



**Mackenzie Valley Land and Water Board**  
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Parks Canada  
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August 9, 2019

File: MV2014F0013  
MV2014L8-0006  
MV2019L8-0002  
PC2014F0013  
PC2014L8-0006

Mr. Mark Cliffe-Phillips  
Mackenzie Valley Environmental Impact Review Board  
200 Scotia Center  
Box 938, 5102 - 50th Avenue  
Yellowknife NT X1A 2N7

Email: [mcliffephillips@reviewboard.ca](mailto:mcliffephillips@reviewboard.ca)  
[preliminaryscreening@reviewboard.ca](mailto:preliminaryscreening@reviewboard.ca)

Dear Mr. Cliffe-Phillips,

**Re: Notice of Preliminary Screening Determination – Post-EA Information Package for Land Use Permit and Water Licence – Prairie Creek All Season Road Project**

The Mackenzie Valley Land and Water Board (Board) met on August 8, 2019 to conduct a preliminary screening of the Post-EA Information Package from Canadian Zinc Corporation (CZN) for the Type A Land Use Permits (Permits) MV2014F0013 and PC2014F0013 and Type B Water Licences (Licences) MV2014L8-0006, MV2019L8-0002, PC2014L8-0006 for the Prairie Creek All season Road Project in accordance with the *Mackenzie Valley Resource Management Act* (MVRMA). The preliminary screening was conducted jointly with Parks Canada.

The Board and Parks Canada conducted a preliminary screening based on the initial Application dated April 16, 2014; the Mackenzie Valley Environmental Impact Review Board's Report of Environmental Assessment EA1415-01 dated September 12, 2017; the Review Board's Response to the Post-EA Information Package dated April 24, 2019; and comments and recommendations from other regulatory authorities and reviewers (public review, technical session, information requests). The Board and Parks Canada note the following changes and updates made to the final scope of development as outlined in the Environmental Assessment:

- Construction and operation of a barge crossing at the Liard River from a conventional barge to a hoverbarge, and the associated landings on both sides of the Liard River; and
- The construction, operation, closure and reclamation of the ASR along the south bank of Sundog Creek between km 34 and km 38.

Based on the evidence provided, the Board and Parks Canada are satisfied the screening has been completed as per section 125 of the MVRMA and has decided **not to refer** the project to environmental assessment. The Preliminary Screening Report includes the Board's reasons for decision, as required by section 121 of the MVRMA (attached).

If the Board and Parks Canada do not receive notice of referral to environmental assessment, it will proceed with the regulatory process for Permits MV2014F0013, PC2014F0013 and Licences MV2014L8-0006, MV2019L8-0002 & PC2014L8-0006 on August 20, 2019.

Our Board and staff look forward to continued communications throughout the pause period. If you have any questions or concerns regarding this letter, please contact Shelagh Montgomery, (867) 766-7457 or email [smontgomery@mvlwb.com](mailto:smontgomery@mvlwb.com) or Jonathan Tsetso, (867) 695-7753 or email [Jonathan.Tsetso@canada.ca](mailto:Jonathan.Tsetso@canada.ca).

Yours sincerely,



Mavis Cli-Michaud                      and  
Chair MVLWB



Tim Gauthier acting for  
Jonah Mitchell  
Field Unit Superintendent Southwest Northwest Territories  
Parks Canada

Copied to:    Shelagh Montgomery, Executive Director, MVLWB  
                  Julian Morse, Regulatory Specialist, MVLWB  
                  Jonathan Tsetso, Superintendent, Nahanni National Park Reserve  
                  Allison Stoddart, Environmental Assessment Specialist, Parks Canada  
                  Distribution List  
                  Laurie Nadia – Regional Superintendent, GNWT-Lands  
                  Tim Morton – Inspector, CIRNAC

Attached:    Preliminary Screening Report, including Reasons for Decision

**Preliminary Screening Report Form**

Preliminary screener: MVLWB, Parks Canada  Reference / File number: MV2014F0013 & MV2014L8-0006 (non-federal) MV2019L8-0002 (IAB Lands) PC2014F0013 & PC2014L8-0006 (Parks Canada)  TITLE: All Season Road Type A Land Use Permits and Type B Water Licences ORGANIZATION: Canadian Zinc Corporation  MEETING DATE: August 8, 2019	EIRB  Reference number: EA1415-01
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Type of Development:  
(CHECK ALL THAT APPLY)

