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Design Report

Hope Bay – Emulsion Plant Site

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1. INTRODUCTION



Figure 1 : Hope Bay Mine

The Hope Bay Property is located approximately 685 km northeast of Yellowknife, Northwest Territories, approximately 125 km southwest of Cambridge Bay, and east of Bathurst Inlet, in the Kitikmeot region of western Nunavut, Canada. Hope Bay is approximately 160 km above the Arctic Circle, at 67º30' N latitude and 107º W longitude, comprises an area of 1,101 km2 and forms one large contiguous block of land that is approximately 80 km by 20 km in extent.

The Hope Bay property is a gold mine project with an underground development on a large land package. The site is accessible by sea via Roberts Bay or by air using the on-site airstrip.

1.1 Project Overview

This document provides information regarding the proposed **Emulsion Plant Site** at the Hope Bay Mine. The site contains the following infrastructure:

- Emulsion Plant

- Emulsion Tank
- Operator Trailer and Wash Car Facility
- Emulsion Plant Garage
- Containerized E-Room
- 50kL Fuel Tank



Figure 2 : Emulsion Plant Site location at Hope Bay Mine, Nunavut

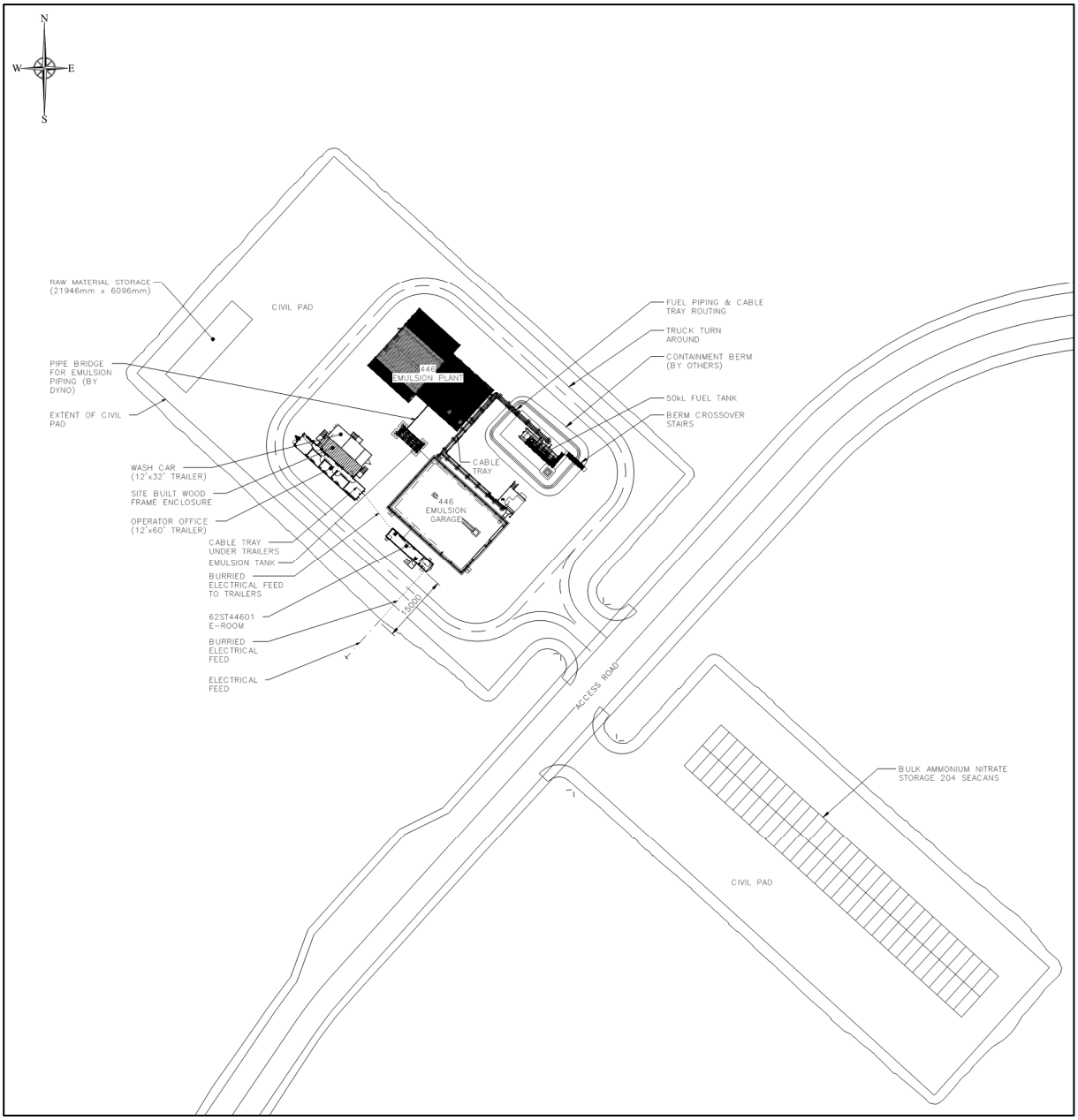


Figure 3 : Emulsion Plant Site

1.2 Language and Measuring Units

All documents will be produced in English.

Dimensions and capacities in specifications and on drawings shall use the metric units, with all drawing dimensions shown in millimeters. All materials shall be designated in specifications and on the drawings using metric designations.

For manufactured items, as-built units shall be retained and conversion to SI units provided where appropriate.

1.3 Reference Project Design Criteria and Specifications

Project location, elevation and site conditions are described in the Site Information and Design coefficients (60-000-100-GGD-001).

For the design methods, design loads, structural design requirements and materials, refer to Structural Design Criteria (60-000-245-GGD-001).

This design criteria should be read in conjunction with the additional design criteria and standard specifications as identified in Table 1-1.

Table 1-1: Reference Documents

Document No.	Document description
60-000-100-GGD-001	Site Information and Design Coefficients
60-000-141-GGD-001	Quality Assurance Requirements
60-000-240-GGD-001	Supply and Installation of Concrete and Miscellaneous Embedded Steel
60-000-245-GGD-001	Paint Specification
60-000-245-GGD-002	Structural Design
60-000-245-GGD-003	Supply and Installation of Structural & Miscellaneous Steel
60-000-265-GGD-001	Mechanical Components Supplied with Mechanical Equipment
60-000-265-GGD-002	Spare Parts Requirement
60-000-270-GGD-001	Piping Valves Fittings General Specifications
60-000-270-GGD-002	Mechanical and Piping System
60-000-270-GGD-003	Insulation of Piping, Tanks and Equipment
60-000-270-GGD-004	Piping Supports
60-000-275-GGD-001	Electrical Requirements for Mechanical Packaged Equipment
60-000-275-GGD-002	Electrical Services and Distribution
60-000-280-GGD-001	Instrumentation & Control Requirements for Mechanical Packaged Equipment
60-000-286-GGD-001	Fire Detection
60-000-292-GGD-001	Fire Protection

