it carries water in the springtime, but then it
8 dries out through the summer into the fall and then
9 going into the winter it's com -- basically completely
10 dry.

11 So this is a map showing that location.
12 The red line is actually the proposed road alignment
13 and the yellow line is the new alignment of the creek
14 in the existing old channel.

15 We did quite a bit of hydrology
16 modelling on this system to make sure that it was
17 going to be feasible and comparable to what currently
18 exists. And this is a projection of flows and flow
19 vol -- velocities. Once the channel is actually
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
24 would deepen the channel in locations and this is --
25 would be one (1) of them so that we don't get this

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

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

10 And the reason we want to do that is
11 the -- the system, in general, is lacking in deep
12 pools, which is a problem for fish because they -- if
13 they are still in the system in wintertime, they --
14 they usually don't survive the winter because we get
15 up to a metre of ice in this area, and unless the pool
16 is sufficiently deep, the fish won't survive.

17 So, by creating a deep pool we will
18 create what's called overwintering habitat, and we
19 hope to improve the survivability of fish in the
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

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.

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

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

22 We will build in controls of sediment
23 into the construction. We expect the -- the alluvial
24 material to be the same in the new channel as it is in
25 the existing channel. But we plan to actually wash

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

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.

16 And these particular pictures show you
17 each of the major water cross crossings. Again, I --
18 I showed you these before in a previous meeting. This
19 particular one is Casket Creek near the mine. And
20 there'll be a new bridge in here. And there will be
21 some dikes placed in here to channel the water under
22 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

1 is the one at kilometre 23 where we'll have the new
2 alignment and a -- and a span crossing here of this
3 incised tributary. And some more down Sundog.

4 This is near Cat Camp where we're
5 actually on the flood plain. And there's a tributary
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
9 Creek. It's just downstream from the Poljes. And
10 Tetcela River. This is the crossing, Grainger
11 Crossing. The -- the gap is actually in the
12 background here, but this is a -- a -- kind of a
13 debris torrent channel, which is normally dry, so this
14 will be a culvert crossing. And then this will be the
15 Grainger River crossing where we're coming this way,
16 and Nahanni Butte is down this way.

17 So this berm here is intended to ensure
18 that the -- the creek flows -- the river flows come
19 under the bridge in this location, and don't damage
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

1 into the fall.

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

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

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

1 slow speed.

2 And again we -- we want to have our
3 monitors on the road -- community-based monitors on
4 the road to see where -- if there's animals around,
5 and provide that information to -- to drivers. 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 --
8 this boundary here is actually showing what's
9 considered as northern mountain caribou range.

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

18 And this kind of area up here is an
19 area that we know as -- as caribou flats. We
20 certainly have seen caribou up there in significant
21 numbers, so it doesn't surprise us at all that these
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

1 consistent with the observations we've made during our
2 studies also.

3 And then if we look at other seasons,
4 the -- the time of year is actually up here. This is
5 summer. They're concentrated up in this location,
6 further up Prairie Creek. And as we go through the
7 year, you can see that concentration is more
8 pronounced.

9 Here we still have the few animals that
10 there's -- there's a strong suspicion are resident
11 animals that don't actually migrate. They stay in
12 this area year round. And this is into the fall where
13 again, primarily the animals seems to be to the north
14 and to the west, and wintertime.

15 As far as boreal car -- caribou goes,
16 we haven't seen any boreal caribou at all in our
17 studies. We're -- at least the eastern part of the
18 road is right on the edge of official boreal caribou
19 range. The -- the eastern part of the road does
20 actually cross into the range, but it's -- it's a
21 range that is considered kind of buffer on -- on the
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

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.

19 For the most part, the harvesting is
20 moose, and caribou are seldom harvested. In fact, I
21 think the two (2) you recently harvested are probably
22 the first caribou you've had in quite a number of
23 years, if I'm not mistaken. So it's primarily moose.