- New
- Amend, EIRB Ref. # EA1415-01
- Requires permit, licence, or authorization
- Does not require permit, licence, or authorization

Project Summary:

On May 22, 2014, the Mackenzie Valley Land and Water Board (the Board) referred Canadian Zinc Corporation’s (CZN) All Season Road (ASR) Project (Project) to Environmental Assessment (EA). The Report of Environmental Assessment (REA) was released by the Mackenzie Valley Environmental Impact Review Board (Review Board) on September 12, 2017. On October 9, 2018, the Minister of Crown-Indigenous Relations, as the federal Minister, with concurrence from all responsible ministers, provided approval of the EA. On October 9, 2018, the Board and Parks Canada jointly required CZN to submit a Post-EA Information Package. On February 20, 2019, CZN submitted a response (Post-EA Information Package) to the Board. The response, dated February 20, 2019, indicates that some Project components have changed since the EA, and therefore require screening. During the review comment period, dated May 15, 2019, reviewers identified the following Project components that were not screened during EA: the modified Sundog Creek diversion; hoverbarge, and radio repeater. CZN provided additional information in response to reviewer comments regarding the hoverbarge. During the Technical Session, held on June 5-7, 2019, an Information Request (IR #10) was sent to CZN regarding Project changes that have not been assessed during EA. On June 24, 2019, CZN responded to the IR #10 and indicated minor changes including new water sources, additional minor water crossings, radio repeaters, and camps that differ from what was outlined in the EA. The Board and Parks Canada reviewed these Project changes, and determined that the changes are minor, that these aspects of the changes have been assessed during the EA, and that the changes have environmental benefits. Therefore, these minor changes do not require additional screening as they have been screened during EA. The Board and Parks Canada have conducted preliminary screening on Project changes including the modified Sundog Creek diversion, hoverbarge, and hoverbarge landings.

Scope:

In general, the scope of the development includes the construction, operation, maintenance, closure and reclamation of the ASR and supporting infrastructure. The ASR begins at the intersection of the Liard Highway kilometre post 184 (kp 184) and ends at Prairie Creek Mine (kp 0). The total ASR is 170 km in length, additional to the 10-km Nahanni Butte access road. The specific components screened are described in section 2 of the REA. The components that have changed since the EA and require screening are as follows:

- Construction and operation of a barge crossing at the Liard River from a conventional barge to a hoverbarge, and the associated landings on both sides of the Liard River; and
  - The barge itself was screened during EA, but the winch cable associated with the hoverbarge has not been assessed.
- The construction, operation, closure and reclamation of the ASR along the south bank of Sundog Creek between km 34 and km 38.
  - The alignment along the south bank of Sundog Creek was assessed in the EA, however the location of the alignment has now been modified. The original Project description was to relocate about 1.5 km of the creek main channel from its present location along the south edge of the floodplain to a prominent natural braid located in the central portion of the floodplain. The purpose of the diversion was to reduce ASR-channel interaction and allow the road segment to be built partly within the footprint of the original main channel. CZN is now proposing a revised plan for Sundog Creek that eliminates the need for the Sundog Creek Diversion. Under the revised plan, the road alignment along the former diversion reach is adjusted into the south bank above the existing main channel to minimize encroachments into the channel.