62-000-290-GGD-001	HVAC Design

1.4 Codes and Regulations

- NBCC – National Building Code of Canada 2015
- NFC – National Fire Code
- NRCC – National Research Council of Canada
- NFPA – National Fire Protection Agency
- NFPA 101 – National Fire Protection Agency (Life Safety Code)
- NFPA-30 – National Fire Protection Agency
- ASTM A653 – Standard Specification for Steel Sheet, zinc Coated (Galvanized) or Zinc-Iron Alloy – Coated (Galvanized) by Hot-Dip Process
- ASTM A792 – Standard Specification for Steel Sheet, 55 % Aluminum-Zinc Alloy-Coated by the Hot-Dip Process
- CCME Environmental Code of Practice for Aboveground and Underground Storage Tank System Containing Petroleum and Allied Petroleum Products
- CAN/ULC-S601
- CAN/ULC-S661
- CAN/ULC-S663
- G05-01 – Guidelines for Division 1 License for Bulk Explosive Facilities
- Design Rationale Nunavut – Design Rationale for Fuel Storage and Distribution Facilities
- CSA 22.1 – Canadian Electrical Code
- CSA Z462 – Workplace Electrical Safety
- CSA M421 – Use of Electricity in Mines
- NWT Reg 125-95 – Mine Health and Safety Regulations
- API 650 Welded Tanks for Oil Storage
- API 2000 Venting Atmospheric and Low-Pressure Oil Storage Tanks

The buildings shall meet, at minimum, all codes, standards and regulations applicable to Nunavut, the Northwest Territories and Canada. The National Building Code of Canada (NBCC) 2015 is currently applicable.

From NBCC Table 3.1.2.1, the following areas are classified as:

Table 1-2: Building Major Occupancy Classification

Description	Classification
Emulsion Plant	F1 – High-hazard industrial occupancies
Emulsion Plant Garage	F1 – High-hazard industrial occupancies
Operations Offices and Wash Car	D – Business and personal service occupancies

All work must be executed in accordance with applicable codes, standards and state of the art.

2. EMULSION PLANT SITE CIVIL

2.1 Existing Site Conditions

The Emulsion Plant Site is located within the Hope Bay Mine property and is situated on permafrost terrain. Site development has been designed to limit disturbance to existing ground conditions and to maintain the long-term thermal stability of the foundation soil.

2.2 Geotechnical Design Basis

The civil design philosophy for the Emulsion Plant Site is based on minimizing disturbance of the existing permafrost. Site development has therefore been designed using a fill-only approach wherever practical. A minimum section consisting of 850 mm of Run-of-Quarry (ROQ) overlain by 150 mm of crushed granular surfacing is provided. Where final grading requirements necessitate additional elevation, the ROQ thickness is increased accordingly rather than excavating into native ground. This approach provides both structural support and thermal protection to maintain long-term permafrost stability for building pads and roadways.

2.3 Site Grading and Drainage

Site grading has been designed to promote positive drainage away from buildings, tanks, and roadways while minimizing erosion and preventing ponding adjacent to foundations. Final grades incorporate cross-slopes varying from 1.5% to 4.0%, directing surface runoff toward the perimeter of the platform. This grading approach minimizes the potential for standing water accumulation and contributes to the long-term stability of the platform and underlying permafrost.

2.4 Access Roads and Vehicle Circulation

Access roads and circulation areas have been designed to accommodate the operational requirements of service and supply vehicles associated with the Emulsion Plant Site. Sufficient roadway widths, turning radii, and maneuvering areas have been provided to facilitate material deliveries, fuel supply operations, maintenance activities, and emergency vehicle access throughout the facility.

2.5 Surface Works and Laydown Areas

In addition to providing adequately graded platforms for the construction of the facilities supporting emulsion production operations, the site layout has been designed to accommodate the installation of a secondary containment system for the 50 kL fuel storage tank. The containment area includes the required berms, operational clearances, and access provisions necessary to support safe operation, inspection, and maintenance activities.

The minimum required containment volume was calculated based on the full storage capacity of the fuel tank, in accordance with applicable design requirements. The resulting containment volume requirements are summarized below:

Fuel storage tank capacity: **50 m³**

Minimum required containment volume (excluding snow accumulation): **61.4 m³**

Design containment volume with 300 mm freeboard: **68.6 m³**

The secondary containment system has been sized to ensure adequate storage capacity in the event of a leak or tank failure, while maintaining sufficient freeboard to accommodate precipitation, snow accumulation, and operational safety considerations.

The Emulsion Plant pad will be constructed with an impermeable geomembrane liner installed between upper and lower geotextile protection layers. The liner system will be buried beneath a 300 mm layer of 0–38 mm crushed gravel. This configuration provides environmental protection by preventing the migration of contaminants into the foundation materials and underlying native ground while maintaining a stable operational surface. Furthermore, the emulsion plant respects the 31 meters required separation distance to surface waters.

2.6 Environmental Considerations

The diesel fuel tank incorporates a double-wall design and a secondary containment system to mitigate environmental risks associated with potential fuel leaks. Any spills or leakages will be contained within the retention basin, while the containment area and the Emulsion Plant platform will be sealed with an impermeable geomembrane liner system. Furthermore, all access roads and operational platforms have been designed to maintain the minimum granular fill thickness required for permafrost protection. Where grade

adjustments are necessary, additional fill is placed rather than excavating into the native ground, thereby preserving the thermal regime and long-term stability of the permafrost.

3. EMULSION PLANT SITE INFRASTRUCTURE

Following are the infrastructure and industrial buildings located on the Emulsion Plant Site:

Table 3-1: Buildings and Infrastructure

AREA	Deposit	Description
446	N/A	Emulsion Plant
446	N/A	Emulsion Tank
446	N/A	Emulsion Plant Garage
446	N/A	Operations Offices and Wash Car
446	N/A	50kL Diesel Fuel Tank

