



January 25, 2021

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ISSUED FOR USE
FILE: ENW.EENW03326-02
Via Email: David.Harpley@norzinc.com

Attention: David Harpley
Vice President, Environment and Permitting Affairs

Subject: Estimated Haul Traffic and Expanded Project
Environmental Assessment EA1415-01
All-Season Road Access to Prairie Creek Mine, NT

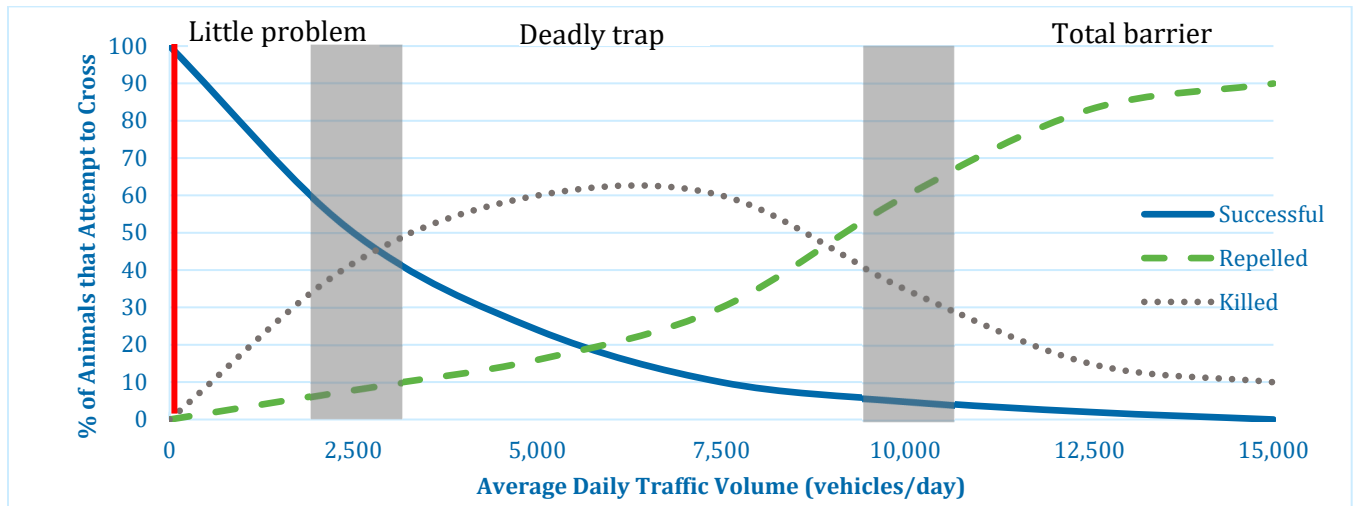
Tetra Tech Canada Inc. (Tetra Tech) received notification from Canadian Zinc Corporation (CZN) that the expected concentrate haul plan has been revised to support an expanded mine project. The revised plan is as follows:

- The average annual daily haul truck volume is estimated to vary from 1.2 to 21.4. This is a slight change from the annual daily volume of 7.3 to 19.8 estimated in April 2016 (42.5 tonne truck capacity scenario; letter dated April 1, 2016 from CZN to the Mackenzie Valley Environmental Impact Review Board during EA1415-01).
- The estimated number of annual haul days has increased from 221 to 286. Recent estimates include road operations in two periods that were previously “no haul” periods: 1) late April to late June (at 70% haul capacity) and 2) November (at 100% haul capacity).

Tetra Tech has reviewed the effects assessment and existing mitigations proposed under EA1415-01. Recent estimates for road operation periods and average annual daily truck volumes do not alter the effects predicted under EA1415-01 or the mitigations proposed. Monitoring programs that CZN have presented for traffic, animal-vehicle collision, harvesting, and others will suitably address the expanded project’s haul periods.

Daily traffic volumes continue to remain very low for the expanded mine project and do not significantly change the wildlife effects assessment. Seiler (2003)¹ developed a conceptual model to predict animal-vehicle collisions and the barrier effect of roads as daily traffic volumes increase (Figure 1). Based on this conceptual model, all wildlife are predicted to successfully cross the all-season road at the expanded project’s truck volume, none would be killed, and none would be repelled by traffic and traffic noise. Seiler (2003) encourages a low travel speed to reduce the collision risk. Of note, the all-season road traffic speeds are also low (30-60 km/hr) which further reduces the collision risk, as does the additional mitigations that CZN has developed.

¹ Seiler, A. 2003. The toll of the automobile: Wildlife and roads in Sweden. Swedish University of Agricultural Sciences Department of Conservation Biology, Doctor’s dissertation, ISSN 1401-6230.



The red line roughly approximates the average annual daily traffic volume of the all-season road.
 Adapted from Seiler 2003 conceptual model

Figure 1: A Conceptual Model of Animal-Vehicle Collision Risk and the Barrier Effect of Roads with Varying Average Daily Traffic Volumes on Terrestrial Mammals.

The Environmental Assessment (EA) predicted local harvesters could maintain access outside of the previous haul periods by storing their own water crafts and vehicles on the west bank of the Liard River. Thus, harvester access during the additional haul periods associated with the expanded project has already been considered in the EA effects assessment and the mitigations and monitoring programs continue to be appropriate.

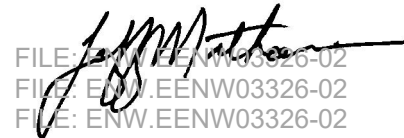
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We trust this letter meets your present requirements. If you have any questions or comments, please contact the undersigned.

Respectfully submitted,
Tetra Tech Canada Inc.



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