Land Use Eligibility - Section 18 Mackenzie Valley Land Use Regulations:

18 (a) via Mining Surface Leases 95F/10-5-5

Type of Disposition

Disposition Number(s)

- Mineral Claims
- Prospecting Permit (s)
- Mineral Leases
- Oil and Gas: EL/SDL/PL
- Quarry Permit
- Timber Permit
- Other:

Non-Federal Land: Surface Leases 95F/10-5-5 (mine site), 95F/10-7-4 (airstrip); no lease required for ASR because CZN cannot have exclusive right to the ASR, but licence of occupation is required <sup>1</sup>

IAB lands <sup>2</sup> (Reserve No. 95G/3-11-2): licence of occupation required for ASR, federal surface lease required for barge landing sites

Principal Activities (related to scoping) (CHECK ALL THAT APPLY)

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Construction | <input type="checkbox"/> Exploration       | <input type="checkbox"/> Decommissioning |
| <input type="checkbox"/> Installation            | <input type="checkbox"/> Industrial        | <input type="checkbox"/> Abandonment     |
| <input type="checkbox"/> Maintenance             | <input type="checkbox"/> Recreation        | <input type="checkbox"/> Aerial          |
| <input type="checkbox"/> Expansion               | <input type="checkbox"/> Municipal         | <input type="checkbox"/> Harvesting      |
| <input checked="" type="checkbox"/> Operation    | <input type="checkbox"/> Quarry            | <input type="checkbox"/> Camp            |
| <input type="checkbox"/> Repair                  | <input type="checkbox"/> Linear / Corridor | <input type="checkbox"/> Scientific/     |
| <input type="checkbox"/> Research                | <input type="checkbox"/> Sewage            | <input type="checkbox"/> Solid Waste     |
| <input type="checkbox"/> Water Intake            |  |  |
| <input type="checkbox"/> Other:                  |  |  |

Principal Development Components (related to scoping) (CHECK ALL THAT APPLY)

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Access Road   | <input checked="" type="checkbox"/> construction                    | <input type="checkbox"/> Waste Management                    |
| <input type="checkbox"/> abandonment/removal                                       | <input type="checkbox"/> modification e.g., widening, straightening | <input type="checkbox"/> disposal of hazardous waste         |
| <input checked="" type="checkbox"/> Automobile, Aircraft or <u>Vessel Movement</u> |   | <input type="checkbox"/> waste generation                    |
| <input type="checkbox"/> Blasting  |   | <input type="checkbox"/> sewage                              |
| <input type="checkbox"/> Building  |   | <input type="checkbox"/> disposal of sewage                  |
| <input type="checkbox"/> Burning   |   | <input type="checkbox"/> Geoscientific Sampling              |
| <input type="checkbox"/> Burying   |   | <input type="checkbox"/> Trenching                           |
| <input type="checkbox"/> Channelling   |   | <input type="checkbox"/> Diamond drill                       |
| <input checked="" type="checkbox"/> Cut and Fill                                   |   | <input type="checkbox"/> Borehole core sampling              |
| <input type="checkbox"/> Cutting of Trees or Removal of Vegetation                 |   | <input type="checkbox"/> Bulk soil sampling                  |
| <input type="checkbox"/> Dams and Impoundments                                     |   | <input type="checkbox"/> gravel                              |
| <input type="checkbox"/> construction  |   | <input type="checkbox"/> hydrological Testing                |
| <input type="checkbox"/> abandonment/removal                                       |   | <input type="checkbox"/> Site Restoration                    |
| <input type="checkbox"/> modification  |   | <input type="checkbox"/> fertilization                       |
| <input type="checkbox"/> Ditch Construction  |   | <input type="checkbox"/> grubbing                            |
| <input type="checkbox"/> Drainage Alteration                                       |   | <input type="checkbox"/> planting/seeding                    |
| <input type="checkbox"/> Drilling other than Geoscientific                         |   | <input type="checkbox"/> reforestation                       |
| <input type="checkbox"/> Ecological Surveys  |   | <input type="checkbox"/> scarify                             |
| <input type="checkbox"/> Excavation  |   | <input type="checkbox"/> spraying                            |
| <input type="checkbox"/> Explosive Storage   |   | <input type="checkbox"/> re-contouring                       |
| <input type="checkbox"/> Fuel Storage  |   | <input type="checkbox"/> Slashing and removal of vegetation  |
| <input type="checkbox"/> Topsoil, Overburden or Soil                               |   | <input type="checkbox"/> Soil Testing                        |
|  |   | <input checked="" type="checkbox"/> Stream Crossing/Bridging |
|  |   | <input type="checkbox"/> Tunnelling/Underground              |