24 There are old trap lines in the area,
25 particular at Graing -- particularly at Grainger Gap

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
16 despite that, we've committed to do follow-up surveys
17 before there's any further disturbance, and -- and
18 also committed to involve you in those studies. And
19 we'll come up with appropriate plans for protection of
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

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.

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

1 an opportunity both for the band and -- and others in
2 the region to -- and -- and we would be prepared to
3 look at joint use of the road in a controlled way,
4 provided we can do it in a way that protects road
5 users, and safety, and -- and other considerations.

6 Of course, any development has its
7 potential for negative effects, and we will certainly
8 work with you as much as we can to -- to minimize
9 those. We want to be a positive influence in the --
10 in the area. We don't want the development to be a
11 negative influence.

12 And a lot of these commitments are
13 already enshrined in an existing socioeconomic
14 agreement we have with GNWT.

15 So fortunately for you, I'm finished.
16 Thank you.

17 THE CHAIRPERSON: Thank you, Mr.
18 Hartley. After that presentation I think what we'd
19 like to do is get up and stretch a bit, so we'll call
20 a fifteen (15) minute break. And then coming back
21 after the break, we'll have the community -- ask if
22 there's any questions for the community to ask.

23 Please see one (1) of the staff at the
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

1 either just to make a statement. Thank you. Fifteen
2 (15) minutes.

3

4 --- Upon recessing at 2:45 pm

5 --- Upon resuming at 3:21 p.m.

6

7 THE CHAIRPERSON: If we could have
8 people back to their seats, please, so we could start.

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
14 to individuals that would like to make a statement or
15 to ask questions. And I had three (3) people that
16 signed up. And if I can ask Clayton Konisenta to come
17 to the table to a mic and to make your statement.
18 Thank you.

19

20 PUBLIC COMMENTS

21 MR. CLAYTON KONISENTE: 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,
24 as a member. And I just want to say one (1) thing
25 before I begin, is the Dene law, the number one (1)

1 law says respect -- sorry, respect everybody here.

2 Thank you.

3 And I -- I don't have any questions.

4 I'm up here just as a member to say recently, Fort
5 Simpson made a statement that they have traditional
6 ties up at that pass, that second gap. And I'm not
7 saying they're wrong. I'd just like to -- like them
8 to show us some definitive evidence that they were
9 actually there.

10 And that's, like, way -- we have a
11 buffer zone of our traditional territory. And when we
12 did that traditional territory Fort Simpson, Nahanni
13 Bute, and now the other surrounding communities agreed
14 to an overlap on the border, the border of our
15 traditional land, and that agreement for the overlap
16 is far from where they're claiming that they have
17 traditional ties.

18 And I'm not trying to disrespect
19 anybody or anyone in the region. All I'm trying to do
20 is make -- make the fact that their claims are -- I
21 don't know where their claims are coming from. And I
22 have nothing against anybody. Just every time we try
23 to move up we're pushed back. Sorry. And we're kind
24 of used to that in a small community.

25 I'll tell you little story. No

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

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

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

1 the region. Thank you. Masi cho.

2 THE CHAIRPERSON: Thank you, Mr.
3 Konisenta. We appreciate your comments. And, as you
4 know and I stated in my opening remarks, that the
5 Review Board is only here for the project, but thank
6 you for your remarks.

7 The next person I'd like to call up
8 that has signed up to make a statement or ask a
9 question is Leon Konisenta. If, Leon, you could come
10 to the mic, please. There's one (1) up here by Mark
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
21 transcription, Tom. It's not going through, so just
22 wait one (1) minute.

23

24 (BRIEF PAUSE)

25

1 THE CHAIRPERSON: And, Leon, you're --
2 you're such a good speaker, Leon, and you talk so
3 fast, too, so the girls over there -- the interpreters
4 are saying, Tell him slow down. Slow down.

