

Heidi:

Thank you for giving us the opportunity to respond to your two questions:

1. Is Canadian Zinc satisfied with the proposed changes to the existing land withdrawals as currently zoned (i.e. Zones 18 and 6) which were based on the water catchment basins and ensuring the full extent of mineral leases were fully within a special management zone

Thank you for forwarding the map specific to the Prairie Creek Area, please note in the legend you refer to "Mineral Leases" these should actually be referred to by the more formal term "Mining Leases". We find the map you have attached somewhat confusing, especially with regards to catchment areas determining land withdrawal areas. It is understood that the revised Zone 18 area, outlined in purple on this map, would now satisfactorily provide the company with an adequate buffer area around the existing mineral claims and mining leases. The cross-hatched pattern, indicating the land withdrawal areas, should be removed within the purple line and a note pertaining to this pending adjustment/amendment be made elsewhere. We understand that you may be limited as to what you can do on this.

2. Is Canadian Zinc satisfied with the access planning term as currently proposed?

We would suggest the following wording:

The construction of new all-weather roads is prohibited in all conservation zones except those portions of zone 6 lying between Prairie Creek and the NWT highway system and all of zone 12. New all weather roads in Special Management Zones or General Use Zones are discouraged unless Developers can demonstrate support for this through an access planning study. Developers will also complete a routing study, examining all feasible routes and alternatives, which shall incorporate environmental sensitivities as well as economic needs.

We believe this wording may best reflect the overall objective of Land Use Planning

Thanks again for the opportunity and for the well organized forum recently held in Hay River.

Yours truly,
Alan Taylor
CANADIAN ZINC CORPORATION

From: Heidi Wiebe [mailto:hwiebe@dehcholands.org]
Sent: April 8, 2005 1:06 PM
To: 'Alan Taylor'
Cc: jdorourke@aol.com
Subject: Questions from Regional Forum

Hi Alan,

I spoke with Dan this morning to clarify what we needed to provide you and what we wanted from you. At the Forum, the Committee asked two questions of Dan that they would like a response to. They are:

1. Is Canadian Zinc satisfied with the proposed changes to the existing land withdrawals as currently zoned (i.e. Zones 18 and 6) which were based on the water catchment basins and ensuring the full extent of mineral leases were fully within a special management zone?

2. Is Canadian Zinc satisfied with the access planning term as currently proposed?

To help you answer these questions, Dan asked that we provide you with a map showing the layers used to define the revised boundary (please note – this boundary is the same as put forth in the Regional Forum Info Package or working draft – the term "revised" applies to the changes made to the existing land withdrawals). Please see the attached map. The piece of zone 18 pertaining to the Prairie Creek property is outlined in purple. The catchment basins are shown in pink outline. The existing land withdrawals are shown in cross-hatched lines. We also used elevation to delineate the zone boundary on the west side – this is shown in the varying black and white fuzzy background where

black delineates the valleys and white the peaks. Monika has overlayed the UTM coordinates so you can see where you are. This shows the combination of layers used to delineate the boundary so you can determine if this is satisfactory for you.

On the errata page at the Regional Forum, the Committee outlined new proposed wording for the Access Planning Term that differs again from what we had forwarded just prior to the Forum. The current proposed wording is as follows:

The construction of new all-weather roads is prohibited in all conservation zones except those portions of zone 6 lying between Prairie Creek and the NWT highway system and all of zone 12. New all weather roads in Special Management Zones or General Use Zones are discouraged unless Developers can demonstrate support for this through an access planning study. Developers will also complete a routing study, examining all feasible alternative routes, to determine the most environmentally sensitive route.

At the Forum, Parks Canada proposed a further change respecting the final sentence to clarify that it is the least environmentally harmful route that is desired. I think we all are getting at the same thing but we have to do a bit more refinement to ensure the language is clear. Given the understanding of the intention behind this term, does Canadian Zinc support the current wording or have further suggestions for refinement?

I believe that was all the Committee was looking for. I understand from Dan that your company is planning something more to respond to concerns and questions raised by the Communities. We look forward to seeing that as well and appreciate the time Canadian Zinc is taking to address these issues.

If you have any questions, please let me know. Thanks.

Heidi Wiebe, Executive Director

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