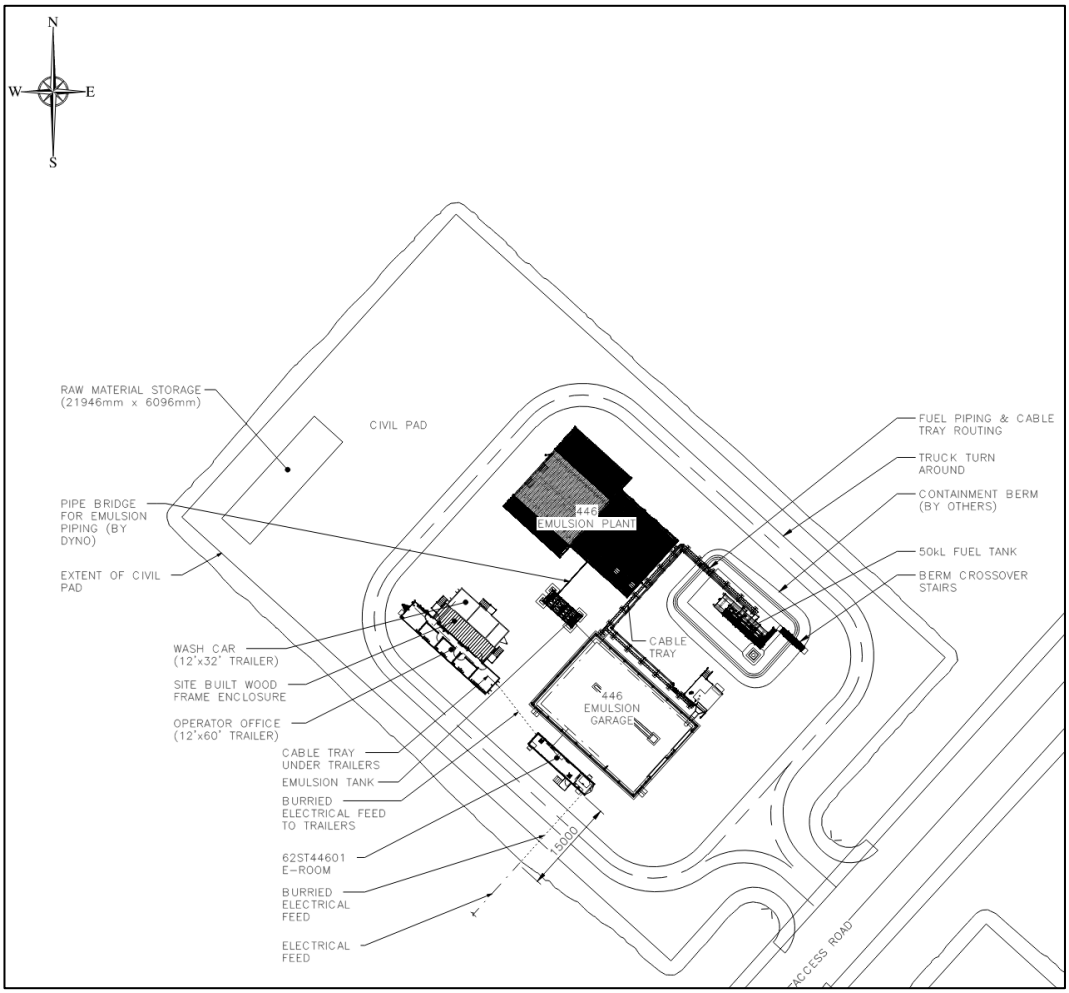


Figure 4 : Emulsion Plant Site Close Up

3.1 Emulsion Plant

The Emulsion Plant itself will be designed, installed, and operated by Dyno Nobel (Dyno) to suit the needs of the Hope Bay site operations. Dyno has extensive knowledge operating in the North, including other Agnico Eagle Nunavut operations. The emulsion tank is connected with piping and a pipe bridge to the Emulsion Plant and to the loadout pump within the garage. The emulsion tank, piping, pump, and supports are supplied and installed by Dyno.

A typical image of the Emulsion Plant is provided in Figure 5 and Figure 6 below.

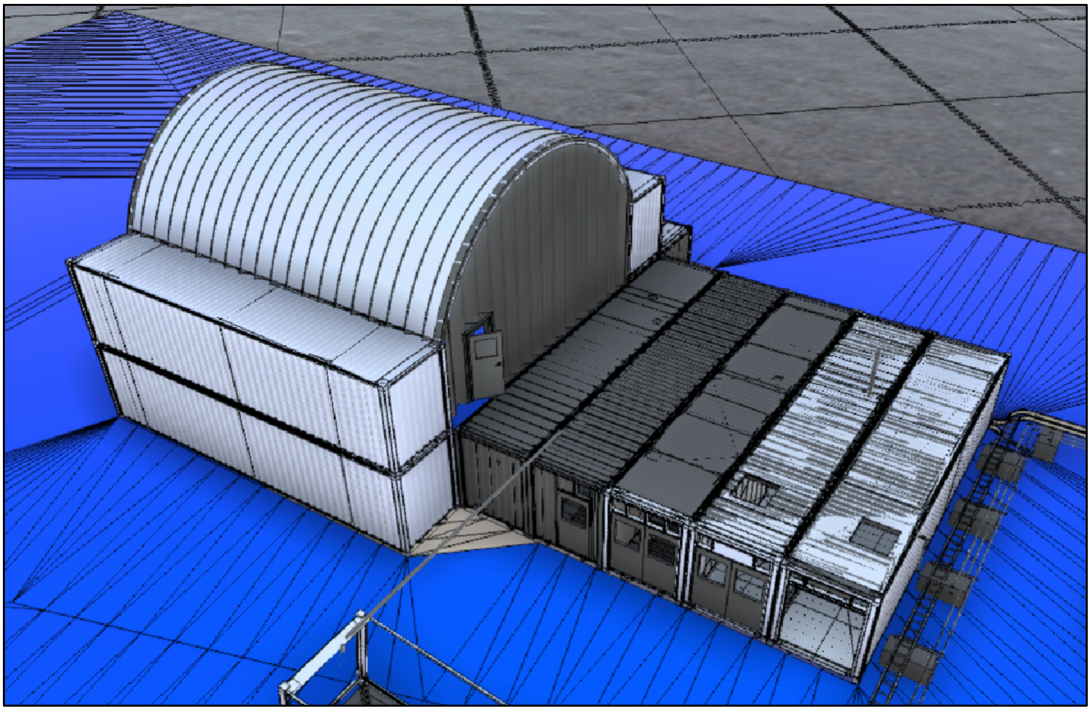


Figure 5 : Emulsion Plant 3D Looking North

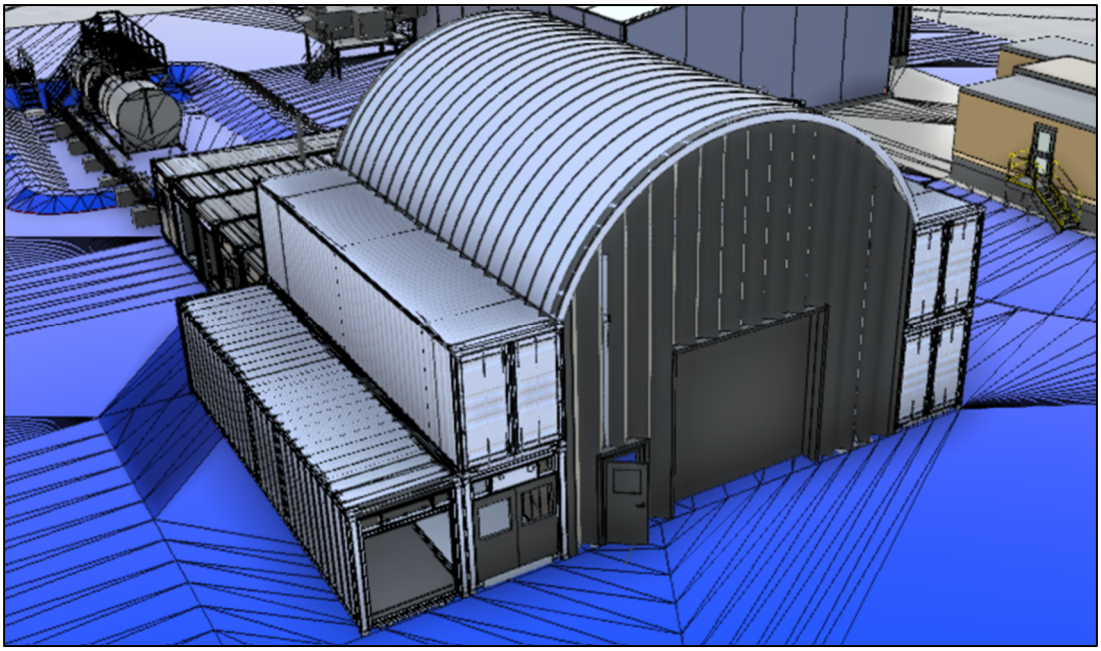


Figure 6 : Emulsion Plant 3D looking South

3.2 Emulsion Plant Garage

The Emulsion Plant Garage (Figure 7) is to serve the Emulsion Plant staff, services, and facilitate maintenance of the emulsion equipment. The main function of the garage is to provide a wash bay for equipment and truck loading of the emulsion material. In addition, the space will allow for light maintenance of equipment.

