



MAR 11 2016

Ms. Sachi De Souza
Environmental Assessment Officer
Mackenzie Valley Environmental Impact Review Board
PO Box 938
YELLOWKNIFE NT X1A 2N7

VIA EMAIL

Dear Ms. De Souza:

Canadian Zinc Corporation's Prairie Creek All-Season Road Environmental Assessment – GNWT's Responses to Round One of Information Requests (EA1415-01)

The Government of the Northwest Territories Department of Lands (GNWT) is writing to you in regards to the Mackenzie Valley Environmental Impact Review Board's (MVEIRB) Information Requests (IRs) posted on the Online Review System on February 12, 2016 and directed at the GNWT (i.e. MVEIRB's IRs 42-45). The GNWT's responses are attached.

The GNWT believes that these IRs responses will assist in informing the MVEIRB and all parties about the nature and significance of the proposed Prairie Creek All-season Access Road Project's (the Project) potential impacts on the environment.

The GNWT notes that several Round One IRs raise questions related to access management and potential impacts to harvesting level, and we are aware that the Nahanni Butte Dene Band intends to submit IRs after an engagement meeting with the developer on access management and other issues. GNWT is continuing to consider possible options for addressing access management concerns and harvest management. GNWT looks forward to reviewing the responses to other IRs on this topic and to further dialogue with all parties as the environmental assessment (EA) proceeds.

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If the MVEIRB or any of the parties to this EA has questions or comments regarding the GNWT's IRs responses, please contact Lorraine Seale, Manager, Project Assessment Branch, at lorraine.seale@gov.nt.ca or 867-767-9183 ext. 24067, or Véronique D'Amours-Gauthier, Project Assessment Analyst, at [Veronique DAmours-Gauthier@gov.nt.ca](mailto:Veronique.DAmours-Gauthier@gov.nt.ca) or 867-767-9183 ext. 24071.

Sincerely,



Terry Hall
Director
Land Use and Sustainability

Attachment

GNWT Round one Information Requests Responses for the Prairie Creek All-season Access Road Proposed Project

| IR# | Topic | Comment | Recommendation | GNWT Response |
|--------------|--|---|--|---|
| MVEIRB IR#42 | Capacity of existing infrastructure; DAR section 6.6, Existing Infrastructure and Facilities | The DAR stated that Highway 7 is “generally under-utilized,” has the capacity to support increased usage, but also has road bed issues. The DAR does not explicitly state what the capacity of Highway 7 is and if the proposed traffic may result in exceeding that capacity or may exacerbate the existing road bed issues. | Please define the capacity of Highway 7 and any changes that may result to Highway 7 as a result of the project. Please also describe the capacity of the infrastructure adjacent to Highway 7 that will likely also be used, such as fuel stations or highway rest-stops. | <p>The Liard Highway (Highway No. 7) is currently classified as an Arterial Class RAU 90 posted at 80 km/hr. It is currently a low volume road with seasonal weight bans in the spring. The Department of Transportation (DOT) will determine the amount of rehabilitation and/or reconstruction that is required to be done on Highway No.7 once the developer (CZN) has provided a detailed description of the volume of mine vehicle traffic, the type of vehicle traffic, loading of vehicles (axle weight) as well as the traffic flow schedule (by time of year) to the Design and Construction Division, which DOT recommends should be done as soon as possible.</p> <p>The existing pull-offs/rest-stops are located at km 0 (border BC/NT, km 38 - Liard access Road, km 145 - Day use area, km 197 and km 253. There is a fuel station in Fort Liard that sells gasoline and diesel.</p> |
| MVEIRB IR#43 | Impacts on Existing Transportation Infrastructure – Highway 7 improvements; DAR 11.1.1 and DAR Addendum – Appendix A | The DAR states that the mine traffic will “catalyze” road improvements by the GNWT, which will mitigate stated likely impacts related to dust, safety, and the possibility of accidents and | <p>1. Does the GNWT support the statement in the DAR that mine traffic will catalyze Highway 7 improvements by the GNWT? If so, why. If not, why not?</p> <p>2. Will GNWT upgrade Highway</p> | <p>1. GNWT supports the statement in the DAR that mine traffic will catalyze Highway No. 7 improvements within the available resources of the GNWT. DOT is willing to work with the CZN to identify additional funding to address Highway No. 7 improvements, maintenance, rehabilitation and reconstruction needs, and enhancements of the Nahanni Butte access road. DOT recommends that CZN file on the public registry as soon as possible any information relating to the development and operation of the Prairie Creek Mine and its anticipated transportation needs, as may be reasonably required for this purpose.</p> |

