



Chuck Hubert
Senior Environmental Assessment Officer
Mackenzie Valley Environmental Impact Review Board
PO BOX 938
YELLOWKNIFE NT X1A 2P1

MAY 26 2017

VIA EMAIL

Dear Mr. Hubert:

Canadian Zinc Corporation's Prairie Creek all-season road environmental assessment - GNWT closing argument (EA1415-01)

The Government of the Northwest Territories (GNWT) is a party to the Mackenzie Valley Environmental Impact Review Board's environmental assessment (EA) of Canadian Zinc Corporation's proposed Prairie Creek all-season access road. GNWT has participated actively in all stages of the EA process to date, and fully considered the evidence on the public registry to date.

Please accept the GNWT's attached closing argument submission. The GNWT anticipates it will meaningfully inform the Review Board's final considerations for this file, and looks forward to the board's Report of Environmental Assessment.

If the board or any participants in this EA have questions regarding the GNWT's closing argument, please contact Lorraine Seale, Director, Securities and Project Assessment, by email at Lorraine.Seale@gov.nt.ca, by phone at 867-767-9180 (Ext. 24020), or Paul Mercredi, Project Assessment Analyst, by email at Paul.Mercredi@gov.nt.ca and by phone at 867-767-9180 (Ext. 24025).

Sincerely,

Lorraine Seale
Director, Securities and Project Assessment
Lands

Attachment



GOVERNMENT OF THE NORTHWEST TERRITORIES CLOSING ARGUMENT

FOR

CANADIAN ZINC CORPORATION'S

PRAIRIE CREEK ALL SEASON ROAD PROJECT

EA1415-01

Submitted to:

Mackenzie Valley Environmental Impact Review Board

200 Scotia Centre
Box 938, 5102-50th Ave
Yellowknife, NT X1A 2N7

May 26, 2017

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Abbreviations and Acronyms

AIA	Archeological Impact Assessment
AOA	Archeological Overview Assessment
CZn	Canadian Zinc Corporation
EA	Environmental assessment
GNWT	Government of the Northwest Territories
IAB	Indian Affairs Branch
INAC	Indigenous and Northern Affairs Canada
IR	Information Request
MVEIRB	Mackenzie Valley Environmental Impact Review Board
MVRMA	<i>Mackenzie Valley Resource Management Act</i>
NBDB	Nahanni Butte Dene Band
NWT	Northwest Territories
PR	Public Registry
SEA	Socio-Economic Agreement
WMMP	Wildlife Mitigation and Monitoring Plan

Introduction

The Government of the Northwest Territories (GNWT) is a party to the Mackenzie Valley Environmental Impact Review Board's (MVEIRB or the Review Board) environmental assessment (EA) of Canadian Zinc Corporation's (Canadian Zinc or the developer) proposed Prairie Creek All Season Road. The GNWT has developed this Closing Argument after active involvement in the EA process including the technical review, hearing phase, and review of material on the public registry (PR).

The GNWT has not changed or rescinded any of its conclusions from the technical report for this proceeding, and is not recommending any measures to the Review Board. GNWT continues to believe that Canadian Zinc can undertake the development in a way that is not likely to cause significant adverse impacts to the environment, providing that it complies with all regulatory requirements and implements the commitments it has made for this development and applicable commitments from the EA of the Prairie Creek Mine and winter road.

The GNWT has adjusted the wording of some of its recommendations to incorporate supplementary information or add clarity. This document does not revisit the GNWT's technical report conclusions; it is intended to supplement the technical report by providing context around public hearing exchanges on these conclusions.

During the public hearings, MVEIRB legal counsel asked the GNWT to clarify who would implement the GNWT's technical report recommendations. Where the GNWT has directed its recommendations to the developer, it is not seeking any action from the MVEIRB. The GNWT will pursue these recommendations with the developer during the post-EA/regulatory phase, should the development be approved to proceed. The GNWT presents these recommendations in support of planning a sound approach to environmental stewardship during any eventual construction and operation of the proposed road.

