

Proposed All Weather Road to Prairie Creek Mine

April 25, 2017

Presented by Rowe's Construction in favor of approval

We would like to take this opportunity to speak in favour of approval of the proposed all weather road from Highway # 7 to the Prairie Creek Mine site.

We are doing this based on a number of reasons, but we felt it was necessary to openly provide our support at this time is that we see community support for this project and that it has to be built in conjunction with land use regulations.

So if we have a project that has local support and is to be constructed in an environmentally sound manner, this should meet the requirements of the regulatory body, and the general public.

If we look back in the history of the Northwest Territories, most of the roads would be considered access roads for resources, and as a result of them being placed strategically, they provided residents with year round access.

An example that comes to mind was the road to Pine Point, that facilitated the extension first to Fort Smith and then to Fort Resolution. The all-weather road to Pine Point was constructed for economic reasons, and once the mine was opened up, the communities surrounding this mine wanted to be more involved in the opportunity. Without the all-weather road to Pine Point, the ore could have been moved by rail as that was put in place at the same time as the road, so it was recognized by the government of the day, that the road was an asset that could benefit residents both current and future.

In the case of Canadian Zinc, the government of today, does not look to want to put a rail connection into the mine, so the next best thing is to have an all-weather road that could allow this mine to operate economically.

The current approvals for the mine involve a winter road that would have basically all the same impacts on the land, as it involves clearing the right of way for the construction of the winter road.

The benefit to an all-weather road is that regulators/inspectors could do inspections at any time to determine if there were any adverse impacts, and have the road operator undertake remedial activities to offset this possibility. Under a winter road, this is only possible by aerial inspection, and that does not happen daily. Also, the travelling users on an all-weather road would have the ability to advise what they see to both the road operator and the inspectors.

A final benefit to this all-weather road, would be access to the mine site by the community members in nearby Nahanni Butte. While fly in fly out operations exist throughout the north, an accessible project like Canadian Zinc would provide an option that should be supported to enable community members from Nahanni Butte to fully participate in the economy.

Sincerely

Jack Rowe

CEO Rowe's Construction

A handwritten signature in black ink, appearing to be 'JR' with a stylized flourish extending to the right.