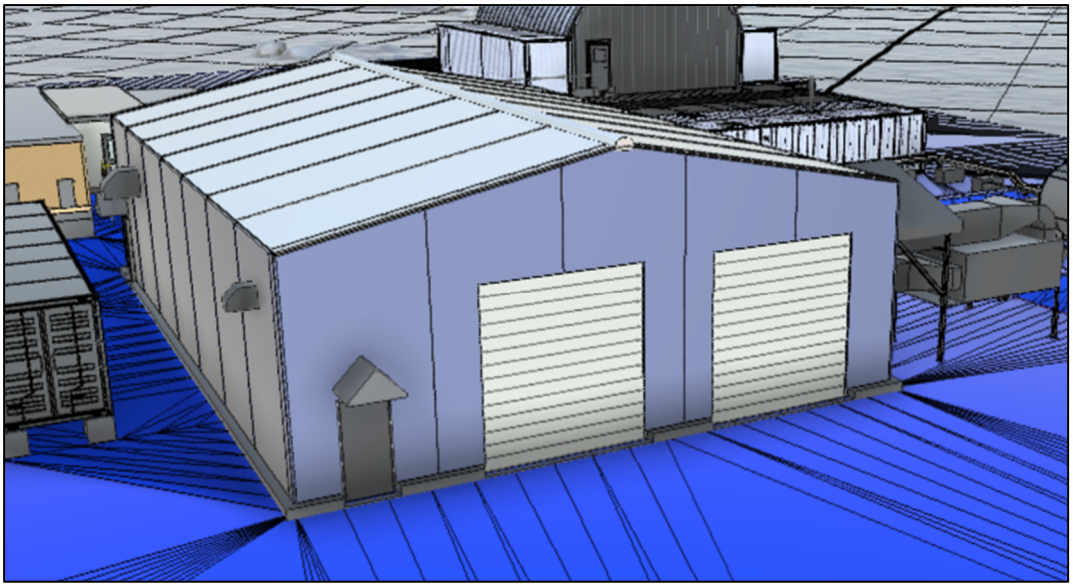


Figure 7 : Emulsion Plant Garage Plan

The following are the anticipated plans of the Emulsion Plan Garage:

- One rigid insulated foldaway garage 21.95 m (72 ft) x 15.24 m (50 ft) x 5.38 m (17.7 ft) high at the low point of the roof.
- Two overhead vehicle doors 3962mm W x 4267mm H.
- Interior design temperature is 10ºC for heating during winter with no design temperature for summer.
- The building will have an 1892 L water tank for fresh water supply to the pressure washer system. Water will be trucked from Windy Lake and will be within the approved Water Licence consumption limits. Pressure washer system to be supplied and installed by Dyno.
- The building will have cast in place concrete foundations and slab floor with a trench and sump on a thermosyphon system. The sump will be manually pumped out and trucked to Tailings Pond (TIA).
- The Flat Loop Thermosyphon System is a passive ground-cooling system to preserve permafrost beneath buildings. It consists of pipes filled with gycol that transfers heat from the ground to the colder outside air during winter. By continuously removing heat from the soil, the thermosyphons keep the permafrost frozen, maintaining foundation stability and minimizing settlement risks caused by thawing ground. It's a passive system, without pumps or external power. The system is to protect the slab on grad foundation with a sub-grade monitoring system with 5 years of satellite based remote temperature monitoring. See figures below for thermosyphon section and plan.

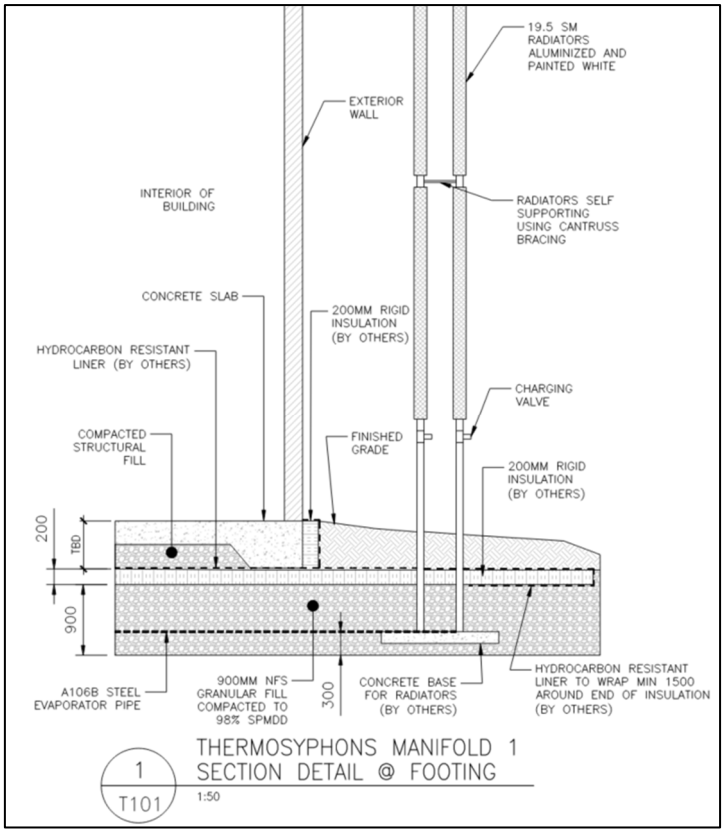


Figure 8 : Thermosyphon System by Arctic Foundations

- The emulsion plant garage will be heated by electric unit heaters and ventilated by a fuel fired make-up air unit. Air distribution will be delivered throughout the space with ducting, and exhausted through exhaust fans.

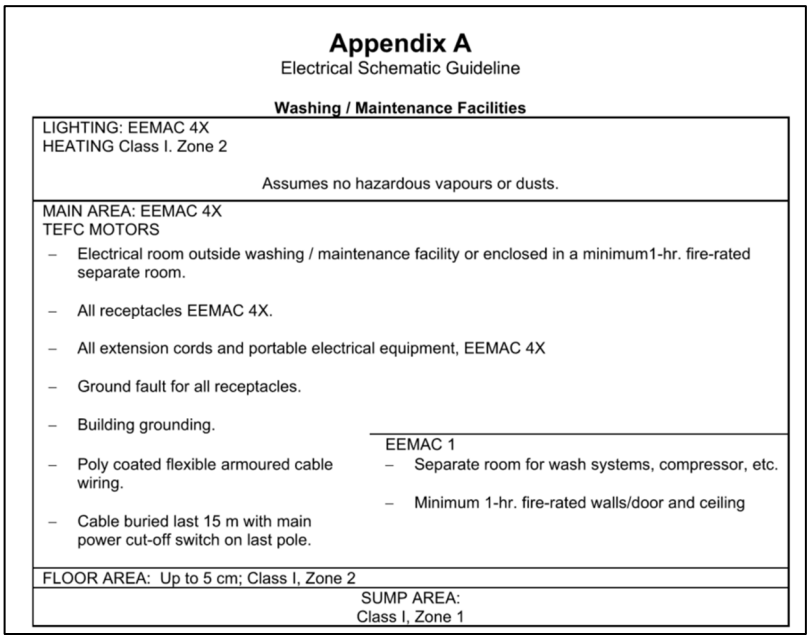
- The fuel for the make-up air unit will be fed from the 50kL fuel tank outside, which is shared between the garage and emulsion plant fuel requirements. The garage ventilation only requires 2,450L for an autonomy of 5 days in the maximum operation conditions, leaving the remaining 47,550L for the emulsion plant.