Where the GNWT has directed its recommendations to the MVEIRB, the GNWT is highlighting certain developer's commitments for inclusion in the scope of development and the Report of Environmental Assessment (REA). The GNWT recognizes developer's commitments as an important component of environmental assessment under the *Mackenzie Valley Resource Management Act*. The GNWT understands that the MVEIRB scopes the development under assessment to include commitments made by the developer on the record, up to the date the MVEIRB closes the registry, and that the MVEIRB then captures the final version of such commitments in the Report of Environmental Assessment. The GNWT has reviewed the developer's commitments, including the draft final commitment table (PR 485) and commitments made at or following the public hearings. The GNWT expects that the MVEIRB will include all of these commitments in the scope of development and the REA, and has made recommendations to the MVEIRB regarding commitments in areas of particular interest to the GNWT.

Although this document does not discuss or review all of the technical report arguments, a complete list of the GNWT's recommendations and conclusions is provided at the end of this document, along with a statement of the action, if any, GNWT is seeking from the MVEIRB.

Scoping, land management and land administration considerations

Role of Nahanni Butte Dene Band

In its technical report, the GNWT discussed recent Nahanni Butte Dene Band (NBDB) land use activities and committed to advise the MVEIRB of any new information and resulting changes to the GNWT's conclusions and recommendations. In early April 2017, the MVEIRB corresponded with the NBDB and the GNWT regarding these activities (PR 496). The MVEIRB concluded that "The Review Board is of the opinion that these documents are not relevant to the EA and that information contained therein is not relevant to the Review Board's decision making process for this project." The GNWT confirms that it does not object to the Review Board's conclusion and has no additional relevant information to provide at this time.

The GNWT also noted in its technical report the potential for uncertainty regarding the identity of the developer. The GNWT acknowledges Canadian Zinc's March 14, 2017 letter (PR 461) that the "Developer" is still CZN [Canadian Zinc], and CZN remains responsible for the formal activities associated with the EA as the proponent." The GNWT discusses the responsibility of Canadian Zinc as a potential lessee below.

Trailer staging areas

Based on discussions at and since the hearings, it is the GNWT's understanding that the developer may require a trailer staging area, which would require a surface lease, on each side of the Liard River. The GNWT is confident that any concerns about the environmental impacts of a trailer staging area on Territorial Lands (such as on the north side of the Liard River) can be addressed via land use permit and/or lease conditions. Indigenous and Northern Affairs Canada (INAC) will be responsible for lease conditions on the Indian Affairs Branch (IAB) land on the south side of the river; the GNWT will collaborate with INAC as required.

"No-shooting" signs

During the public hearings, various individuals referred to "No Shooting for next 5 km" signs on Highway 7 as potential examples of signs that could be posted on the proposed Prairie Creek all season road. The GNWT confirms that any such signs on primary highways are unauthorized¹. All unauthorized signs on primary highways are removed on a timely basis as part of regular maintenance programs. There was some discussion during the EA of posting "no-shooting" signs on the Prairie Creek all season road. Examples include the letter regarding an October 2016 meeting between the developer and NBDB (PR 326), and discussion at the public hearings. The GNWT notes that any such signs on the Prairie Creek all season road would have no legal force or effect. Furthermore, the GNWT reiterates that as stated in an August 2015 letter to the developer (PR 198), the GNWT will not be designating the proposed Prairie Creek all season road route (or Prairie Creek winter road route) as a 'no-shooting corridor.'

Liard River crossing: Access to leases on Territorial Lands

In its technical report, the GNWT stated its belief that based on the conceptual information reviewed to date, it is possible that the developments at the barge landing sites, along with geographic features, and the developer's proposed check-points, can act as barriers to access. At the public hearing, Canadian Zinc committed to routing the winter crossing through the surface lease on the north shore of the Liard River (PR 532). During the public hearing, Canadian Zinc representatives alluded to the 'employment' of Nahanni Butte

¹ As stated in the GNWT's technical report, the GNWT would not designate the Prairie Creek road as a primary highway.

Dene Band members in the exercise of access restriction *through* the surface lease area on the north shore. The GNWT noted that it would follow up with the developer on this point, which was captured in the list of hearing commitments (PR 532) as “GNWT looking for an explicit written commitment concerning whether Canadian Zinc will exercise its right to access control on the surface leases.”

As a follow-up to exchanges during the public hearings, the GNWT wishes to provide supplemental context regarding the GNWT’s policy approach to land tenure for the development.