5

6 (BRIEF PAUSE)

7

8 MR. LEON KONISENTA: (PORTION NOT
9 INTERPRETED FROM SOUTH SLAVEY INTO ENGLISH) okay.
10 (PORTION NOT INTERPRETED FROM SOUTH SLAVEY INTO
11 ENGLISH). Masi.

12 THE CHAIRPERSON: Okay, masi, Leon.
13 After supper there will also be an opportunity to ask
14 questions, or to make comments after supper, as well.

15 But they're still not getting the
16 transcription, so if we could just hold on and maybe
17 just call a two (2) minute break here while they try
18 to fix the -- the technical aspect of the meeting.
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 --
25 take a break.

1 (BRIEF PAUSE)

2

3 --- Upon adjourning at 3:41 p.m.

4 --- Upon resuming at 3:59 p.m.

5

6 THE CHAIRPERSON: The technical issues
7 have been resolved. We'll go back to our list of
8 people that have comments or questions. And, Mark,
9 you are first up. Please, state your name again like
10 for the record when you're -- you're speaking. Thank
11 you.

12 MR. MARK POCKLINGTON: Thank you,
13 Madam Chair. My name is Mark Pocklington. I'm the
14 Band manager in the Nahanni Butte Dene Band.

15 I've been with the Band for almost a
16 year and a half now, and I wasn't preparing to speak.
17 I wasn't -- it wasn't on my agenda here but Joe
18 convinced me that maybe I should make a few comments.
19 There has been a lot of correspondence between the
20 Band and the Review Board, and Canadian Zinc, and also
21 other officials and government.

22 The main purpose behind the
23 correspondence was to -- to move the -- the process
24 forward in a timely fashion. Peter just said earlier
25 on in his comments that the Elders have made it

1 abundantly clear that -- that this -- you know, they -
2 - they want to see this -- this road happen in their
3 lifetime. They see it as being critical to -- to the
4 well-being of the community, and the well-being of the
5 youth especially.

6 And this -- the idea of -- of waiting
7 for bureaucratic process, or a review process to take
8 place, that seems to - -to go on for not months but
9 years. It has been very, very frustrating at this
10 community, at the -- you know, at -- at the community
11 level.

12 And it's that frustration that has --
13 has bothered a lot of people and, you know, just being
14 the Band manager here I see it every day when I live
15 here. People want to know: How's it going? When's
16 that road going to happen? Are you going to make
17 things go? And we have to go back to them and say,
18 Well, there -- there's some more meetings to do with
19 the road. There's some more studies that have to
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
24 involved in the Yukon. We were dealing with plaster
25 miners all the time, and it seems like the -- the

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.

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

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

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

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
9 outsiders who have to be flown in to do these baseline
10 studies, or whatever. Why can't it be done by people
11 from the community, and move things along? That's
12 really the only proc -- comment I would like to make.

13 And we've asked a lot of questions, and
14 we've -- I know Peter has written a number of letters
15 but I -- I know that we don't feel like we've really
16 been given the answers as far as how will this process
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
21 Oboni risk assessment. They come out of no where. No
22 advanced notice. And the next thing you know we're
23 deliberating that for the next number of months. I
24 mean, this is frustrating for the community. That's
25 the only comment I'd like to make.

1 THE CHAIRPERSON: Okay. Thank you
2 very much, Mark.

3

4 (BRIEF PAUSE)

5

6 THE CHAIRPERSON: Jayne...?

7 MS. JAYNE KONISENTA: Good afternoon.

8 I would like to --

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
15 Chief, 'cause we wanted to -- to see what the Elders
16 felt and what was on their mind 'cause most times when
17 we have meetings, you know, not everybody speaks.
18 Some people would speak at public place, but most
19 would -- would not speak at public place. They would
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.

1 And they told us clearly, every one of
2 them Elders in our community, they wanted to see this
3 road go through. And it was frustrating --
4 frustrating for them because they said, Why is it
5 taking this long? If the road is to go through, it
6 should be done right away. We want to see this road
7 go through while we're here 'cause we're getting up in
8 our age, you know. We're not going to be around for -
9 - like forever.