<sup>1</sup> See Review Board website ([www.reviewboard.ca](http://www.reviewboard.ca)) [Letter from GNWT to CZN Re- Licence of Occupation and Leasing Land Application Requirements](#). (January 10, 2017)

<sup>2</sup> See Review Board Website ([www.reviewboard.ca](http://www.reviewboard.ca)) [Indigenous and Northern Affairs Canada Technical Report](#). (March 10, 2017)

- fill
- disposal
- removal
- storage

Other:

NTS topographic map sheet numbers:

Hoverbarge / hoverbarge landings: 95G  
 Modified Sundog Creek diversion: 95F

Latitude / longitude and UTM system:

Minimum latitude: 61° 06' N  
 Maximum latitude: 61° 37' N  
 Minimum longitude: 122° 50' W  
 Maximum longitude: 124° 48' W

NAD83 Zone 11

Nearest community and water body:

Hoverbarge / hoverbarge landings: Nahanni Butte, NT and Liard River  
 Modified Sundog Creek diversion: Nahanni Butte, NT and Sundog Creek

**Land Status (consultation information)**

- Free Hold/Private     
  Commissioner's/Territorial Lands     
  Federal Crown Land (IAB and Parks)     
  Municipal Land

Parks Canada Nahanni National Park Reserve

**Transboundary/Transregional Implications**

- British Columbia     
  Alberta     
  Saskatchewan     
  Yukon  
 Nunavut     
  National Park     
  Inuvialuit Settlement Region  
 Wek'èezhii     
  Gwich'in     
  Sahtu

**Type of transboundary implication:**     
 Impact / Effect     
 Development

Public concern: \_\_\_\_\_  
 (Describe.)

**1 Physical - Chemical Effects**

Impact      Mitigation

**1.1 Ground Water**

- water table alteration
- water quality changes
- infiltration changes
- other:
- N/A

Impact      Mitigation

**1.2 Surface Water**

- flow or level changes     
 Sundog Creek  
 In the revised plan for Sundog Creek the road alignment along the former diversion reach is adjusted into the south bank above the existing main channel to minimize encroachments into the channel.

Hydrology baseline monitoring will include ongoing operation of Water Survey of Canada (WSC) stream gaging station 10EC003 on Prairie Creek at the Mine, established in October 2013, plus a new stream gauging station installed in 2018 and operated by WSC on Sundog Creek near kp 31. Hydrology and stream morphology monitoring of Sundog Creek will consist of: (1) stream flow monitoring at the WSC station, (2) periodic observations of specific areas of ASR encroachment to ensure that flow velocities do not exceed grayling ability to migrate upstream, and (3) watching for channel shifting that might threaten the road or watercourse crossings.

CZN is required to submit a Fish and Fish Habitat Protection Plan which must include a section specific to the construction and operation of the ASR along Sundog Creek. This plan will include any required mitigations to minimize potential adverse effects on fish and fish habitat from the design of the ASR through the use of best practices during construction and operation. This plan will also include baseline collection, monitoring and adaptive management to maintain the channel in a way that is protective of fish and fish habitat through the life of the Project.

water quality changes

**Hoverbarge**

The winch cable raising and dropping with the operation of the hoverbarge may increase turbidity and suspended sediment in the Liard River. CZN is required to submit a Sediment and Erosion Control Plan, which will address the potential impacts of the elevated sediment. Monitoring associated with the Sediment and Erosion Control Plan is required to ensure mitigation measures are effective.

**Sundog Creek**

In the revised plan for Sundog Creek the road alignment along the former diversion reach is adjusted into the south bank above the existing main channel to minimize encroachments into the channel. The proposed alignment will, however, still involve some encroachment into the main channel. CZN is required to submit a Fish and Fish Habitat Protection Plan which must include a section specific to the construction and operation of the ASR along Sundog Creek. This plan will include any required mitigations to minimize potential adverse effects on fish and fish habitat from the design of the ASR through the use of best practices during construction and operation. This plan will also include baseline collection, monitoring and adaptive management to maintain the channel in a way that is protective of fish and fish habitat through the life of the Project.