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| | <p>spills. The DAR further states that Highway 7 and other roads are currently underutilized and can accommodate the anticipated increases in traffic, which are statistically significant. The Review Board seeks further input from CanZinc and the GNWT to support these claims.</p> | <p>7 if the all-season road and Prairie Creek Mine are in operation?</p> <p>3. Please describe any commitments the GNWT has made to improve Highway 7.</p> <p>4. Describe how the GNWT's operation and maintenance plans for Highway 7 would differ if the all-season road and mine proceeds from the current operations and maintenance plans.</p> | <p>2. On August 24, 2012 the Prairie Creek Mine Project Transportation Collaboration Agreement was signed between the GNWT and CZN wherein the parties agreed that Highway No. 7 may need to be upgraded and enhanced to accommodate general public and mine project-related transportation needs. DOT is willing to work with CZN to identify additional funding to address Highway No. 7 improvements, maintenance, rehabilitation and reconstruction needs, and enhancements of the Nahanni Butte access road. DOT recommends that CZN file, on the public registry as soon as possible, any information relating to the development and operation of the Prairie Creek Mine and its anticipated transportation needs, as may be required for this purpose.</p> <p>3. DOT is planning to invest available resources to conduct highway resurfacing, distress repairs, and drainage improvements in the high priority areas located on Highway No. 7 between km 38 - 130, during the period 2015 - 2019, as part of the funding from the Building Canada Plan.</p> <p>4. Due to the sensitivity of Highway No. 7 to heavy traffic, hauling during thaw/warm seasons would be subject to road conditions. DOT presently has in place a Road Preservation Plan that limits the weight of trucks traveling Highway No. 7 during the spring season. DOT is willing to work with CZN to identify additional funding to address Highway No. 7 improvements, maintenance, rehabilitation and reconstruction needs, and enhancements of the Nahanni Butte access road. DOT recommends that CZN file on the public registry as soon as possible any information relating to the development and operation of the Prairie Creek Mine and its anticipated transportation needs, as may be</p> |
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| MVEIRB IR#44 | Access management options on GNWT lands; DAR Addendum Appendix E, Section 6.9 | <p>The proposed all season road is an industrial haul road with a single user. Other jurisdictions in Canada have legal mechanisms to control access by the public on single user industry roads in order to minimize safety risks and to protect wildlife by eliminating the risk over-harvesting of wildlife by the public. Since devolution of land and resource management responsibilities to GNWT, the territorial government is in a position to manage and regulate the use of new private industrial all season access roads.</p> | <p>1. Please describe mechanisms for access control of the Prairie Creek Mine all season haul road, including but not limited to a lease (for part or all of route), license of occupation or other regulatory tool. Describe pros and cons of each access control mechanism and provide examples from the NWT and elsewhere in the North.</p> <p>2. Please describe options for a no hunting corridor along the access route.</p> | <p>reasonably required for this purpose.</p> <p>For the information of MVEIRB and all parties, GNWT is filing maps (attached) of the project area which show land administration and control and surface and sub-surface land withdrawals. Please note that this map is for illustrative purposes only.</p> <p>GNWT expects that access management/harvest management will be a key issue in this environmental assessment and is continuing to consider possible options for addressing it. We look forward to reviewing the responses to other IRs on this topic and to further dialogue with all parties as the EA proceeds.</p> <p>1. The GNWT – Department of Lands is responsible for the management and control of public lands in the NWT, including managing and administering leases and other instruments.</p> <p>A lease is a tenure instrument which grants an exclusive right to occupy the leased land. Leases allow the GNWT to regulate activities on public land while protecting human health, property and the environment. Leases are legal agreements that benefit and protect occupants, land managers and taxpayers by providing security of tenure, environmental protection and taxpayer protection. GNWT does not view the granting of exclusive possession (i.e. leases) to linear lands as a sound land management practice, since sometimes the linear lands could be hundreds of kilometers in length. A lessee can control public access to the leased land. Lease holders can prohibit others, such as members of the public, including resident hunters and Aboriginal persons, from using, or crossing any portion of their leased land.</p> |
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| | | | <p>A licence of occupation is a tenure instrument which grants a non-exclusive right to occupy the land. Because the right to occupy under a licence is non-exclusive, by definition, the licensee cannot control public access to the land.</p> <p>MVEIRB is correct that other jurisdictions in Canada have legal mechanisms to control access by the public on single user industry roads. The GNWT has reviewed its legislative and regulatory tools and has not identified any such mechanisms in the NWT. GNWT has briefly reviewed examples from elsewhere in the North and contacted counterparts in other territories. To date GNWT has not identified any existing projects where the access control mechanisms in use could be applied to the Prairie Creek all-season road. For example, some projects and roads are located on land under the administration and control of Aboriginal Governments and Organizations pursuant to settled land, resource and self-government agreements, which is not the case for the Prairie Creek all-season proposed access road. As mentioned above, GNWT is continuing to consider options to address access management concerns and looks forward to dialogue with other parties as the EA proceeds.</p> <p>2. The GNWT notes that IR44-2 is similar to an information request that was directed to the GNWT in March 2007 regarding CZN's Land Use Permit Application for the winter road to the Prairie Creek Mine (MV2003F0028). The 2007 response is attached for information; the response below is based on that response with updates to reflect the new <i>Wildlife Act</i> that came into force in November 2014. A letter from the</p> |
