

Non-Technical Project Summary for the Phase 1 All-weather Access Road

The Meliadine Gold Project is located approximately 25 kilometres northwest of the Municipality of Rankin Inlet, Nunavut. In late 2010, Agnico-Eagle Mines Limited (AEM) announced that it planned to accelerate the pace of advanced exploration at the Meliadine site given the encouraging drilling results achieved to date. AEM has subsequently re-opened the underground decline, increased the number of operating diamond drills, and modified and expanded the exploration camp and associated facilities (sewage treatment, potable water treatment, power generation, etc.) to allow exploration to continue year round.

The main obstacle to advancing the pace of exploration at Meliadine is the amount of on-site fuel storage, currently at 1.8 million litres, which is not sufficient to allow year round exploration activity or to allow AEM to expand its pace of development at this site. Additional fuel storage capacity of 1.6 million litres is planned for early 2012 but even that will not be enough.

The only way to get to the Meliadine site today is by helicopter, and winter road from late January to May of each year. Consequently, to allow year-round delivery of fuel to the site and reduce transportation of materials and staff to the exploration site, AEM is proposing to construct a single lane gravel road to provide year round access between Rankin Inlet and the Meliadine Project site. The all-weather access road (AWAR) would be constructed as Phase 1 and public use would be controlled by a gate at the start of the road near the Char River.

The Phase 1 road would be a single lane, gravel road 23.8 km long. There will be 3 single span bridges over the Char River, Meliadine River and a small stream. There will also be 8 culverts for other small streams that the road will cross. Half way between Rankin Inlet and the Meliadine site there will be an emergency shelter constructed to provide refuge in the event of an emergency condition.

Various alternatives were considered to building the Phase 1 all-weather road. Combinations of helicopter fuel lifts, winter road and increased fuel storage were all considered. After careful consideration, the Phase 1 all-weather access road was proposed to best serve the needs of the Meliadine site. It would have the least environmental impact and be the safest.

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