The GNWT advised the developer on September 22, 2016 (PR 302) that surface leases are necessary for barge landing sites, staging areas, transfer sites, airstrips and any other areas where the developer requires long-term use and infrastructure to support mine production. Because the all season road is necessary for the development and feasibility of the Prairie Creek mine, the GNWT would only issue leases and licences for the road and mine to the developer, i.e. Canadian Zinc. Any licences to use the footprint of the road (sometimes called “licence(s) of occupation”), or leases to use the barge landing and staging sites would all be interconnected through lease and licence clauses.

Since a lease interest conveys exclusive possession to the lease holder, a lease by its nature restricts access. A lessee has the ability to allow, or deny, others access onto or across their lease. A lessee will need to consider any risks and liabilities before consenting to access on or across its leases. Further, a lessee may not enter into sub-leasing arrangements (granting access in exchange for payment), without the express consent of the lessor (the GNWT).

The GNWT followed up with Canadian Zinc about lease access control after the public hearings, and documented this discussion in a letter dated May 25, 2017 (accepted by the MVEIRB for placement on the public registry). Based on this discussion, the GNWT understands that Canadian Zinc does intend to exercise its right to access control on the surface leases. The GNWT emphasizes that regardless of how Canadian Zinc exercises access control *through* the leased areas, Canadian Zinc bears ultimate responsibility in meeting the terms, conditions and related requirements of any surface lease that has any relation to the Prairie Creek mine.

Any measure or suggestion recommended by the Review Board in relation to access control at the lease sites would need to be directed to the developer.

Existing access levels

The GNWT reiterates that a certain level and type of access to the area exists now, and that Canadian Zinc’s exercise of its right to restrict access on and/or through its leases would negligibly affect the current level and type of this existing access. For further clarity, once members of the public are on the road (the footprint of which would be licenced) past the north side leases the developer would not be able to restrict public movement, but could only encourage safety. However, the developer’s ability to restrict who has access to its leased parcels would have the effect of limiting access *to* the remainder of the road. In this instance, the level of public access *around* those leases would be similar in nature and extent to the public’s current ability to access the region.

Wildlife and wildlife habitat

Wildlife management

Based on information filed on the public registry to date and Canadian Zinc's existing commitments to work with parties and the GNWT on development of a final Wildlife Management and Monitoring Plan (WMMP) (Table 2 – New Draft Final Commitments from Technical Report Response – PR 485 and Public Hearings Undertaking #10 – Canadian Zinc hearing undertaking responses, PR 539), the GNWT supports Canadian Zinc's conclusion that significant adverse impacts to wildlife within the GNWT's mandate are not likely. The GNWT believes that for this proposed development, adaptive management will help to ensure that any potential impacts remain below the level that the GNWT has predicted in its technical report and the GNWT has based its conclusion of no likely significant adverse impact on that belief.

The GNWT considers that the wildlife related monitoring and mitigations proposed by Canadian Zinc in its draft WMMP (August 31, 2016; PR 297) form part of a robust adaptive management approach to managing the proposed development's interaction with wildlife. The GNWT believes that Canadian Zinc has committed to providing the necessary mitigation and monitoring in the final WMMP except for the outstanding and updated recommendations outlined below.

Harvest

The GNWT is satisfied with Canadian Zinc's commitments to provide support to NBDB for monitoring patterns and levels of harvest associated with the proposed road:

“CZN agrees to provide support to NBDB to develop a harvest monitoring program to track and report on patterns and levels of harvest associated with the road (Table 2 – New Draft Final Commitments from Technical Report Response – PR 485)”.

The GNWT looks forward to discussing this monitoring with parties, including Parks Canada, in a potential regulatory phase. While the GNWT understands concerns regarding a potential increase in levels of harvest, the GNWT believes that the harvest monitoring program committed to by Canadian Zinc, which includes check points and NBDB environment monitors, will provide information on any change in the harvest level, triggering adaptive management. In addition, the north portions of the road will not be accessible to highway vehicles during the periods when the barge is not operating and the ice bridge is not open, and when the barge is operating Canadian Zinc is not obliged to transport the public on its barge. Additionally, Canadian Zinc has committed to routing the winter road through its leases when the ice bridge is open, which would discourage access north of the river.

In light of the information provided above, the GNWT has amended its Recommendation #4, as set out in the *Final GNWT Recommendation List* below.