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| | | | <p>Premier was also provided to the Chairman and Chief Executive of CZN on August 20, 2015 regarding management and control of use of the access road that outlined a similar response with respect to the possibility of implementing a “no shooting corridor.” Elements of that letter have been used to inform the response below. GNWT posted the 2015 letter to CZN on the ORS on February 12, 2016 (GNWT IR 13).</p> <p>The GNWT has the ability to limit shooting and/or hunting along roads for two separate reasons:</p> <p>The first reason would arise from concerns over public safety. For example the no shooting corridor along the Ingraham Trail was established by GNWT’s Department of Municipal and Community Affairs under the <i>Area Development Act</i>. Sections 70(c) and 173(1)(z.36) of the <i>Wildlife Act</i> also allow for the development of regulations prescribing no-shooting areas for the purpose of public safety. However as there is no human habitation along the proposed Prairie Creek all season road, GNWT is of the view that human safety is not at risk in this case.</p> <p>The second reason is for wildlife management purposes. Under the <i>Wildlife Act</i> section 88(1) and 173(1)(z.49) and (z.53) regulations can be made designating areas of the NWT as management zones for the purpose of conservation and management of wildlife, and respecting the harvest of wildlife within those zones (e.g. open/closed seasons, restricting number of wildlife that can be harvested, establishing quotas, requiring of tags to harvest wildlife, and restrictions based on species, size, age, sex or other characteristics). The creation of regulations for the <i>Wildlife Act</i> is a complex process and the GNWT would only begin this process if a wildlife</p> |
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| | | | <p>management concern was clearly identified. The concern about wildlife management would either come from technical staff within the GNWT or as a request from local communities. If this were an undertaking conducted by government, it would require consultation with potentially adversely affected Aboriginal governments and organizations, as well as public and stakeholder engagement, with a view to reaching a workable solution.</p> <p>Consultation on new regulations would require many months to complete, and possibly longer, depending on the outcome of the discussions. The timeframe for writing new regulations would be an additional three to four months, thus the entire process could take many months to several years. It needs to be noted that, depending on the issues raised in consultation, the recommendation at the end of the consultation process could be to not create a management zone.</p> <p>CZN, for the most part, recognizes the potential impacts to wildlife from the road and provides a number of mitigation strategies to address them. These include:</p> <ul style="list-style-type: none">• Implementing a Road Operations Plan (draft Road Operation Plan submitted to the MVLWB on April 5, 2012)• Monitoring access through a check point manned by Nahanni Butte Dene Band Members (CZN draft Road Operation Plan s.3, page 4)• Wildlife monitors on the road equipped with radios. <i>“The monitors will observe and record unauthorized road use, as well as any hunting fishing, camping or firewood harvesting activities”</i>. (CZN draft Road Operation Plan, section 3, page 4)• Maintaining a record of all wildlife sightings (draft |
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| MVEIRB IR#45 | Follow up and Monitoring; Data use and compatibility | The developer will conduct monitoring on water quality, soil metals concentrations, and wildlife types and numbers, and will "likely" submit monitoring reports to regulators and also upload data | Please clarify whether monitoring data (water quality, soil metals concentrations, and wildlife types and numbers) collected by CanZinc can and will be used by CIMP or other regional monitoring and research programs administered by the GPNWT. Would | <p>WMMP s.5.3.2, page 10)</p> <p>Additional recommendations from the GPNWT to reduce impacts to wildlife from the road:</p> <ul style="list-style-type: none"> • GPNWT supports Dehcho First Nations' recommendation to use cameras to monitor road users (DFN IR# 20) • Management of the volume of traffic by considering the pulsing of traffic rather than a continuous disturbance from a stream of traffic • A mechanism for truck and other vehicle operators to report to each other wildlife sightings so that vehicle speed can be sufficiently reduced and proper attention given to passing wildlife • A protocol for operators to follow when wildlife is encountered that emphasizes that wildlife have the right-of-way and should be allowed free passage with minimal disturbance <p>GPNWT will continue to explore options to address wildlife concerns and looks forward to further dialogue with other parties as the EA proceeds.</p> <p>Monitoring data (water quality, soil metals concentrations, and wildlife types and numbers) collected by CZN may be used by the NWT Cumulative Impact Monitoring Program or other regional monitoring and research programs administered by the GPNWT. Consistency in monitoring programs with other operators in the region is recommended to better enable comparisons of data and regional studies. It is recommended that CZN contact the NWT Cumulative Impact Monitoring Program as soon as possible for further information and to discuss how to integrate their monitoring data with other monitoring programs in the region.</p> |
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| | | to CIMP's Discovery Portal | CanZinc's described data be compatible with the GNWT, or its partners regional monitoring programs? | |
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Prairie Creek Mine Project