In addition, CZN is required to submit a Sediment and Erosion Control Plan, which will address the potential impacts of the elevated sediment resulting from the ASR construction and operation. Monitoring associated with the Sediment and Erosion Control Plan is required to ensure mitigation measures are effective.

water quantity changes

drainage pattern changes

temperature

wetland changes/loss

other:

N/A

**Impact**

**Mitigation**

**1.3 Noise**

noise in/near water

noise increase

other:

N/A

Impact  
**1.4 Land**

Mitigation

- geologic structure changes
- soil contamination
- buffer zone loss
- soil compaction and settling
- destabilization/erosion

Hoverbarge

The construction and operation of the hoverbarge landings could cause destabilization and erosion. The barge landing areas are engineered structures, and therefore require a Design and Construction Plan, which will identify any potential impacts and mitigation measures associated with the hoverbarge landings. CZN is also required to submit a Sediment and Erosion Control Plan to address the impacts of hoverbarge landings, provide mitigation measures, and identify monitoring plans to ensure mitigations are effective.

Sundog Creek

The construction and operation of the ASR alignment along the south bank of Sundog Creek could cause erosion and sedimentation into the waterway. CZN is required to submit a Sediment and Erosion Control Plan, which will address the potential impacts of the elevated sediment resulting from the ASR construction and operation. Monitoring associated with the Sediment and Erosion Control Plan is required to ensure mitigation measures are effective.

- permafrost regime alteration
- explosives/scarring
- other:
- N/A

Impact  
**1.5 Non-renewable natural resources**

Mitigation

- resource depletion
- other:
- N/A

Impact  
**1.6 Air/climate/atmosphere**

Mitigation

- other:
- N/A

**2 BIOLOGICAL ENVIRONMENT**

Impact  
**2.1 Vegetation**

Mitigation

- species composition

- species introduction
- toxin/heavy accumulation
- other: Linear Migration routes, habitat fragmentation
- N/A

Impact

Mitigation

**2.2 Wildlife and Fish**

- effects on rare, threatened or endangered species

- fish population changes

**Hoverbarge**

The construction of the hoverbarge landings and the operation of the hoverbarge may impact fish populations. CZN is required to submit a Sediment and Erosion Control Plan, and Design and Construction Plan for the hoverbarge landings, which will address the potential impacts and mitigations on fish habitat.

**Sundog Creek**

CZN is required to submit a Fish and Fish Habitat Protection Plan which must include a section specific to the construction and operation of the ASR along Sundog Creek. This plan will include any required mitigations and offsets to minimize potential adverse effects on fish and fish habitat from the design of the ASR through the use of best practices during construction and operation. This plan will also include baseline collection, monitoring and adaptive management to maintain the channel in a way that is protective of fish and fish habitat through the life of the Project.

CZN is required to submit a Sediment and Erosion Control Plan, which will address the potential impacts of the elevated sediment resulting from the ASR construction and operation. Monitoring associated with the Sediment and Erosion Control Plan is required to ensure mitigation measures are effective.

- waterfowl population changes

- breeding disturbance

**Hoverbarge**

The construction of the hoverbarge landings and the operation of the hoverbarge may impact fish populations. CZN is required to submit a Sediment and Erosion Control Plan, and Design and Construction Plan for the hoverbarge landings, which will address the potential impacts and mitigations on fish habitat.

**Sundog Creek**

CZN is required to submit a Fish and Fish Habitat Protection Plan which must include a section specific to the construction and operation of the ASR along Sundog Creek. This plan will include any required mitigations and offsets to minimize potential adverse effects on fish and fish habitat from the design of the ASR through the use of best practices during construction and operation. This plan will also include baseline collection, monitoring and adaptive management to maintain the channel in a way that is protective of fish and fish habitat through the life of the Project

CZN is required to submit a Sediment and Erosion Control Plan, which will address the potential impacts of the elevated sediment resulting from the ASR construction and operation. Monitoring associated with the Sediment and Erosion Control Plan is required to ensure mitigation measures are effective.

