

EA File: EA1415-01

June 23, 2016

## Note to File

EA1415-01

Prairie Creek All Season Road, Canadian Zinc Corp.

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To: Parties

**Re: review of draft commitments table and notification of Review Board staff contacts for EA1415-01**

The draft list of commitments from the technical session held in Yellowknife June 13-16, 2016 is attached.

Parties and the developer are asked to review the commitments list for content. Comments are due as follows:

- Tuesday June 28 – comments from parties
- Thursday June 30 – comments from Canadian Zinc Corp.

Board staff contacts for EA1415-01, the Prairie Creek Mine All Season Road, are Chuck Hubert at [chubert@reviewboard.ca](mailto:chubert@reviewboard.ca) 867-766-7052 and Ruari Carthew [rcarthew@reviewboard.ca](mailto:rcarthew@reviewboard.ca) 867-766-7073.

**EA1415-01 Prairie Creek All Season Road Project**  
**Draft commitments list from Technical Session June 13-16, 2016**

**Commitments**

<b>Commitment #</b>	<b>Commitment</b>
<b>Day 1</b>	
Commitment #1	CanZinc will monitor and record non-mining traffic activity on the all-season road, including through the establishment of a checkpoint, and report this information annually.
Commitment #2	CanZinc will have local environmental monitors on the all-season road during periods of mine traffic.
Commitment #3	In addition to the acid-base testing discussed in response to PCA-IR-12, CanZinc will conduct metal leach testing during the detailed design phase on representative samples based on the guidance of a professional ML/ARD geochemist.
Commitment #4	CanZinc commits to implementing erosion and sediment control during construction within 100 m of a fish bearing channel when water is present, or could be present within a short period of time (including specific plans for rapid response in event of change).
Commitment #5	CanZinc commits to placing any stockpiles of material 50 m from flowing water courses. Where this is not possible (e.g. in tight canyons or valleys), CanZinc will implement appropriate erosion and sediment control measures to avoid impacts.
<b>Day 2</b>	
Commitment #6	CanZinc commits to installing windrows, lumber, or other brush clearing material to discourage access (and limit sightlines) to the road corridor by wildlife and humans at intersections with linear features.
Commitment #7	CanZinc commits to developing a suitable inspection and monitoring plan regarding drainage patterns along the road alignment to maintain natural drainage and to inform adaptive management actions (including location of equipment required for these management actions such as backhoes and steamers).
Commitment #8	CanZinc commits to conducting a survey, during the summer, of Western toad (SAR) migration across the road alignment between the Nahanni Butte access road and the Liard River, either before or after the early stage of construction (subgrade placement) to better understand the occurrence of Western toad and magnitude of fall migration.
Commitment #9	Where excavation of borrow below the road grade cannot be avoided, CanZinc commits to applying appropriate guidelines (i.e. quarry guidelines). These considerations will be described in the development plans for these borrow sources, for review and approval by the regulator(s) prior to borrow pit development.
<b>Day 3</b>	
Commitment #10	CanZinc commits to implementing TSS monitoring to address the potential impacts of submerged road

Commitment #	Commitment
	surfaces during higher water events (upstream and downstream of Casket Creek and at any other areas where overtopping of road surface is likely to occur).
Commitment #11	CanZinc commits to considering avalanche risks in the design of bridges and crossings and the placement of construction camps, for review and approval by the regulator(s) prior to construction of each applicable bridge/crossing.
Commitment #12	CanZinc commits to developing a permafrost monitoring plan at the permitting phase, informed by a detailed investigation of permafrost along the road alignment.
<b>Day 4</b>	
Commitment #13	CanZinc commits to updating its contaminant loading management plan in consultation with ECCC and Parks, for the permitting phase.
Commitment #14	CanZinc commits to not placing road strippings in riparian zones.
Commitment #15	CanZinc as part of permitting will complete a more in depth terrain stability assessment (including identification of risks and mitigations) with a focus on areas identified as unstable and potentially unstable in their terrain mapping, and will provide this information for review and approval by the regulator(s) prior to construction in those areas of focus.
Commitment #16	CanZinc commits to updating the road operations plan to incorporate GNWT Road Operation Guidelines, for review and approval by the regulator(s) prior to relevant operations.
Commitment #17	CanZinc will take into account the risk of earthquakes in the design and construction of permanent infrastructure and bridges, for review and approval by the regulator(s) prior to construction of permanent infrastructure and bridges.

**Items from June 13-16 Technical Session that were captured on flipcharts as “unresolved parking lot items” but that did not result in commitments or undertakings:**

1. Request for removal of berms at Sundog Creek realignment to be removed at road closure.
2. Update of Wildlife Mitigation and Management Plan during the EA phase
3. Targeting a minimum 5m road top width in the final road design, plus widenings at curves as previously outlined in the BC FLNR Engineering Manual