10 We know -- all know that. I'm myself
11 getting up there. And we want to make sure things are
12 done right. If there were something that were to go
13 wrong while making this all-weather road, our Elders
14 are going to step in and address it. They're very
15 good at -- at that.

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 --
19 he puts emails, anything, in everybody's mailbox, so
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
23 want something, we do not ask them questions. This is
24 what they want. And like we have respect for our
25 Elders. We do what they ask us to do, and this is

1 what's happening.

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

6 And as for like GNWT or whoever wants
7 to like step in our way, sorry, but we're going to do
8 what we're going to do to survive, but within our
9 boundary and within the laws and all that. But don't
10 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.
13 Do we even ask them any questions while they make
14 decisions for us at their -- at their consensus team
15 level? We don't have a say. But now we're going to
16 do -- we're going to get in the driver's seat and do
17 what we think is best for our community and our young
18 people here.

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

1 own store, our own pos -- post office, and we want to
2 see our own people, local people, run these programs.

3 And we're just kind of tired of having
4 people telling us, you know, You should not do this,
5 you should not do that. What we're doing -- what
6 we've been doing with our own like -- with our
7 members. And what we're doing, we -- we believe we
8 are doing right, and we're doing this to survive.

9 And it kind of saddens me when -- when
10 we do this in our own yard and we have other people
11 coming in and -- and kind of looking at us, flying
12 over us, telling us, Don't do this, don't do that.
13 And then we in turn tell them -- tell them something.
14 Oh, we don't have funds for this, we don't have funds
15 for that.

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
19 questions like that, lots of questions. But, you
20 know, it's never been asked, but there's going to be
21 lots of questions coming out. Probably not today, but
22 later on there will be.

23 And this time that we're standing up
24 and trying to do what's right for our community. And
25 we're having people stopping us or telling us, No, you

1 can't do that. And this infuriates a few of us.

2 With that, masi cho for -- for
3 listening to me.

4 THE CHAIRPERSON: Thank you, Jayne.
5 Any other comments or questions?

6

7 (BRIEF PAUSE)

8

9 THE CHAIRPERSON: You don't want me to
10 call another ten (10) minute break.

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
21 doing the Elders meeting, we came across something an
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.

1 That's the kind of tradition we grew up
2 with, but I wanted to know because I just came out of
3 school and that's what I was taught, ask questions.
4 But back then, the Elders didn't point fingers and
5 say, It was him that did that. Now, with the names
6 and all that, they say, Peter did this, Peter did
7 that, so.

8 That's stuff the Elders taught us not
9 to do. When I -- I told him, Who said that, he got
10 mad, and bang on the table. He said (NATIVE LANGUAGE
11 SPOKEN) He said. Back then they weren't pointing
12 fingers. But since then, everything changed now and
13 now tell a story, Oh, yeah, Peter did this, Peter did
14 that. So that's where all the trouble began in our
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
19 deal with everyday things. So that's -- that's what
20 our traditional knowledge is all about. So that's why
21 we're -- we want traditional studies done on the whole
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

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.

5 And it's all done and it's all done on
6 maps. So that's -- that's where we're coming from.
7 And the Elders told us, Go ahead, why is it taking so
8 long? So that's what Jayne was saying. So they --
9 they want to see the road open, so that's -- that's
10 our direction, and we're going to -- we're going to
11 make it happen, whether we've got to go to court or
12 whatever, it don't matter.

13 Because we've got a problem with
14 Simpson too, they want to say that it's their
15 traditional land. That's a different story. All we
16 want is the road open, that's it. Okay. Masi.

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

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

18 The people of this community of Naha
19 Dehe Nahanni Butte believe in the Canadian Zinc
20 project. It's pretty obvious that the people here
21 believe in that project. Back in 2011, they signed an
22 impact and benefit agreement with Canadian Zinc.