- population reduction

- species diversity change



- health changes
- behavioural changes
- habitat changes / effects

**Hoverbarge**

The construction and operation of the hoverbarge landings may impact wildlife habitat. CZN is required to submit a Wildlife Management and Monitoring Plan to address the potential impacts on wildlife habitat.

**Sundog Creek**

The construction of the ASR alignment along the south bank of Sundog Creek has the potential to impact Collared Pika habitat. CZN is required to submit a Wildlife Management and Monitoring Plan to address the potential impacts on wildlife habitat. This plan will include baseline, mitigation, and monitoring related to any impacts on Collared Pika.

- game species effects
- toxins/ heavy metals
- forestry changes
- agricultural changes
- other:
- N/A

**3 Interacting Environment**

**Impact**

**Mitigation**

**3.1 Habitat and Communities**

- predator-prey
- wildlife habitat/ecosystem composition changes

**Sundog Creek**

The construction of the ASR alignment along the south bank of Sundog Creek has the potential to impact Collared Pika habitat. CZN is required to submit a Wildlife Management and Monitoring Plan to address the potential impacts on wildlife habitat. This plan will include baseline, mitigation, and monitoring related to any impacts on Collared Pika habitat.

- reduction/removal of keystone or endangered species
- removal of wildlife corridor or buffer zone
- other:
- N/A

**Impact**

**Mitigation**

**3.2 Social and Economic**

- planning/zoning changes or conflicts
- increase in urban facilities or services use
- rental house

- airport operations/capacity changes
- human health hazard
- impair the recreational use of water or aesthetic quality
- affect water use for other purposes
- affect other land use operations
- quality of life changes
- public concern
- other:
- N/A

Impact

Mitigation

**3.3 Cultural and Heritage**

- effects to historic property
- increased economic pressure on historic properties
- change to or loss of historic resources
- change to or loss of archaeological resources
- increased pressure on archaeological sites
- change to or loss of aesthetically important sites
- effects to aboriginal lifestyle
- other:
- N/A

- Pursuant to Schedule 4.1 of the **Northwest Territory Métis Nation (NWTMN)** Interim Measures Agreement, the Board determined that written notice was given to the NWTMN and that a reasonable period of time was allowed for NWTMN to make representations with respect to the application.
- Pursuant to section 27, paragraphs (a) and (b) of the **Dehcho First Nations (DCFN)** Interim Measures Agreement, the Board has determined that written notice was given to the DCFN, and that a reasonable period of time was allowed for DCFN to make representations with respect to the application.

**Preliminary Screener / Referring Body Information**

Acho Dene Koe First Nation	GNWT - MACA (Municipal and Community Affairs)
Air Tindi	GNWT - PPCA (Policy, Planning, Communications and Analysis (w/in ITI))
Alpine Aviation	Great Slave Helicopters
Black Sheep Aviation	Hamlet of Fort Liard
Canadian Northern Economic Development Agency	Hamlet of Fort Providence
CanNor NWT Region	INAC - CARD
CanZinc Corporation	INAC - NWT Inspectors
CPAWS - NT Chapter	INAC – Yellowknife
Deh Cho Land Use Planning Committee	Ka'a'gee Tu First Nation
Deh Gah Got'ie Dene Council	Katlodeeche First Nation
Dehcho First Nations	Kluane Airways Ltd.
Deh Cho Regional Helicopters	Liard First Nation (Yukon)
Deh Gah Got'ie Kue First Nations	Liidlii Kue First Nation (Ft Simpson)
Dene Nation	Mackenzie Valley Environmental Impact Review Board
Dene Tha' First Nation	MVLWB
Digaa Enterprises Ltd.	Naha Dehe Dene Band
Eagle Fire Logistics	Nahanni Heli Adventures
Environment and Climate Change Canada	Northern Rockies Lodge
Fisheries and Oceans Canada	North Slave Metis Alliance
Fort Providence Metis Council #57	North-Wright Airways
Fort Providence Resource Management Board	NWT- OROGO
Fort Simpson Metis Local 52	Parks Canada
Forward Mining	Pehdzeh Ki First Nation (Wrigley)
General Public	Racher Consulting
GLWB	Ross River Dena Council
GNWT - ECE (Education, Culture and Employment)	Sambaa Ke First Nation (Trout Lake)
GNWT - ENR (Environment and Natural Resources)	Scoop Lake Outfitters
GNWT - ENR - Deh Cho Region	Simpson Air
GNWT - ENR - EAM	Snap Lake Environmental Monitoring Agency – SLEMA
GNWT - ENR - South Slave Region - Fort Smith	South Nahanni Airways
GNWT - Executive and Indigenous Affairs	Tlicho Government
GNWT - HSS (Health and Social Services)	Tlicho Lands Protection Department
GNWT - INF (Infrastructure)	Transport Canada
GNWT - ITI (Industry, Tourism and Investment)	Tthets'ek'ehdeli First Nation (JMR)
GNWT – Lands	Wek' eezhii Renewable Resources Board
GNWT - Lands - Dehcho Region	West Point First Nation
GNWT - Lands - Hay River Region	WLWB
GNWT - Lands - North Slave Region	Wood
GNWT - Lands - South Slave Region - Fort Smith	