Transportation Collaboration Agreement

BETWEEN:

The **Government of the Northwest Territories** (the "**GNWT**"), as represented by the Minister of Transportation (the "**Minister**");

OF THE FIRST PART

AND:

Canadian Zinc Corporation in its capacity as owner and operator of the Prairie Creek Mine ("**CZN**");

OF THE SECOND PART

WHEREAS:

- A. CZN proposes to develop and operate the Prairie Creek Mine (the "**Mine**") in the vicinity of Nahanni Butte, NWT;
- B. CZN plans to use the existing Northwest Territories (NWT) public transportation system to bring goods, fuel and equipment by road to the Mine and to transport its mineral products from the Mine to world markets;
- C. CZN and the GNWT (herein referred to as the "**Parties**") acknowledge that part of the public transportation system, and in particular NWT Highway 7, may need to be upgraded and enhanced to accommodate general public and Mine project-related transportation needs;
- D. Highway 7 is frequented by tourists travelling through the NWT and/or by tourists visiting Nahanni National Park Reserve, a UNESCO World Heritage Site;
- E. Safe and efficient road transportation is essential in the NWT to meet general public, tourist and industry needs, and the safety of the travelling public and the protection of existing infrastructure are recognized as the Parties' overriding priority;

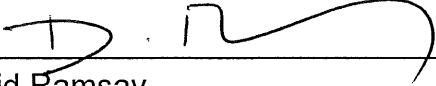
- F. CZN and the GNWT entered into a *Socio Economic Agreement*, dated August 22, 2011, under which the Parties agreed to work together to maximize the beneficial opportunities and minimize the negative socio-economic impacts arising from an operating Mine; and
- G. The Parties wish to collaborate and work together to ensure effective co-operation related to the public transportation system that could affect the Mine project and to seek ways and means to take advantage from any opportunities and address and resolve any identified issues.

NOW THEREFORE the Parties agree as follows:

1. The Parties will work together to identify any portions of Highway 7, and any portions of the Nahanni Butte access road from Highway 7, that may require enhancement or upgrading to ensure public safety, surface durability or longer winter road operating seasons to support general public use of Highway 7 and Mine project-related transportation needs.
2. CZN will provide to the GNWT, on or before December 30, 2012, a report on its anticipated road transportation plans for the construction and operation of the Mine, and thereafter, on or before June 30 in each operating year, CZN will provide to the GNWT its anticipated road transportation and operating schedule for the then following year, which schedule will, so far as possible, indicate the expected timing and frequency of planned highway travel.
3. The Parties will work to identify additional funding to address Highway 7 improvement, maintenance, rehabilitation and reconstruction needs, and enhancement of the Nahanni Butte access road, and CZN will provide to the GNWT any information relating to the development and operation of the Prairie Creek Mine and its anticipated transportation needs, as may be reasonably required by the Parties for this purpose.
4. The GNWT will focus the disbursement of maintenance and construction funds allocated to Highway 7 and the Nahanni Butte access road on priority areas as determined by the GNWT requiring attention to maintain the roads' operability and efficiency and to ensure public safety;
5. This Collaboration Agreement may be terminated by mutual written agreement of the Parties at any time.

IN WITNESS WHEREOF, the Parties have executed this Agreement by their duly authorized representatives on the respective dates indicated below.

