26 September 2011

Ms. Kelli Gillard
Nunavut Impact Review Board
P.O. Box 1360
Cambridge Bay, NU X0B 0C0

RE: Meliadine Gold Project: Updated Project Description for the Proposed Mine

Dear Ms. Gillard,

Agnico-Eagle Mines Limited (AEM) is proposing to construct, operate and decommission a gold mine, known as the Meliadine Gold Project (Project) 25 km north of Rankin Inlet and 80 km south of Chesterfield Inlet in the Kivalliq Region of Nunavut. The proposed Project site is located on Inuit Owned Land in an area that has not undergone any previous mining or industrial development. The Project is over 400 km north of the tree line and is 285 km southeast of the nearest active, large-scale industrial development, AEM's Meadowbank Gold Mine.

The Meliadine Gold Project will use standard, widely accepted open pit and underground mining methods to access and extract gold bearing rock, and will use conventional milling methods to release the gold from the host rock.

The proposed Project would use existing infrastructure in the Hamlet of Rankin Inlet as much as possible, but only to the extent that the normal long term, day-to-day operation of the hamlet is not adversely impacted. Such infrastructure would include the barge off-loading area (Itivia), the airport, and the services and/or facilities of various local businesses. Off-site mine infrastructure such as a tank farm and laydown area will be constructed in the Itivia area.

In its letter of 16 September 2011, the NIRB requested AEM provide additional project-specific information so as to facilitate community scoping sessions. This information is provided in the attached updated Project Description for the Meliadine Gold Project. Attached to this letter is a table listing the information requests with the location in the updated Project Description where the response can be found. The feasibility study is now well advanced and this resulted in significant changes in the Project Description. (For ease of finding them, they are in red.) The same does not hold true for the NIRB forms where multiple changes were also made and it is best to read the forms in their entirety.

The combination of the Project going ahead and the use of the hamlet's infrastructure, labour force and businesses will have a profound socioeconomic impact on Rankin Inlet and, to a lesser extent, on other Kivalliq communities. As with all projects of this type, environmental impacts can be significant unless appropriate mitigation and preventative measures are identified and implemented at all stages of the Project. Technical knowledge from government departments, other agencies and interveners, combined with Inuit Qaujimajatuqangit can provide insight on how to recognise adverse effects and how they might be controlled, reduced or eliminated. This is a central benefit of an environmental assessment process can lead to improvements in the design and operation of our proposed Project.

We view the environmental assessment process in part as a forum for the interchange of information, particularly for the Inuit who have a strong tradition of oral communication in decision making and reaching consensus. With NIRB facilitating community and technical meetings and holding public hearings as part of the process, AEM and other parties can exchange information and opinions concerning the Project's environmental and socio-economic effects. We recognise that the Project has to sustain and protect the environment, Inuit culture and traditions while at the same time providing benefits and long term sustainable jobs to the Kivalliq region.

Furthermore, AEM supports the Coordinated Framework approach to the regulatory process at the time. While details are not yet clearly understood on how exactly this coordinated process will take place, we feel the early participation of the Nunavut Water Board enhances the overall process. The technical support of the NWB to the NIRB should clarify and help resolve technical issues that might arise throughout the EA process, some of which would be relevant to the regulatory process as it moves forward.

It is understood the review process and the subsequent regulatory process will take a certain length of time to complete. During the interim, AEM will continue its exploration activities on the mineral claims shown in Figure 1.1 of the attached Project Description. The exploration will serve two purposes: to find new mineral resources and to confirm known mineral resources. For the latter, this will involve diamond drilling from the surface as well as underground exploration. Both surface drilling and underground exploration are necessary to increase certainty in the mineral resources and proposed future mining and milling methods.