23 To this point, there hasn't been a lot
24 of benefit to the community from the project in that,
25 you know, the -- the project is still inching forward

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
9 person myself, that the majority of your panel
10 representing the other indigenous groups in this -- in
11 -- in the Northwest Territories, the majority of you
12 are indigenous, and I would suggest everything I've
13 heard today certainly suggests to me you well
14 understand the -- the impact and the belief that we
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
19 is the idea -- and Jayne mentioned it just a few
20 minutes ago and I'm going to repeat it, our youth in
21 this community, particularly the five (5) gentlemen
22 right now, they need jobs. As we all know, almost
23 everyone in this room is a northerner and understands
24 that jobs in a small community like Nahanni Butte are
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
8 of us want and will at some point turn that into a
9 career. A thirty (30) or thirty-five (35) year mine
10 life sounds like a career to some of our young people
11 in this community. Would they be there forever? No.
12 The young man who spoke earlier, he's been with
13 Canadian Zinc as they do advanced exploration for
14 seventeen (17) years already. And -- and, you know,
15 we're -- we're closer to a mine, but we're not there
16 yet.

17 But the general idea is jobs, careers,
18 they're few and far between in a small community like
19 this. This is something in the backyard of the people
20 of this community. The people here, as is the case in
21 most of our small northern communities, have moved
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.

1 People have fuel bills to pay. They
2 have electrical bills to pay. And you can't do that
3 today unless you're very good and very tough,
4 certainly way tougher than me, on a traditional
5 economy basis. You need a job. The mine offers that.

6 One (1) of the points that I picked up
7 and I discussed over the past week with -- with Mark
8 and -- and the chief particularly is that at a
9 hearing like this we don't want to -- and I can only
10 presume the panel would not want to get in a debate
11 over who owns this land. But as you heard a few
12 minutes ago, the people of this community believe they
13 own this land. We're not going to settle that here
14 today; that's another whole process.

15 But having to sit here -- and, with
16 respect, you folks are very respectful. We thank you
17 for coming here to listen to the concerns of the
18 people. We believe -- and I'm not from this
19 community, but if I slip into that, please accept that
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,
24 at some point, it's like the frustration levels gets
25 so high to just go and do it. We don't want to get

1 there.

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

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

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

1 mines.

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

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

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

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

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

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

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

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

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.

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

16 And, of course, at this point, you
17 folks are charged with looking at the road access, and
18 we appreciate that. And from everything I've heard
19 today, the -- the community -- in -- in the meetings I
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,

1 it's weeks or months away and not years. And we would
2 hope at this point that the -- the work that you folks
3 are doing, we could get there -- we could get to the
4 'yes' within months so that these folks could spool up
5 for this coming winter of 2017/'18. Thank you.

6 THE CHAIRPERSON: Thank you.

7

8 (BRIEF PAUSE)

9

10 THE CHAIRPERSON: Okay. The floor is
11 open to comments or questions.

12

13 (BRIEF PAUSE)

14

15 THE CHAIRPERSON: All right. I think
16 what we're going to do then is we're going to break
17 for supper. I know Seline and her granddaughters have
18 been out there slaving away, and it smells so good out
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,
24 and 6:30 we'll come -- it says right on the agenda.
25 5:30? Oh, probably comments. Sorry about that.

1 You're not getting off all that free time.

2 It's 4:26, so public comments is at
3 5:30. So we have an hour and a half for supper.

4

5 (BRIEF PAUSE)

6

7 THE CHAIRPERSON: Okay. So we're
8 breaking now for supper till 5:30.

9

10 --- Upon recessing at 4:26 p.m.

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
15 come back to the hearing, one minute to start up.

16

17 (BRIEF PAUSE)

18

19 THE CHAIRPERSON: Okay. If we could
20 reconvene the meeting please. I know after that
21 delicious supper, we all just want to have a nap and
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
3 opportunity to ask any questions or to make any
4 comments before we do the closing remarks.