**Reasons For Decision**

(List all reasons and supporting rationales for preliminary screening decision)

**DECISION**

The Mackenzie Valley Land and Water Board (the Board) and Parks Canada are satisfied that the preliminary screening of Application MV2014F0013 & MV2014L8-0006 (non-federal), MV2019L8-0002 (IAB Lands), PC2014F0013 & PC2014L8-0006 (Parks Canada), Canadian Zinc Corporation, All Season Road, Prairie Creek Mine has been completed in accordance with section 125 of the *Mackenzie Valley Resource Management Act* (MVRMA).

The Board and Parks Canada are satisfied that communities and First Nations affected by the Application have been notified and provided adequate time to provide comment on the Application as required by land claim and self government agreements, the MVRMA, policy directions relating to Interim Measures Agreements, and any other applicable legislation and agreements.

Having reviewed all relevant evidence on the Public Registry, including the submissions of the Applicant, the written comments received by the Board and Parks Canada and any Staff Reports prepared for the Board, the Board and Parks Canada have decided that in its opinion:

- The proposed development will not have a significant adverse impact on the environment; and
- The proposed development is not a cause of public concern.

The Board and Parks Canada are also of the opinion that any impacts of the development on the environment can be mitigated through the imposition of the terms and conditions developed through public review, and approval by the Board and Parks Canada, for Land Use Permits MV2014F0013 and PC2014F0013 and Water Licences MV2014L8-0006, MV2019L8-0002, and PC2014L8-0006. The Board and Parks Canada, having due regard to the facts and circumstances, the merits of the submissions made to it, and to the purpose, scope, and intent of the MVRMA and the Mackenzie Valley Land Use Regulations, the *Waters Act* and Waters Regulations and the Canada National Parks Act and regulations have decided that the Application can proceed through the regulatory process.

	Preliminary Screening Decision
<input checked="" type="checkbox"/>	Outside Local Government Boundaries
<input type="checkbox"/>	The development proposal might have a significant adverse impact on the environment, <i>refer it to the EIRB.</i>
<input checked="" type="checkbox"/>	Proceed with regulatory process and/or implementation.
<input type="checkbox"/>	The development proposal might have public concern, <i>refer it to the EIRB.</i>
<input checked="" type="checkbox"/>	Proceed with regulatory process and/or implementation.
<input type="checkbox"/>	Wholly Within Local Government Boundaries
<input type="checkbox"/>	The development proposal is likely to have a significant adverse impact on air, water or renewable resources, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	Proceed with regulatory process and/or implementation.
<input type="checkbox"/>	The development proposal might have public concern, <i>refer it to the EIRB.</i>
<input type="checkbox"/>	Proceed with regulatory process and/or implementation.

**Preliminary Screening Organizations**

Mackenzie Valley Land and Water Board

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August 8, 2019

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Parks Canada

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August 9, 2019

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**Signatures**



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Mavis Cli-Michaud, Chair

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Tim Gauthier acting for  
Jonah Mitchell, Field Unit Superintendent  
Southwest Northwest Territories

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