



November 29, 2016

Mr. Chuck Hubert  
Senior Environmental Assessment Officer  
Mackenzie Valley Environmental Impact Review Board  
5102 50<sup>th</sup> Avenue,  
Yellowknife, NT  
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Dear Mr. Hubert

**RE: Environmental Assessment EA1415-001, Prairie Creek Mine  
Modification in Transportation Plan and Liard Transfer Facility**

As we continue to explore ways to improve and refine the project, this letter is to advise you of some changes we are proposing regarding the transportation plan during all season road operations, and operation of the Liard Transfer Facility (LTF).

In our previous submissions, we said that trucks from the Mine will haul concentrates over the all season road to the LTF, located near the Liard Highway junction, where the trailers will then be transferred to highway trucks for the haul to the Fort Nelson rail-head. Trucks returning to the Mine would then haul trailers with supplies brought from Fort Nelson by the highway trucks.

You will note that the LTF was intended to be a concentrate storage and mine truck refuelling location. With the all season road, storage at the LTF will no longer be required as the concentrates will have a more or less continuous journey to Fort Nelson, apart from a brief pause when the trailers are transferred. Also, mine trucks can be refuelled either at the Mine or at the 'trailer-transfer' location using a portable tanker. Therefore, the originally conceived LTF will no longer be needed.

The location of the LTF as a transfer point was originally selected to be where road transport changes from a winter-only operation to the Mine, and all season (highway) operation to Fort Nelson. With the all season road, this transfer point can be modified as the transport operation is all season in its entirety. With the original LTF location as the transfer point, a return trip from the Mine was estimated at approximately 12 hours, and from Fort Nelson approximately 9 hours. We propose to move the transfer point to a laydown area near the south side of the Liard River crossing. This will equalize the return trip times, as follows:

<b>Before</b>	<b>To LTF</b>	<b>To Fort Nelson</b>
Distance (km)	180	267
Avg. Speed (km/h)	30	60
Return trip (hr)	12.0	8.9

Now	To Km 157 Mine	To Fort Nelson		
		Hwy	Nahanni Access	Total
Road				
Distance (km)	157	267	23	
Avg. Speed (km/h)	30	60	30	
Return trip (hr)	10.5	8.9	1.5	10.4

We believe this is a positive step because it will reduce the return trip time to the Mine by 1.5 hours, and reduce concerns regarding driver fatigue. Depending on the actual times required for the two legs during operations, if the Mine leg is still significantly greater than the highway leg, consideration could be given to moving the transfer point to the laydown area near the north side of the Liard River crossing.

Another reason to change the transfer location is to combine the transfer activity with control of access to the all season road. The laydown area south of the river crossing will be on IAB Lands, and we have previously noted that the road can be gated and access can be controlled by the Nahanni Butte Dene Band (NBDB) on those lands. This, and our other road proposals, will be subject to co-management with the NBDB, and will be covered by a Traditional Land Use Agreement which the NBDB and CZN are presently at an advanced stage of negotiating.

We appreciate your consideration of the above. If you have any questions, please contact us at 604 688 2001.

Yours truly,  
CANADIAN ZINC CORPORATION



David P. Harpley, P. Geo.  
VP, Environment and Permitting Affairs