GOVERNMENT OF THE NORTHWEST TERRITORIES
as represented by the Minister of Transportation or his or her
authorized representative

Per: 
David Ramsay
Minister

Date: **AUG 24 2012**

CANADIAN ZINC CORPORATION

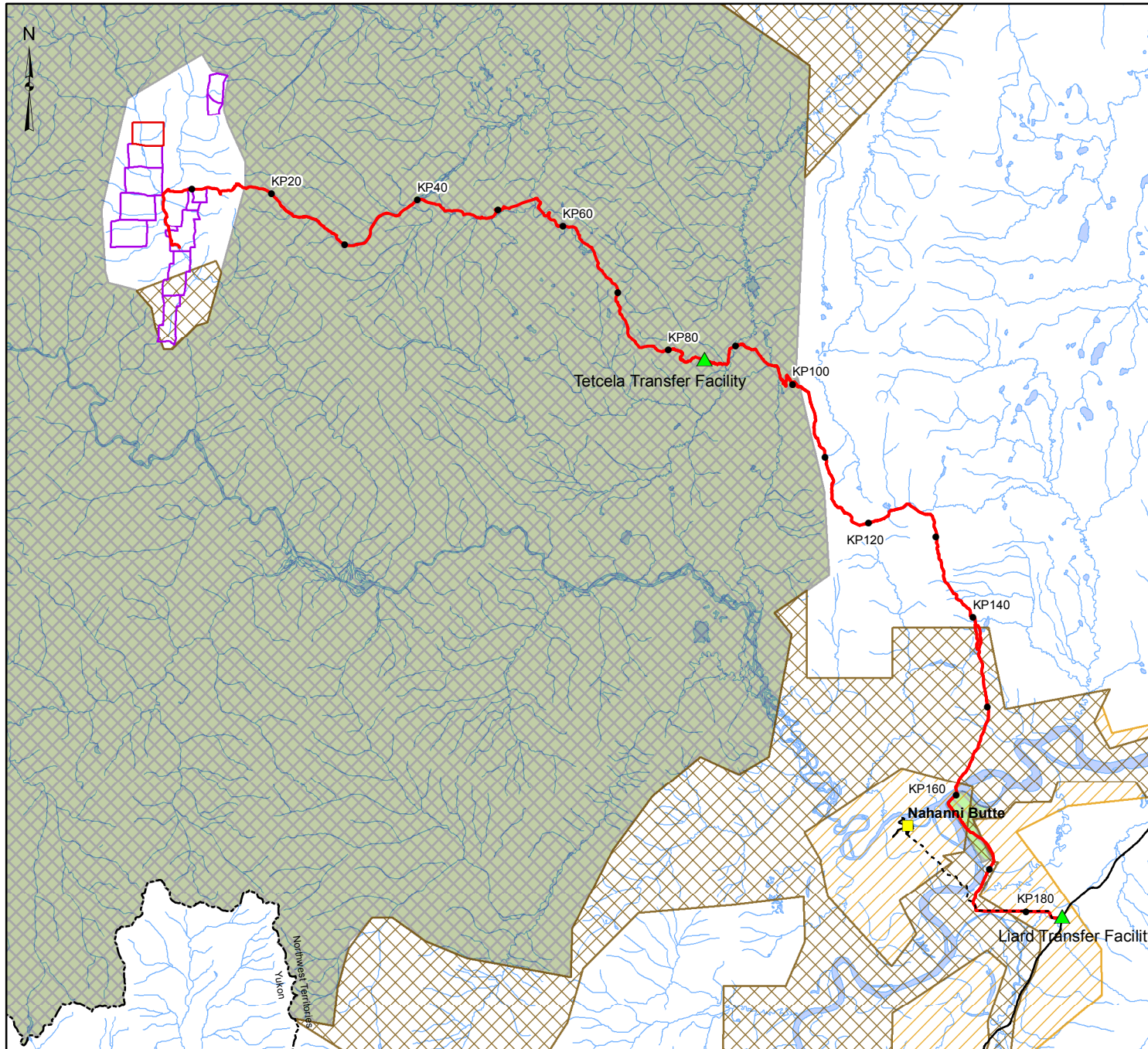
Per: _____
John F. Kearney
Chairman & Chief Executive

Date: _____



PRAIRIE CREEK PROPOSED ALL-SEASON ACCESS ROAD

Government of
Northwest Territories



LEGEND

- ▲ Transfer Facilities
- Road markers
- NT Populated Places

Roads

- All Season
- - - Winter
- Prairie Creek Proposed All-Season Access Road

Mineral Claim

- Active

Mineral Lease

- Active

Land Withdrawal Areas

- Subsurface
- Surface/Subsurface

Federally Managed Lands

- Surface - Indian Affairs Branch (IAB) lands
- Surface/Subsurface - Nahanni National Park Reserve

