



Hub graphic by Rebekah Steel. Source: Tamerlane filings with MVEIRB

# Tamerlane inks business deal with Fort Resolution First Nation

The company hoping to build an underground lead-zinc mine near Polar Lake has reached a deal with the Deninu K'ue First Nation (DKFN) of Fort Resolution.

The business agreement outlines job and business opportunities to the Deninu K'ue First Nation for the Pine Point Project and ensures a long lasting relationship between Tamerlane and DKFN, says Tamerlane Ventures.

"We are pleased that our Nation has employment and business opportunities, and that we will benefit from the resources in our area," Chief Bill Norn from the Deninu K'ue First Nation said in a Tamerlane press release.

Ross Burns, president and CEO of Tamerlane, said: "We are extremely pleased to be continuing a mutually beneficial relationship with the Deninu K'ue people and look forward to working with them as

we develop our Pine Point Project."

The deal was announced May 10, but details of the arrangement were not.

"It means we're going to be working with their community," Tamerlane vice-president David Swisher told The Hub.

In addition to providing business and employment opportunities for Deninu K'ue, it also "ensures a cohesiveness between Deninu K'ue First Nation and Tamerlane for the Pine Point pilot project and into the future," said Swisher.

"It's very important because it brings ownership to the project from all the communities."

"It's going to impact all areas," said Swisher.

Having agreements like this one in place will ensure that the company and the communities work together to create solutions, he said.

# Tamerlane project prompts CN to plan new loading facility

BY SEAN PERCY  
HUB EDITOR

CN is planning to build a new loading facility on the outskirts of Hay River.

The facility will accommodate Tamerlane's Pine Point lead-zinc mine, but could be expanded to serve other projects, according to drawings used in planning by Tamerlane.

The property being proposed is on the west side of the highway at the intersection of Highways #2 and #5, also known as the Pine Point turnoff.

It's the same site that Greg Whitlock had asked to lease from the Town on behalf of Socotherm for a pipe coating facility. Council refused that request.

Mayor John Pollard confirmed that the Town had spoken with both CN and Tamerlane about the property.

"We are aware that Tamerlane wants to ship their product from that place at the junction. We've talked to Tamerlane at some length about how they would like to do it. That location was the one they chose that they felt would work best for the rail-road," Pollard said.

"We've talked to CN about how they would get the ore onto their rail cars and south," he said.

But Pollard said the Town had not received any application from Tamerlane or CN for that piece of property.

Tamerlane had originally planned to transfer ore at the old abattoir and Food Town site, but has since changed the location. Tamerlane vice-president David Swisher said the Food Town location was "no longer the preferred site given concerns that included, among other things, lease tenures and potential road safety issues."

In documents filed with the Mackenzie Valley Environmental Impact Review board, which is studying Tamerlane proposed project, Swisher said the intersection site "would provide more assurance in

terms of land tenure, would likely be safer, and would make transferring of ore concentrate easier."

Swisher told *The Hub* that creating a dead-end track across the highway into the Food Town location would have been difficult operationally and costly.

The Food Town location would also have put additional traffic onto Highway #2, whereas with the new location, trucks have only to cross Highway #2.

"We've had very good discussions with the Town Council and CN to come up with solutions for the site," said Swisher.

Representatives from CN were on a field trip with Tamerlane officials May 23 to look at both sites.

CN spokesperson Jim Feeny said the rail company doesn't usually comment on projects that are under development, but he said that CN is in discussions on a number of projects in Hay River, including the one at the intersection.

"It's still in the decision-making process," Feeny said. "It's in the early, early stages."

CN spent \$22 million on upgrades to the Mackenzie Northern Railway after purchasing the line in 2006, and is spending another \$27 million on the Mackenzie Northern and Savage (to Grande Prairie) lines in 2007. More money will be spent on the line next year, too, said Feeny.

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In other Tamerlane news, a letter from Hay River South MLA Jane Groenewegen was filed with the Mackenzie Valley Environmental Impact Review Board, outlining her support for the project. She called their consultation on the project "a model for companies wishing to do business in the North."

Tamerlane has already signed business agreements with the K'atl'odeeche First Nation and the Deninu K'ue First Nation, and is in talks with Métis councils from Hay River and Fort Resolution.

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