- Outdoor ventilation rate to be provided in accordance with National Building Code requirements and ASHRAE standards. No heat recovery on ventilation systems. Gas detection will be provided and interlocked with the large exhaust fan and the MAU to ventilate the space in the event of excess CO/NO_2 concentrations.

- Supply and return ducting will be fitted with a fusible link fire damper to prevent any fire propagation from MAU to the garage.

- Electrical services in the garage include heating, ventilation, overhead doors, receptacles and lighting. Any additional electrical services to be determined by Dyno.

- All Equipment meets the requirements of Nema 4X. See figure below from G05-01.



Appendix A
Electrical Schematic Guideline

Washing / Maintenance Facilities

LIGHTING: EEMAC 4X
HEATING Class I. Zone 2

Assumes no hazardous vapours or dusts.

MAIN AREA: EEMAC 4X
TEFC MOTORS

- Electrical room outside washing / maintenance facility or enclosed in a minimum1-hr. fire-rated separate room.
- All receptacles EEMAC 4X.
- All extension cords and portable electrical equipment, EEMAC 4X
- Ground fault for all receptacles.
- Building grounding.
- Poly coated flexible armoured cable wiring.
- Cable buried last 15 m with main power cut-off switch on last pole.

EEMAC 1
- Separate room for wash systems, compressor, etc.
- Minimum 1-hr. fire-rated walls/door and ceiling

FLOOR AREA: Up to 5 cm; Class I, Zone 2

SUMP AREA:
Class I, Zone 1

Figure 9 : G05-01 Appendix A - Electrical Schematic Guideline, Washing/Maintenance Facilities

- Fire detection and alarm including pull station and strobe/buzzer.
- Fire suppression is expected to be by fire extinguishers only.