DISCLAIMER

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL FEATURE BOUNDARIES DEPICTED MAY NOT BE EXACTLY AS SHOWN. LANDUSE AND SUSTAINABILITY AND THE NWT CENTRE FOR GEOMATICS ARE NOT RESPONSIBLE FOR ERRORS OR DISCREPANCIES

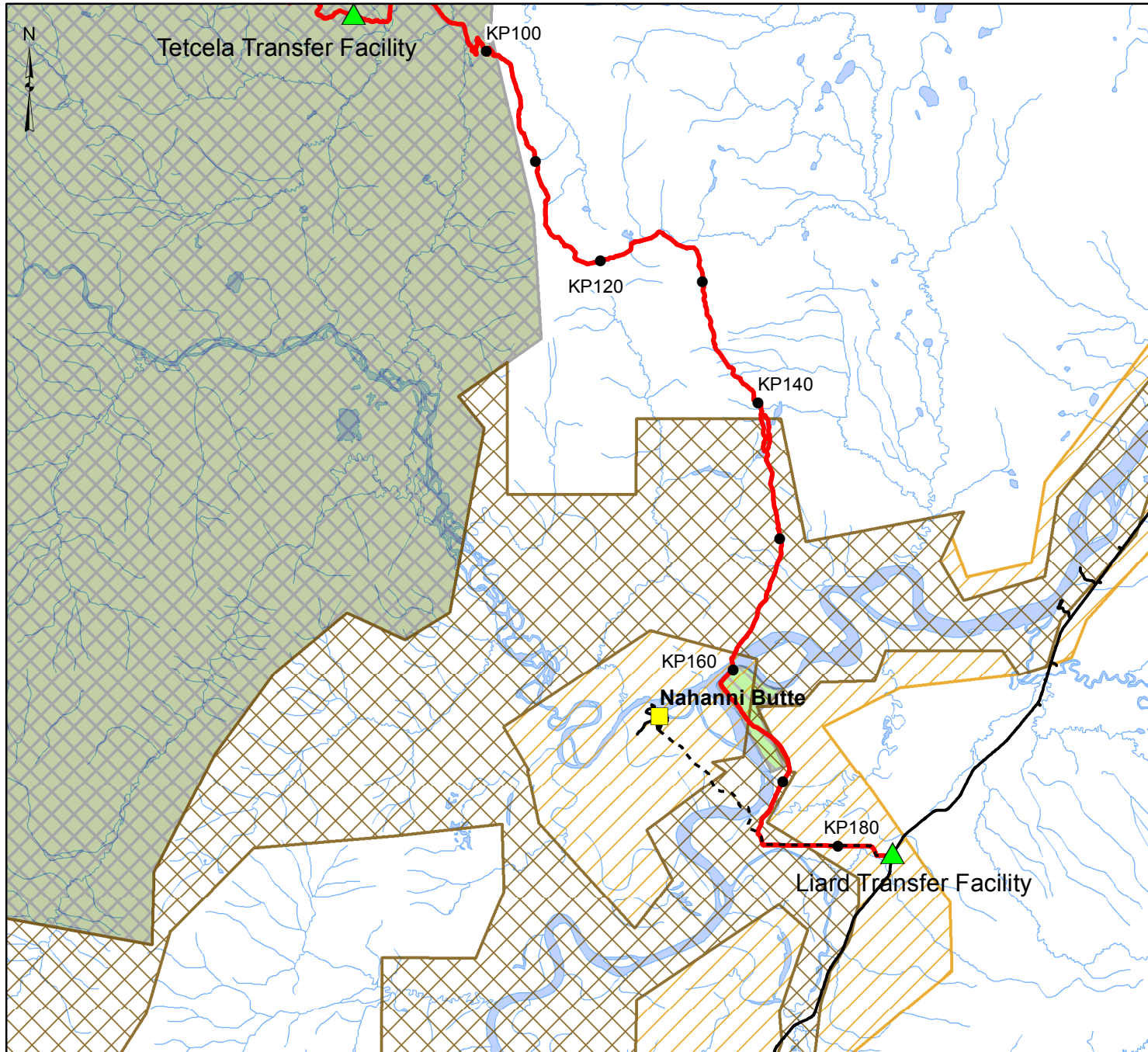
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PRAIRIE CREEK PROPOSED ALL-SEASON ACCESS ROAD

Government of
Northwest Territories



LEGEND

- ▲ Transfer Facilities
- Road markers
- NT Populated Places

Roads

- All Season
- - - Winter
- Prairie Creek Proposed All-Season Access Road

Land Withdrawal Areas

- ▨ Subsurface
- ▩ Surface/Subsurface

Federally Managed Lands

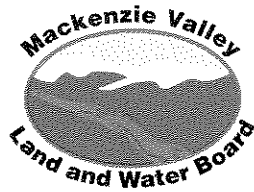
- ▨ Surface - Indian Affairs Branch (IAB) lands
- ▩ Surface/Subsurface - Nahanni National Park Reserve