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),
16 just make sure -- is it -- Martina, Elsie's going to
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

1 Elsie Marcellais. We are talking about our land. I'm
2 really thinking a lot about the water. Up in the --
3 the river up -- the river up the -- you know, up the
4 river, they -- they usually -- wherever they're
5 working, they're going to wash the -- the -- they're
6 going to use the water, and it'll pour in, and it'll
7 come down here.

8 So now the young people, when they were
9 young, we used to get water from the river, but now
10 things change now, so we don't use water like that.
11 But people down the river use the water, so our
12 water's good, so I wanted to mention that. I want to
13 be thankful that we talk about what we want -- want
14 done to our land. It is good. It would be really
15 good if they take good care of our water. That's all
16 I wanted to say. Thank you. Thank you.

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.

1 MR. GARTH WOLLBRIDGE: Thank you.

2 Yeah, Garth Wollbridge. I'm legal counsel for the
3 band.

4 Over the -- the meal break just now,
5 the chief, the CEO, and some of the counsellors and I
6 met. And they asked that I please bring forward a few
7 final points. They're not necessarily in closing, but
8 they're points that we didn't capture earlier today.

9 One (1) is that appreciating part of
10 the Board's mandate deals with issues relating to the
11 people and the envi -- the -- the people within the
12 environment, and the culture and whatnot, hunting and
13 trapping in the region of Canadian Zinc has been going
14 on from time immemorial, as best we know.

15 Indeed, for the last ninety (90) years,
16 while people have been digging up the ground there, we
17 heard from Canadian Zinc earlier that already at -- by
18 the 1920s, people were up there digging up ground.
19 Through that time, and the last ninety (90) years
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,
24 more particularly with lots of activity up there,
25 hasn't damaged the environment so far as animals being

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

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

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

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

1 of passion that we need to make this community a safer
2 community by moving the airport. It's pretty close to
3 town, as we all witnessed. You know, it's probably a
4 three (3) minute walk from where we are right now.

5 Having air traffic right at -- on the
6 edge of the community is -- is somewhat unsafe. It
7 costs a lot of money to build a new airport. It's
8 going to have to be, hopefully, someday built. Built
9 some short distance away. We don't want it like the
10 old Mirabel experience, too far away to be of -- of
11 any real use, but it should be farther out of town
12 compete with, in a perfect world, a cross runway such
13 that in -- in almost any kind of wind condition you
14 could safely land and take off.

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
19 understand the case to be that the GNWT could not
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

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
8 from the outside would increase safety quite
9 dramatically simply because the weather on the edge of
10 the mountains as we are, increases the -- many times
11 through the year an airplane can't land or take off.
12 So if there's a need for a medevac, it can't fly.

13 Having an all purpose road, an all
14 season road, increases therefore the health and safety
15 of the people in the community. And that, we would
16 think, at this point is only going to happen if, in
17 fact, the -- the road up all the way to Prairie Creek
18 gets approved.

19 The fifth point, the report on a risk
20 analysis by Franco Oboni. Many people in the
21 community, and I don't want to use my words but I -- I
22 haven't -- the -- the people here are surprised and
23 shocked that this happened from a distance. Almost a
24 desktop study without on the ground, look at the
25 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
3 sitting someplace has made a report at your -- at your
4 request without ever having the courtesy to show up
5 here and potentially finding out if things are
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.

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

21 So please, when I say I'm finished with
22 this next point, don't think that's the end of it.
23 There may be something more, there may not. But there
24 have been discussions with Canadian Zinc, and I would
25 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
6 that everything goes hand in hand, it may be
7 appropriate, and I use that qualifier 'may' be
8 appropriate, for the -- for the Board when issuing,
9 and now I'm going to be very positive, when issuing
10 the -- the approval to go ahead ensures that one of
11 the conditions relates to a traditional land use
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,
16 Panel, for coming to the community. And I'm certainly
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,

1 Garth, I think -- are you doing the closing statements
2 for Nahanni as well?

3

4 CLOSING COMMENTS FROM NAHANNI BUTTE:

5 MR. GARTH WOLLBRIDGE: I'm told pretty
6 much. So Garth Wollbridge. The closing statements
7 then on behalf of the Chief, and the Council, and the
8 people of the community are that, again, thank you for
9 coming. Thank you for listening to us.

