

9 November 2011

Ms. Phyllis Beaulieu
Licencing Coordinator
Nunavut Water Board
P.O. Box 119
Gjoa Haven, NU, X0B1J0

Re: Agnico-Eagle Mines Limited (AEM): Water Licence Application for the Phase 1 All-weather Access Road between Rankin Inlet and the Meliadine site: Additional Information

Dear Ms. Beaulieu,

In its letter of 20 October 2011, Mr. Kharatyan for the NWB asked AEM to confirm the water use requirements under the licence application submitted on 6 October 2011. During the construction of the All Weather Access Road (AWAR) no water will be used. It will be constructed beginning at its south end and all road building personnel will be housed in Rankin Inlet and as a result no water is needed for camp purposes. However, water could be used as a dust suppressant once the road is in operation. This would be on an "as need" basis and only during the summer period. This would include watering the road in advance of periods of heavy use.

Therefore AEM requests a total of 200 m³/day be included in the licence for the purpose of road watering. This quantity was reached by allowing 30 minutes to fill a 10 m³ tank on a road watering truck, which would in turn operate for eight hours on any one day. The source of the water would be water ponded against the road, small ponds just off the road, and/or the Meliadine River. The pump used to draw water would be equipped with a screen to prevent the entrainment or impingement of fish, and would have secondary containment.

Also in letter of 20 October 2011 there are a number of documents requested of AEM in addition to the ones submitted earlier. These are considered necessary by the NWB to allow the water licence application to proceed. The documents requested included the following:

1. For construction design drawings of an appropriate scale that are stamped by an appropriate engineer practising in Nunavut for all planned water crossings along the Phase 1 All Weather Access Road (AWAR);
2. A stand alone Borrow Pit and Quarry Management Plan for the Phase 1 AWAR;
3. A stand alone Spill Contingency Plan for the Phase 1 AWAR;

4. A stand alone Monitoring Plan for the AWAR; and
5. A stand alone Reclamation and Closure Plan for the Phase 1 AWAR.

These are included with this letter.

For general information and illustrative purposes, AEM is providing construction design drawings for the three water crossings having bridges. The other eight water crossings will use a series of stacked culverts, the number and size of which is dependent on the area of the drainage basin. As-built drawings will be provided to the NWB following the installation of the culverts. This is an accepted engineering practice in the North and was confirmed in the telephone conference call between the NIRB, the NWB and AEM on 28 October 2011.

In a separate sent to the NWB on 23 October 2011 AEM officially withdrew an earlier licence amendment application for the original all-weather road. This application was screened by the NIRB and found to be wanting. As a result AEM will no longer be pursuing this amendment request.

Should you have any questions or concerns, please do not hesitate in calling me at 819 277 5444 or jwitteman@agnico-eagle.com

Yours sincerely,



John Witteman

Cc. Dave Hohnstein, Technical Director, NWB
Mr. Karén Kharatyan, Technical Advisor, NWB
Eric Lamontagne, Josée Noel, Sylvain Doire, Larry Connell - AEM