Although the larger part of the biophysical baseline information has been collected, AEM undertook a socio-economic and IQ baseline collection program in 2011 for inclusion in the draft EIS as well as additional baseline environmental data collection found necessary as a result of a gap analysis. AEM will be continuing collection of geotechnical information in the vicinity of the ore deposits, the proposed Tailings Impoundment Area, the proposed location for all site infrastructure, within Rankin Inlet where various mine infrastructure is proposed, and along the proposed spur and haul roads to the F Zone, Wolf, Pump, Wesmeg and Discovery gold deposits.

Lastly, while baseline archaeology is felt to be sufficient for the purposes of the draft EIS, additional work was carried out in 2011 as a result of a gap analysis. Some of the sites are located where future

infrastructure is proposed and AEM will be requesting approval from CLEY to mitigate these in 2012. Still adaptive management is being applied to safeguard all heritage resources and to ensure that no archaeology information is lost should the sites be inadvertently disturbed.

In closing, AEM looks forward to working with the Nunavut Impact Review Board in advancing the Meliadine Gold Project from exploration to an operating gold mine benefiting the Kivalliq Region, Nunavut, and Canada.

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

Yours sincerely,

Eric M. Lamontagne
Project Manager
Meliadine Gold Project

Cc. John Witteman, Environmental Consultant
Nunavut Water Board
Nunavut Planning Commission
Veronica Tattuinee, Kivalliq Inuit Association
Jennifer Gibson, Golder Associates
Josée Noël, Environmental Coordinator, AEM

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1	**NIRB Request for Specific Information**	**Meliadine Gold Project - Project Description Conformity**
2	Updated conceptual site layouts of planned project-related infrastructure at the Meliadine site and within the community of Rankin Inlet	Refer to figures 2-3 through 2-8 for layout of the mine infrastructure. Refer to figure 1-1 for site layout at Itivia where AEM's Rankin Inlet infrastructure will be located.
3	Maps illustrating the positioning of potential mine site infrastructure relative to recreational use areas (i.e., cabins and traditional hunting/harvesting areas),	Refer to figures 4.1 and 4.3 in the Project Description. Figure 4.1 provides a map of traditional knowledge for the larger Meliadine Lake area while figure 4.3 is an up-to-date map of cabin/camp locations relative to the mine site.
4	Description of planned mode of transport of gold product from site to market	Refer to section 2.11.5 in the Project Description.
5	Description of proposed source of fuel and materials that would be barged to Rankin Inlet for resupply purposes	Refer to section 2.3.1 in the Project Description. Most materials will be sourced from Becancour, Quebec or other eastern Canadian ports
6	Updated information pertaining to anticipated production rates, tailings disposal, routing of spur roads, power generation, and any other additional information that AEM feels may assist the NIRB in its review of the Project	Refer to table 2-6 for the production schedule for each of the open pits and the underground. Figures 2-4 and 2-5 provide an overview of the spur and haul roads layout, waste rock and tailings area. Refer to section 2.5.4 for information on power generation.
7	An updated implementation schedule for each planned phase of the all-weather road	The Phase 1 road is a separate predevelopment application. The proposed Phase 1 construction schedule is outlined in figure 2-3. The Phase 2 road will be built following the receipt of the project certificate. Refer to section 2.4.2 in the Project Description.
8	The proposed routing of the all-weather road relative to traditional travel routes in the area, as well as views of the road alignment showing the footprint of the road and all associated infrastructure such as quarries and borrow sites	There is not a single traditional trail to Meliadine Lake; there is a network of trails with AEM building over a section of an existing trail. Refer to figure 2-2 and figure 4-1 in the Project Description for the location of quarries and water crossings.
9	Updated plans for the protection of archaeological and cultural features	Refer to Figure 4.2 for the generalized location of archaeological sites and sections 4.3.1 and 4.3.1.1 for information on the enhancement and protection of archaeological & cultural sites.
10	Updated plans for the enhancement or protection of, or compensation for, fish habitat along the proposed road routing	DFO in an earlier decision indicated that water crossings along the all-weather road did not require habitat compensation. However, applicable operational statements were to be followed. AEM made this commitment in a letter to DFO. Refer to a copy of the letter at the end of NIRB's Part 2 Form.