DISCLAIMER

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Mackenzie Valley Land and Water Board

7th Floor - 4910 50th Avenue • P.O. Box 2130
YELLOWKNIFE, NT X1A 2P6
Phone (867) 669-0506 • FAX (867) 873-6610

March 1, 2007

File: MV2003F0028

Mr. Bob Bailey, Deputy Minister
Government of the Northwest Territories
Department of Environment and Natural Resources
P.O. BOX 1320
YELLOWKNIFE NT X1A 2L9

Fax: (867) 873-0638

Dear Mr. Bailey:

Land Use Permit MV2003F0028
Winter Road, Prairie Creek Mine to Liard Highway

The Mackenzie Valley Land and Water Board (MVLWB) met on February 28, 2007 to consider the Canadian Zinc Land Use Permit Application for the winter road. During the review of the information on the public record the Board noted that many concerns about wildlife have been expressed by reviewers in relation to this project. There has also been recent correspondence, notably the Indian and Northern Affairs report of consultation dated February 14, 2007 and a letter from Canadian Zinc dated February 22, 2007 that stress the importance of wildlife issues regarding this development. These documents are available on our website and have been forwarded to your staff.

The Board requests that the GNWT provide information on how these concerns regarding wildlife will be dealt with and has the following questions:

- Could a 'no-hunting' corridor be established for the winter road? If so, what would be the process and timeframe to establish such a corridor?
- What other strategies could the GNWT employ to mitigate potential impacts to wildlife along the winter road?
- Does the GNWT have any specific recommendations regarding protection of wildlife habitat that could be relevant in setting Land Use Permit Conditions?

The MVLWB has a Board meeting scheduled for March 15, 2007 and is hoping to re-consider this application at that time. If possible, please provide the requested information prior to the meeting or contact MVLWB staff if additional time is required.

If you have any questions please contact Peter Lennie-Misgeld, Senior Regulatory Officer at 669-0506 or email peter@mvlwb.com.

Yours sincerely

A handwritten signature in black ink, appearing to read "Willard Hagen". The signature is written over the "Yours sincerely" text and extends downwards towards the name "Willard Hagen".

Willard Hagen
Interim Chair

Copied to: Distribution List - Attached
Alan Taylor, Canadian Zinc
Julie Jackson, INAC

Janna Ward

From: Loretta Ransom [Loretta_Ransom@gov.nt.ca]
Sent: Wednesday, March 21, 2007 2:30 PM
To: hagen@northwestel.nt
Cc: dan@canadianzinc.com; Jason McNeill; Reggie Cockney; peter@mvlwb.com
Subject: Land Use Permit MV2003F0028



DOC005.PDF (228
KB)

Dear Mr. Hagen,

Please find attached the GNWT (ENR) response to your letter dated March 1, 2007 regarding the Canadian Zinc Land Use Permit (MV2003F0028) (Prairie Creek Mine to Liard Highway Winter Road).

Please contact me by email or phone with any questions or concerns.

Sincerely,

Loretta Ransom
Environmental Assessment Analyst
Environmental Assessment and Monitoring
Environment and Natural Resources, GNWT
Phone#: (867) 873-7123
Email: loretta_ransom@gov.nt.ca

Mackenzie Valley Land
& Water Board

File

MAR 21 2007

Application # MV2003F0028

Copied To PHM/Reg

MAR 21 2007

Mr. Williard Hagen
Interim Chair
Mackenzie Valley Land and Water Board
PO BOX 2130
YELLOWKNIFE NT X1A 2P6

Dear Mr. Hagen:

Land Use Permit MV2003F0028
Winter Road, Prairie Creek Mine to Liard Highway

The Department of Environment and Natural Resources (ENR) has reviewed your letter dated March 1, 2007, regarding questions on:

- 1) Could a "no-hunting" corridor be established for the winter road? If so, what would be the process and timeframe to establish such a corridor?
- 2) What other strategies could the Government of the Northwest Territories (GNWT) employ to mitigate potential impacts to wildlife along the winter road?
- 3) Does the GNWT have any specific recommendations regarding protection of wildlife habitat that could be relevant in setting Land Use Permit conditions?