Risks of collisions

In response (PR 484) to the GNWT's technical report Recommendation #5, Canadian Zinc stated that road operations will be controlled using a Journey Management System (JMS), which includes driver's journey and incident logs which will compile wildlife sightings. The GNWT is not satisfied with Canadian Zinc's response that “once an occurrence becomes common in terms of location, the road operations Supervisor will consider formalizing the caution zone with signage, although drivers will already be aware, and will have received instructions regarding caution.” For further clarity, the GNWT is not seeking action from the Review Board,

but still reiterates Recommendation #5 that in case wildlife occurrences become common in terms of location along the proposed road, the road Supervisor should formalize the caution zone with signage, and the results of these monitoring and mitigation actions should be included in the WMMP and any WMMP reporting.

Collared Pika

The GNWT reiterates that there is sufficient uncertainty to warrant long-term monitoring of Collared Pika population, including their relative abundance, distribution and patch occupancy in talus habitat and within a certain distance of the proposed road. The GNWT is encouraged to hear about ongoing discussions between the developer and Parks Canada regarding Collared Pika monitoring program and looks forward to engaging in those discussions. The GNWT acknowledges Canadian Zinc's commitment (Table 2 – New Draft Commitments from Technical Reports Response PR 485) that states: "CZN will update the WMMP to include a Collared Pika monitoring program in collaboration with Parks Canada and the GNWT to monitor potential effects associated with the proposed all season road" and "CZN will include in its final WMMP the Collared Pika commitments outlined in its response to MVEIRB IR#5 (PR 320) and will conduct long term monitoring of Collared Pika abundance and patch occupancy in talus habits within 300 m of the road". This commitment addresses the GNWT's Recommendation #6, provided the Review Board recognizes the commitment as a developer's commitment to be included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT provides a revised recommendation in the *Final GNWT Recommendation List* below.

Boreal Caribou

In regards to boreal caribou, the GNWT's assessment of the potential impacts has largely been based on the extent of the new habitat disturbance created by the all season road. Although there are differences between the GNWT and Canadian Zinc's disturbance habitat calculations, the project does not cause the percentage of disturbed habitat to fall below the 65% undisturbed habitat threshold identified in the 2012 federal Recovery Strategy for the Woodland Caribou, Boreal population (PR 190).

In order to meet its obligations under the federal Recovery Strategy and meet objectives in the GNWT's Boreal Caribou Recovery Strategy (PR 433), the GNWT is in the process of developing a framework to outline the GNWT's approach to boreal caribou range planning. The goal is to have a framework ready for public review and consultations in fall 2017.

The project area falls within the edge of the boreal caribou range and local knowledge and limited aerial survey data suggests that densities are low. However, the GNWT believes that a trail camera study along the proposed road in all seasons can provide more certainty about caribou presence in the proposed project area and the potential need for further monitoring/mitigation. Canadian Zinc has modified Commitment #3 (PR 485) to include consideration of using cameras during periods of fall and spring road closure, and at night to check on other road users and caribou occurrence. The GNWT believes that cameras should be used on a continuous basis throughout the year to increase the likelihood that occurrences of boreal caribou would be detected. The GNWT would be interested in further discussions with Canadian Zinc on the design of a camera-based monitoring program for boreal caribou. For further clarity, the GNWT is not seeking action from the Review Board, but still reiterates Recommendation #7.

The GNWT notes that Commitment #81 (PR 485) spells out Commitment #6 from the technical sessions that is referred to in GNWT Recommendation #8. Commitment #81 states that "CZN commits to installing windrows, lumber, or other brush clearing material at intersections with other linear features to discourage access (and limit sightlines) to the road corridor by wildlife and humans." Canadian Zinc agreed to

incorporate this commitment into the WMMP in its response to the Technical Reports (Page 3, PR 484). The GNWT is therefore satisfied that Recommendation #8 will be addressed and provides a revised recommendation in the *Final GNWT Recommendation List* below.

Wildlife Conclusions

Provided Canadian Zinc updates and implements the WMMP according to the commitments made during the EA, the GNWT has concluded that significant adverse impacts to wildlife and wildlife habitat are not likely. The GNWT reiterates its request that all of the developer's commitments be included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT further notes that in the case that one or more of the conditions under *Wildlife Act* ss. 95(1) (a), (b), (c) and (d) are satisfied, the Minister of ENR may formally require a WMMP as per ss.95(1).