3.3 Operator Offices and Wash Car

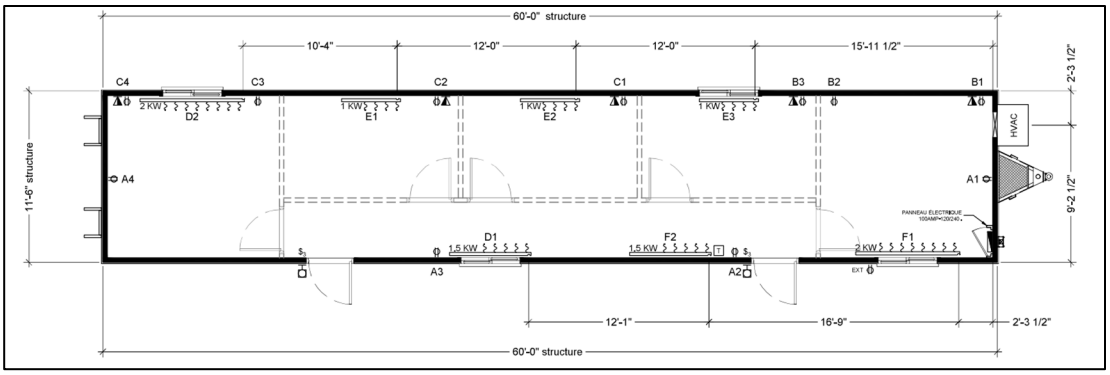


Figure 10 : Operator Offices

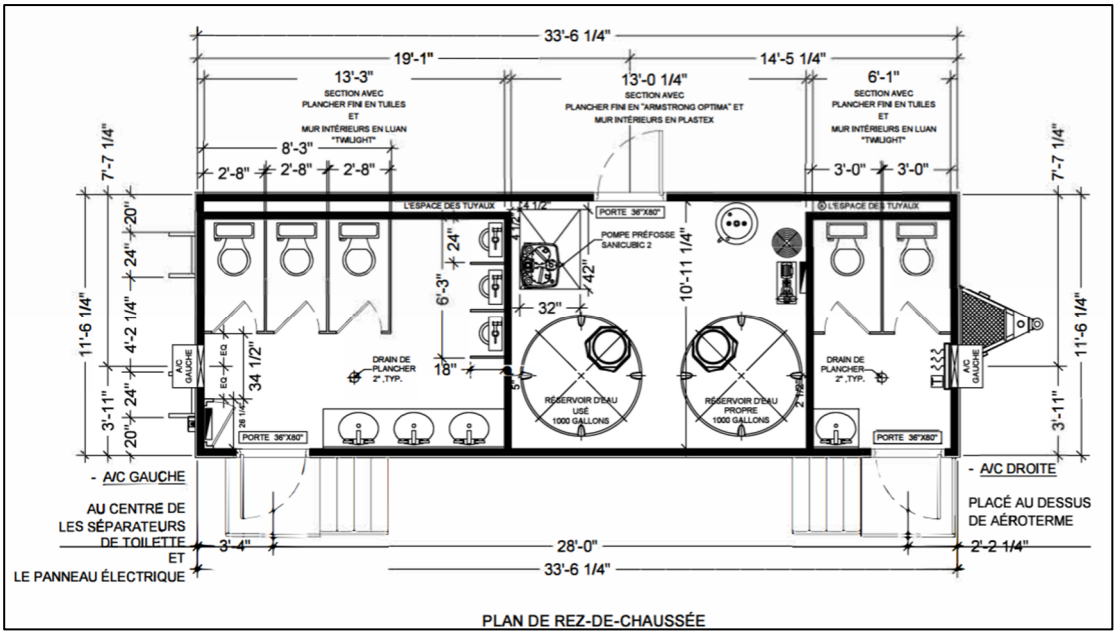


Figure 11 : Wash Car

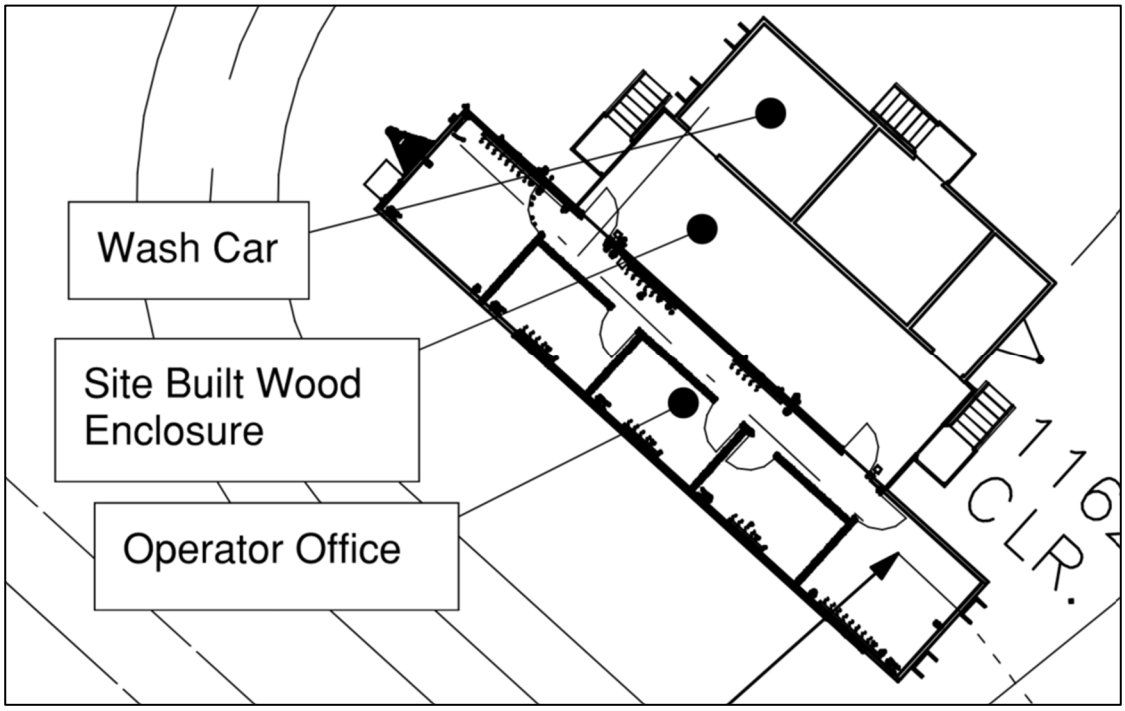


Figure 12 : Operator Office and Wash Car Configuration

- Operator Office and Wash Car are trailers purchased for the site.
- The operator office trailer will provide five (5) office spaces.

- The wash car includes:
  - One (1) female bathroom facilities with two (2) water closets and a sink
  - One (1) male bathroom facilities with three (3) water closets, three (3) urinals, and three (3) sinks.
  - Sewage Tank
    - This tank must be emptied by a vacuum truck through the service door of the building with 3,785 L (1000 gallon) capacity.
  - Potable water tank, pressure pump and pressure tank:
    - Tank to be filled by water supply truck, from the Doris water treatment plant, through the service door of the building with 3,785 L (1000 gallon) capacity.
- A 3.048m (10ft) timber frame enclosure between construction offices and the wash car. The enclosure will not be insulated or architecturally finished. However, emergency lighting, exit signage, and lighting will be provided for the entrances to the enclosure and in the corridor.
- Electric heat will be used to heat the facilities by wall and ceiling mounted heaters.
- The wash car includes Air Conditioning units in both the male and female facilities.
- One 600V power feed from the emulsion plant containerized E-room 62SST44601 to a 30kVA distribution transformer and panel for the office and wash trailer loads.

3.4 50kL Fuel Tank

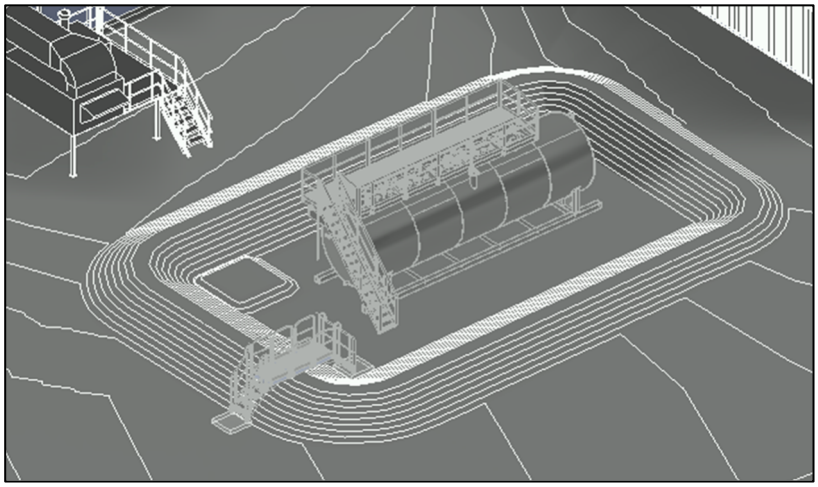


Figure 13 : 50kL Fuel Tank

50kL diesel fuel tank supplies fuel for both the garage and emulsion plant fuel requirements. The diesel is an Arctic diesel blend with a temp range of -52 °C to + 29 °C to operate in every season 24 hours/day, 7 days/week, 365 days/year. The fuel tank sits within a fully lined containment. The fuel tank is also double walled, to capture any leaks from the main tank wall.

The fuel is pumped from the tank via two submersible pumps that are independently controlled to only be operational when there is a demand for fuel to limit potential for leaks in downstream piping. The pumps also have internal safety relief valves that relieve back into the tank in the event of an over-pressure scenario.

The garage ventilation only requires 2,450 L for an autonomy of 5 days in the maximum operation conditions, leaving the remaining 47,550 L for the emulsion plant.

The fuel tank will be filled via fuel truck. The tank contains vendor supplied stairs and platform for filling, and the filling nozzle is within a spill box to prevent any leaks. Access into the containment is provided by a stair crossover over the containment berm.

3.5 Piping Design

New piping will be installed for supplying fuel to the emulsion plant to be used in the process, as well as in a supply/return loop to supply heating to the make-up air unit for the emulsion plant garage.

The main piping design criteria are as follows:

- Piping will be installed above ground and will be single wall steel pipe.
- Piping shall comply with Agnico Eagle Mines Limited General Guideline Design 60-000-270-GGD-001_R4 Piping Valves Fittings General Specifications. Above ground piping shall be to Pipe Specification Class CC10.
- Maximum support spacing shall comply with Agnico Eagle Mines Limited General Guideline Design 60-000-270-GGD-004_R0 Pipe supports. Additional support will be provided near concentrated loads and bends. Pipe supports should be designed to permit thermal expansion and contraction of piping without damaging the pipe or the pipe exterior paint. Flexible connections shall be provided to accommodate thermal expansion and contraction of piping systems without damage to piping, accessories, pipe supports, or equipment.
- No threaded connections or threaded and back welded connections shall be permitted where it is possible to use welded or flanged joints.
- Pressure relief valves are provided integral to the pumps to prevent over-pressure of piping and components in outdoor piping where fluid can be trapped due to valve

closure or closure of other devices. Thermal relief valves are also installed to prevent overpressure and thermal expansion where fluid can be trapped.

- Manual valves are provided for maintenance and emergency isolation of tanks and equipment.

Information regarding the P&ID is provided in Appendix B.

3.6 Instrumentation and Control

The fuel piping and fuel storage tanks shall be provided with instrumentation, sensors, and alarms. Please refer to the P&ID drawings in Appendix B.

The submersible diesel pumps will only be in operation when there is either a call for heat from the make-up air unit or when there is a call for fuel from the process plant, each pump independently serves a building (either the emulsion plant or the emulsion plant garage).

3.7 Commissioning

The design, fabrication, erection, welding, inspection, testing, and identification of the new horizontal storage tank shall be compliant to the latest edition of API Standard 650. Prior to putting a storage tank into service, the tank will pass quality control checks as per API 650 requirements. Tanks will also be cleaned, dried, strapped and closed to be made ready for service.

Piping systems shall be examined and tested in accordance with the piping material specification class and applicable design code.

Instrumentation, sensors, alarms, and motorized valves shall be commissioned and operational before fuel systems are put into service.

3.8 Maintenance/Inspection

A qualified maintenance team will inspect the system on a regular basis in accordance with Agnico Eagle's maintenance planning and as required to comply with applicable codes and standards.

All of the new piping will be installed above ground and inspected regularly before and during operation

4. FIRE FIGHTING ACCESS

An access route constructed in conformance with Subsection 3.2.5 of Division B of the National Building Code will be provided to permit the approach of fire-fighting vehicles to within 60 m travelling distance to the fuel storage tank.