ENR understands that Canadian Zinc Corporation (CZN) is reopening a previously permitted and used winter road corridor that underwent an environmental assessment in the early 1980s. After only two years of use, the road was closed but remains today, after 25 years, visible on the landscape predominantly covered with early successional species. Construction, use and restoration of the winter road will occur from December to March for the period of the license. A 37 kilometre segment of all-weather road will also be upgraded for use, predominantly in conjunction with the winter road season but possibly for other project related activities year-round, with rehabilitation occurring August to September.

Question 1

The GNWT has the ability to limit hunting along roads for two separate reasons. The first reason would arise from concerns over public safety. For example the no hunting corridor along the Ingraham Trail, which is established by GNWT's Department of Municipal and Community Affairs under the *Area Development Act*. As there is no human habitation along the proposed winter road, human safety is not believed to be the primary concern in this case.

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The second reason is for wildlife management through section 18(2) of the *Northwest Territories Wildlife Act*, which provides for the designation of a portion of one or more wildlife management units as (f) a special management area. As such the GNWT through the *Wildlife Act* does have the legal authority to restrict hunting along roads for the purpose of wildlife management.

Special management areas are designated by regulation under the *Wildlife Act*. The creation of regulations for the *Wildlife Act* is a complex process and ENR would only begin this process, if a wildlife management concern was clearly identified. This concern could either come from technical staff within ENR or as a request from local communities. Due to the Interim Measures Agreement the process would require extensive consultation with the Dehcho First Nation and local communities.

Consultation on new regulations would require a minimum of three to four months, and possibly longer depending on the outcome of the discussions. The timeframe for writing the new regulations would be an additional three to four months. Thus the entire process would take six months to several years. It needs to be noted that depending on the issues raised in consultation the recommendation at the end of the consultation process could be to not create a special management zone.

Question 2 and 3

The winter road corridor is known to traverse habitats utilized by a number of wildlife species including caribou, moose, grizzly bear, black bear, wolverine, bison and Dall's sheep. The corridor also encompasses the transition from boreal woodland caribou habitat to mountain caribou habitat.

Wood bison, boreal and mountain caribou are listed under the federal *Species at Risk Act* whereas grizzly bear and wolverine are species listed by Committee On the Status Of Endangered Species In Canada, as requiring special management attention due to their vulnerability to disturbance and sensitivity to landscape change.

Roads, both all-weather and winter, have the potential to affect wildlife and wildlife habitat in the following ways:

- Direct mortality through vehicle collisions;
- Increased hunting pressure through facilitated access into the project area;
- Reduced habitat use in the zone of influence around the road because of vehicular traffic;
- Habitat fragmentation from the creation a linear corridor through previously contiguous habitat.

CZN, for the most part, recognizes these potential impacts and provides a number of mitigation strategies to address and reduce them to acceptable levels. These include:

- Implementing a Controlled Road Use Plan including appropriate speed limits and coordination of vehicle traffic on the road;
- Controlling access to the road (although it was not clear to whom access would be denied);
- Maintaining a record of all wildlife sightings on the road.

Along with the proposed “No Hunting Zone” addressed in question 1, these mitigations are a first step towards addressing the potential impacts to wildlife and wildlife habitat concerns that often result from road corridors. ENR would suggest that these measures be augmented in the ways outlined below to ensure that they are adequate for all wildlife species but also species at risk in particular and that these be developed in conjunction with our Dehcho Regional Biologist:


- CZN should include in their Controlled Road Use Plan:
 - A mechanism for truck and other vehicle operators to report to each other wildlife sightings so that vehicle speed can be sufficiently reduced and proper attention given to passing wildlife;
 - A protocol for operators to follow when wildlife is encountered that emphasizes that wildlife have the right-of-way and should be allowed free passage with minimal disturbance;
 - Management of the volume of traffic by considering the pulsing of traffic (i.e. having convoys) rather than a continuous disturbance from a stream of traffic.
- Along with a record of all wildlife sightings along the road, observations should be noted on wildlife response to the traffic and Global Positioning System location should be included where possible.
- As upgrading of the all-weather road will occur in late summer/early fall, disturbance of wildlife, mountain caribou and Dall's sheep are perhaps of most concern. A reconnaissance of the area should be undertaken prior to activities commencing. In the event that animals move into the area, activities should stop temporarily to allow free passage and minimal disturbance of wildlife.

Lastly, ENR strongly urges CZN to commence baseline wildlife studies along the road corridor and other project areas to support future development activities at this site. This type of work would greatly enhance the understanding of wildlife activities in the area and how it has changed from when initial studies were undertaken in the early 1980s.

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Should you have any questions regarding the above, please contact Mr. Jason McNeill at 920-8071.

Sincerely,


R.P. Bailey
Deputy Minister