Permafrost

In regard to permafrost, in its technical report, GNWT's Recommendation #10 reads:

GNWT recommends the establishment of a permafrost monitoring plan during the regulatory process and that these commitments are captured in the Report of Environmental Assessment.

In its response (PR 484) Canadian Zinc stated that it will develop a permafrost monitoring plan after the required geotechnical and geophysical investigations and final geometric design work have been carried out.

During the public hearing Canadian Zinc stated that the recommendation is not clear on when a monitoring program should be finalized, and suggested that wording dictating that the program be established prior to construction might provide more clarity. The GNWT responded, at the hearing, that the recommendation was intended to support and reinforce the developer's existing commitments with respect to this issue, and that the GNWT's technical report quoted the relevant commitments.

The GNWT concurs that the intent of the recommendation was to ensure a program was established prior to the commencement of construction. For additional clarity, the GNWT notes that monitoring program requirements and details should be discussed and determined during the regulatory phase, should the development be approved to proceed. These requirements and details should be provided to the regulatory board for its consideration in placing such requirements in the water licence, and the plan should be approved before the commencement of any road construction activities. The GNWT will participate actively in any eventual regulatory phase.

The GNWT also notes that it is supportive of monitoring at borrow sites which would include water monitoring and permafrost monitoring, if permafrost is present. To capture the above, the GNWT has amended Recommendation #10 as set out in the *Final GNWT Recommendation List* below.

Final GNWT Recommendation List

GNWT #1 (UNCHANGED)

The GNWT recommends that the developer:

- **review its commitments regarding road access and use from the current proceeding and from EA0809-002 to ensure that they are consistent with the legislative and regulatory framework; and**
- **include any necessary revisions in its response to other parties' technical reports.**

The GNWT is not seeking action from the Review Board with respect to this recommendation. The GNWT is aware of the developer's statement (PR 484) that its commitments are consistent with the legislative and regulatory framework. The GNWT notes that commitments have legal weight only to the extent that they are consistent with the legislative and regulatory framework.

GNWT #2 (UNCHANGED)

The GNWT recommends that the developer continue to work with the GNWT and INAC to clarify lease requirements related to proposed facilities and activities in the Liard River crossing area.

The GNWT is not seeking action from the Review Board with respect to this recommendation.

GNWT #3 (UNCHANGED)

The GNWT recommends that the developer conduct a preconstruction Archeological Impact Assessment (AIA) to assess potential impacts to archaeological sites from the proposed development. Specific targets for the AIA will be based on the results of the Archeological Overview Assessment (AOA) and cover areas of elevated archaeological potential within the 60 m road right of way (identified by the GIS Potential Model) that were not included in previous AIAs.

The GNWT is not seeking action from the Review Board with respect to this recommendation.

GNWT #4 (REVISED)

Original recommendation:

GNWT acknowledges the developer's commitments concerning harvest monitoring and recommends that MVEIRB recognize these commitments as developer's commitments to be included in the scope of development for this EA and captured in the Report of Environmental Assessment. GNWT recommends that Canadian Zinc provide support to NBDB to develop a harvest monitoring program to track and report to the GNWT on patterns and levels of harvest associated with the road. GNWT suggests that this information could be collected at the check station being proposed on the north side of the Liard River crossing. Otherwise, GNWT recommends that existing environmental monitoring programs supported by Canadian Zinc could be expanded to include formal collection and reporting of harvest information. GNWT is willing to be part of discussions on the design of such a program.

Revised recommendation:

The GNWT acknowledges the developer’s commitments concerning harvest monitoring and recommends that the Review Board recognize these commitments as developer’s commitments to be included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT also recommends that Canadian Zinc commit to expanding existing environmental monitoring programs under the WMMP to include formal collection and reporting of harvest information by the environmental monitors. The GNWT is willing to be a part of discussions on the design of such a program.

The GNWT is seeking the following action from the Review Board: include the developer’s commitments on this matter in the scope of development and the Report of Environmental Assessment.

The GNWT is not seeking any action from the Review Board with respect to the recommendation to Canadian Zinc.