The Site is orientated to suit access to all infrastructure for firefighting access.

5. CONSTRUCTION METHODOLOGY

5.1 Schedule

Construction is scheduled to begin in Q4 of 2026 and complete by the end of Q4 2027

5.2 Civil Construction Materials

The most common material available at the site is the Runoff Quarry Material (ROQ). The low permeable till is almost absent at the site; therefore, HDPE geomembrane is used as liner for the pond and sumps.

All geosynthetics materials and liner construction shall be in accordance with the requirements developed by the Geosynthetic Research Institute (GRI).

Natural sand or sand and gravel borrows are also not available at the site, therefore, crushed rock is used as transition and bedding materials.

To protect the liner from crushed stone damages non-woven geotextile, install on one or both sides of the liner is used, depending on the use of bedding layer.

All materials used for earthworks are natural and from local excavations, free from acid generation/metal leaching potential (i.e. non-PAG). Materials selection, placement, compaction and quality control requirements are as per project's earthworks specifications.

Table 5-1 – List of Earthworks Materials

Type	Description
ROQ	Run-off-Quarry Material, (Ø 0-500 mm); minimum thickness 500 mm; compacted to method specification (specified roller passes)
Transition Material	Crushed stone (Ø 0-50 mm); minimum thickness 200 mm; compacted to 95% Standard Proctor Maximum Dry Density (SPMD).
Bedding Material	Crushed stone (Ø 0-20 mm); minimum thickness 100 mm; compacted to 95% Standard Proctor Maximum Dry Density (SPMD).
Geotextile	Needle punched Non-woven Geotextile Fabric.
Geomembrane	High Density Polyethylene liner, 1.5 mm thickness (60 mil).

5.3 Quality Control

The Project's earthworks construction Quality Control and Assurance Program (QA/QC) testing standard procedures listed in Table 1-1 shall be followed.

Table 5-2 – List of Tests for Earthworks

Test Standard	Details
ASTM D2487	Classification of Soils for Engineering Purposes
ASTM D2216	Water (Moisture) Content in Soil and Rock
ASTM C136	Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
ASTM D854	Specific Gravity of Soils
ASTM D698	Laboratory Compaction Characteristics of Soil Using Standard Effort
ASTM D2922	Density of Soil in Place by Nuclear Methods

6. REFERENCES

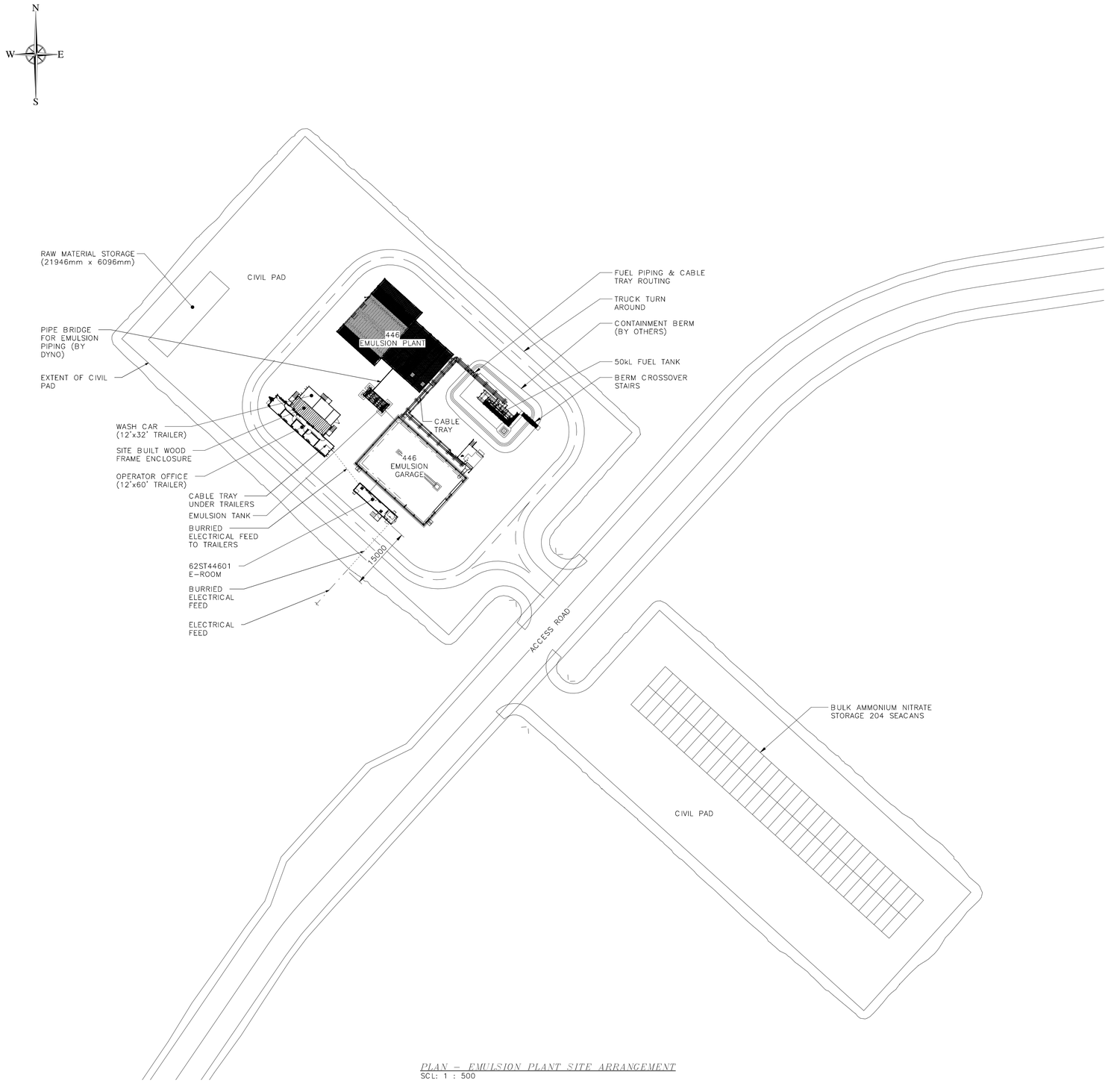
SRK Consulting (Canada) Inc. (2017). Hope Bay Project Geotechnical Design Parameters and Overburden Summary Report. Report Prepared for TMAC Resources Inc. Project No. 1CT022.013. November 2017.

SRK Consulting (Canada) Inc. (2022). Technical Specifications Earthworks and Geotechnical Engineering. prepared for Agnico Eagle Mines Limited – Hope Bay Project, Nunavut Canada – Revision 1 – Issue for Construction No.: CAPR00181.

