

Madrid-Boston Final Environmental Impact Statement - Summary

Project Overview	<p>The Hope Bay Project encompasses all exploration and development on the Hope Bay Greenstone Belt. This includes:</p> <ul style="list-style-type: none">Approved Phase 1 (Doris Project) currently being carried out under the NIRB Project Certificate No. 003 and the NWB Type A Licence 2AM-DOH1323, and existing exploration activities.Approved Madrid Advanced Exploration Program 2BB-MAE1727.Proposed Madrid-Boston (the Project), which includes use of existing Doris facilities and commercial mining at Madrid North, Madrid South, and Boston.
Location	The Project is located 705 km northeast of Yellowknife and 153 km southwest of Cambridge Bay in Nunavut Territory, and is situated east of Bathurst Inlet.
Construction Phase	<ul style="list-style-type: none">Existing infrastructure at Doris, Madrid and Boston will be utilized for the Project construction.Staged 5-year construction period commencing as early as 2019.
Operational Phase	<ul style="list-style-type: none">Gold mining at Madrid North, Madrid South, and Boston deposits.Operation of process plants at Doris, Madrid North, and Boston.Transportation of ore and/or gold concentrate from Madrid North, Madrid South, and Boston for processing at Doris.Deposition of Doris and Madrid process plant tailings at the existing subaerial Tailings Impoundment Area (TIA) near Doris.Deposition of tailings generated at Boston at a dry stack Tailings Management Area (TMA) at Boston.Continued use of the marine outfall in Robert's Bay for effluent from the TIA.Expected belt-wide production of 21 million tonnes of ore with estimated distribution by mine of 13% from Doris, 60% from Madrid North, 5% from Madrid South, and 24% from Boston.
Transport and Shipping	<ul style="list-style-type: none">Roberts Bay located approximately 5 km north of the Doris Site is the supply point for the Hope Bay Belt.Use of existing Roberts Bay Jetty and construction and use of a cargo dock and access road at Roberts Bay to support fuel, equipment, and material for construction and operation.Annual sealift during open water throughout Project life (August through October).Airstrips will support the fly in-fly out operation from the south and Kitikmeot communities. All-weather road connecting Roberts Bay, Doris, Madrid North, Madrid South, and Boston.Use of winter roads during construction.Gold bars flown out to market.
Assessments	<ul style="list-style-type: none">Environmental baseline studies have been conducted since 1993.Traditional knowledge has been considered and incorporated into the Project design, baseline information, assessment, mitigation and management plans.Assessments cover the biotic, abiotic, social, economic, and cultural environments.Extensive ongoing consultation with communities and agencies.Monitoring during project activities will be used to validate predictions and mitigate potential effects.
Social and Economic Benefits	<ul style="list-style-type: none">The Project has socio-economic benefits for the Kitikmeot region, Nunavummiut and Canada.Potentially impacted communities include Kugluktuk, Cambridge Bay, Gjoa Haven, Taloyoak, and Kugaaruk.Royalties, mineral taxes and payments of approximately \$400 million over the life of the Project.TMAC has a Framework Agreement and IIBA with the Kitikmeot Inuit Association (KIA) to address Hope Bay Project activities over the next 20 years.Expected construction workforce for the Project is 200 people.Expected operations workforce for the Project is 650 people.
Closure and Post-Closure Phase	<ul style="list-style-type: none">Closure will ensure that the footprint is both physically and chemically stable in the long term for protection of people and the natural environment.Post closure environmental monitoring will continue until closure and remediation objectives have been met.