10 We urge you to do your work with all
11 due diligence as we are sure you will and to grant the
12 approval that this community seeks. We've said it
13 many times today, we believe in the Canadian Zinc
14 project. We believe in the road. We believe we
15 understand everything that we can possibly understand
16 at this point in terms of the risks and benefits, and
17 the benefits are just so great.

18 Our people need the work, and please
19 approve the road, in -- in -- as quickly as you can.
20 We'd like to see work for our young people this coming
21 winter. Thank you.

22 THE CHAIRPERSON: Okay. Thank you,
23 Garth. Closing statements from Canadian Zinc?

24

25 (BRIEF PAUSE)

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.

14 And I can also verify that Canadian
15 Zinc will work with Nahanni to further support the
16 youth camp initiative along the road at that second
17 gap. And I can always say that we certainly
18 appreciate the support that Nahanni is giving to the
19 all season road.

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

1 I wish to thank Chief Peter and
2 Council, and Band members and community members for --
3 for being here, and for the Board for listening. Masi
4 cho.

5

6 CLOSING COMMENTS BY THE CHAIRPERSON

7 THE CHAIRPERSON: Thank you, Alan.

8 Closing statements from MVEIRB is we've arrived at the
9 end of the community hearing in Nahanni Butte. Thank
10 you to everyone that spoke out today. The Review
11 Board has listened to your views on the Prairie Creek
12 all season road and values the input of each and every
13 person that spoke.

14 The community hearings will continue in
15 Fort Simpson tomorrow, April 25th, and followed by the
16 formal technical hearings from the 26th to the 28th.
17 After these hearings are complete, Canadian Zinc and
18 parties will submit post-hearing filings prior to the
19 closure of the public record.

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
24 undertakings from Canadian Zinc, closing arguments
25 from parties, closing arguments from Canadian Zinc,

1 and closure of the public record.

2 The Review Board will fully consider
3 the views of all the people who spoke to the Review
4 Board today. Your views and opinions are important to
5 the Board, and will be considered in the report of the
6 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
13 individuals who helped to make this hearing successful
14 in Nahanni Butte. Definitely to the caterers of the
15 food, Seline Betsaka (phonetic) and her
16 granddaughters. The door is closed and they can't
17 hear us, but she's just walking by. Thank you,
18 Seline, for -- yeah. Open the door and tell her to
19 step in here so we can thank her personally, because I
20 think we've been fed wonderfully here. I think it's a
21 5 pound gain here for us.

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

1 you. Masi.

2 Masi cho to our interpreters, to Betty
3 Hardisty and Maryjane Cazon. Masi cho.

4 Pido for the sound, Norbert Poitras,
5 thank you for plugging us in and keeping us let --
6 having our voice being able to be heard loud and
7 clear.

8 Bob for the transcription services. We
9 had a little glitch in there, but you're so talented,
10 you were able to fix it, and we carried on. Thank
11 you.

12 Nahanni Butte Band for their
13 hospitality and their facility. I'm sure the members
14 that are here from the community will relate that
15 message back to them, to Chief Peter Marcellais and
16 council.

17 And thank you to our Board members and
18 our staff for the Board members to sit here and to
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
24 soon as the closing prayer is over, the community
25 hearing for Prairie Creek all-season road in Nahanni

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

7 community of Nahanni Butte for your hospitality.

8 Masi.

9

10 --- Upon adjourning at 6:05 p.m.

11

12

13 Certificate of Transcript

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17 _____

18 Bob Keelaghan, Mr.

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