GNWT #5 (UNCHANGED)

To support an adaptive approach to minimizing collision risks along the proposed road, the GNWT recommends that Canadian Zinc develop a more formal, detailed approach to identifying and communicating seasonal “wildlife caution zones” in its WMMP that includes:

- **How information collected by drivers will be collected and recorded;**
- **Which datasets will be used to identify “wildlife caution zones,” and how often they will be combined and analyzed;**
- **Tools that might be used to facilitate recording and georeferencing; and**
- **How often the need to add, remove or change signage will be assessed and reported on (seasonally, annually).**

The GNWT is not seeking action from the Review Board with respect to this recommendation.

GNWT #6 (REVISED)

Original recommendation:

GNWT recommends:

- That Canadian Zinc include in its final WMMP the Collared Pika commitments outlined in its response to MVEIRB IR#5 (PR 320);
- That Canadian Zinc conduct long-term monitoring of Collared Pika abundance and patch occupancy in talus habits within 300m of the road.

Revised recommendation:

The GNWT acknowledges the developer’s commitments with regard to Collared Pika and recommends that the MVEIRB recognize these commitments as developer’s commitments to be

included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT agrees that the specifics of this monitoring can be discussed during the regulatory phase.

The GNWT is seeking the following action from the Review Board: include the developer's commitments on this matter in the scope of development and the Report of Environmental Assessment.

GNWT #7 (UNCHANGED)

The GNWT recommends that Canadian Zinc consider designing and implementing as part of its WMMP a trail camera study along the Territorial Lands portion of the all season road alignment west of the Liard River to confirm presence of boreal caribou and evaluate the need for further monitoring of boreal caribou in this area. This program, including the identification of appropriate study locations, can also help to confirm the effectiveness of mitigations to deter public access on the road.

The GNWT is not seeking action from the Review Board with respect to this recommendation.

GNWT #8 (REVISED)

Original recommendation:

The GNWT acknowledges the developer's commitments concerning boreal caribou habitat and recommends that the MVEIRB recognize these commitments as developer's commitments to be included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT further recommends that the developer revise its WMMP to incorporate Commitment #6 from the technical sessions.

Revised recommendation:

The GNWT acknowledges the developer's commitments concerning boreal caribou habitat and to revise the WMMP to incorporate Commitment #6 from the technical sessions. GNWT recommends that the MVEIRB recognize these commitments as developer's commitments to be included in the scope of development for this EA and captured in the Report of Environmental Assessment.

The GNWT is seeking the following action from the Review Board: include the developer's commitments in the scope of development and the Report of Environmental Assessment.

GNWT #9 (UNCHANGED)

The GNWT acknowledges the developer's commitments to establish a watercourse monitoring program during construction and road operation and recommends that the MVEIRB recognize these commitments as developer's commitments to be included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT agrees that the specifics of this monitoring can be discussed during the regulatory phase.

The GNWT is seeking the following action from the Review Board: include the developer's commitments on this matter in the scope of development and the Report of Environmental Assessment.

GNWT #10 (REVISED)

Original recommendation:

GNWT recommends the establishment of a permafrost monitoring plan during the regulatory process and that these commitments are captured in the Report of Environmental Assessment.

Revised recommendation:

The GNWT acknowledges the developer's commitments to establish a permafrost monitoring plan prior to the start of construction and to implement this plan during construction and road operation. The GNWT recommends that the MVEIRB recognize these commitments as developer's commitments to be included in the scope of development for this EA and captured in the Report of Environmental Assessment. The GNWT agrees that the specifics of this monitoring can be discussed during the regulatory phase.

The GNWT is seeking the following action from the Review Board: include the developer's commitments on this matter in the scope of development and the Report of Environmental Assessment.

GNWT #11 (REVISED - EDITORIAL)

Original recommendation:

GNWT recommends that the developer continue to work with the Department of Transportation regarding proposed hauling schedules and weights and other matters related to the public transportation system.

Revised recommendation:

The GNWT recommends that the developer continue to work with the Department of Infrastructure regarding proposed hauling schedules and weights and other matters related to the public transportation system.

The GNWT is not seeking action from the Review Board with respect to this recommendation.

GNWT conclusion regarding socio-economics (UNCHANGED)

Both the GNWT and Canadian Zinc are committed to continuing to work collaboratively to ensure that commitments in the Socio-Economic Agreement are achieved.