Appendix A – Emulsion Plant Site General Arrangement

NO. DESSIN
DRAWING NO. 62-446-210-002

FORMAT ARCH D



PLAN – EMULSION PLANT SITE ARRANGEMENT
SCL: 1 : 500

ÉMIS POUR AUTORISATION DE PERMIS
ISSUED FOR PERMITTING
DATE : 2026-09-09
AGNICO EAGLE

NE PAS UTILISER POUR CONSTRUCTION
NOT FOR CONSTRUCTION
DATE : 2026-09-09
AGNICO EAGLE

PLAN CLÉ
KEY PLAN

WSP Canada Inc.
1269 PREMIER WAY
THUNDER BAY (ONTARIO) CANADA P7B 0A3
TEL: 807 625-6700 | FAX: 807 623-4491 | WWW.WSP.COM
Ref. CA0047291.7022

NOTES GÉNÉRALES / GENERAL NOTES

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TITRE / TITLE	# DWG

AGNICO EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	APP.	CLIENT
0	2026-09-09	ISSUED FOR PERMITING	ALB	NKV	

REVISIONS

REGISTERED PROFESSIONAL ENGINEER
N.K.VISSER
LICENSEE
2026-09-09
NT/NU

PERMIT TO PRACTICE
WSP Canada Inc.
Signature
Date 2026-09-09
PERMIT NUMBER: P407
NT/NU Association of Professional Engineers and Geoscientists

TITRE / TITLE
AGNICO EAGLE – HOPE BAY DIVISION
446 – EXPLOSIVE PLANT
210 – GENERAL ARRANGEMENT
PLAN VIEW
EMULSION PLANT SITE
SITE ARRANGEMENT

DESSINÉ PAR / DRAWN BY	A. BOWER	DATE 2026-05-24
REVU PAR / REVIEWED BY	C. KUKKEE	2026-05-24
VÉRIFIÉ PAR / VERIFIED BY	N. VISSER	2026-05-24
ÉCHELLE / SCALE	INDICATED	DATE 2026-05-24

NO. DESSIN / DRAWING NO. 62-446-210-002

NO. PROJET / PROJECT NO.	REVISION	FEUILLE/SHT
6212	0	1 / 1

AE-CART-ARCH D

Autodesk Docs://AEM – Hope Bay Surface Infra/003DM-MAN-400-100-002.rvt

FILE NO. 62-446-210-002_R0.DWG

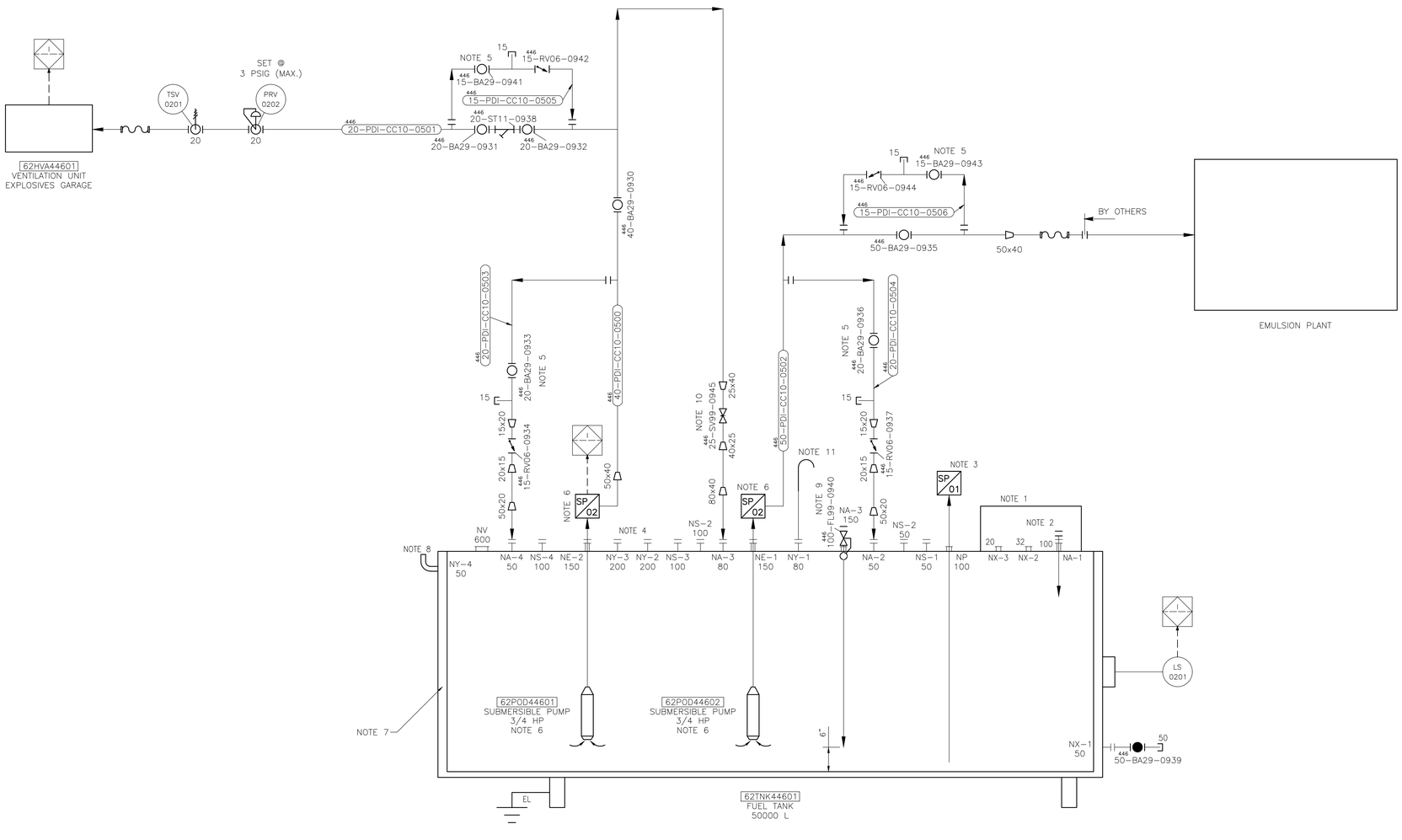
Appendix B – Emulsion Plant Site Fuel P&ID

NO. DESSIN
DRAWING NO. 62-446-205-002

FORMAT ARCHD

PRÉLIMINAIRE
PRELIMINARY
AGNICO EAGLE DATE : 2026-10-02

NE PAS UTILISER
POUR CONSTRUCTION
NOT FOR CONSTRUCTION
AGNICO EAGLE DATE : 2026-10-02



PLAN CLÉ
KEY PLAN

WSP Canada Inc.
1269 PREMIER WAY
THUNDER BAY (ONTARIO) CANADA P7B 0A3
TEL: 807 625-6700 | FAX: 807 623-4491 | WWW.WSP.COM

Ref. CA0047291-7022

NOTES GÉNÉRALES / GENERAL NOTES

1. SPILL BOX 12"x18"x14" C/W ALUMINUM LOCKABLE COVER.
2. NOZZLE "B1", "C1" & "C2" AS PER VENDOR DRAWING R20260325-01.
3. SP-01: OPW 200TG LEVEL GAUGE.
4. CLAY & BAILEY EMERGENCY VENT (X2).
5. VALVE TO BE LOCKED IN OPEN POSITION EXCEPT FOR RV TESTING.
6. SP-02: SUBMERSIBLE PUMP 3/4HP FE (CONTROL BOX INCLUDED) C/W 4" CPG WELD TO 6" BLIND FLG (STAINLESS).
7. TANK IS DOUBLE WALLED, WITH INTERSTITIAL LEAK DETECTION.
8. INTERSTICE VENT.
9. OVERFILL PREVENTION VALVE MORRISION BROS 9095AA3200AEVR C/W 4" NIPPLE WELD TO 6" BLIND FLG (STAINLESS).
10. PRESSURE SUSTAINING VALVE, REFER TO EDS: 6212-S-270-001-EDS-004. TBC
11. 3" NORMAL VENT PIPE WITH A GOOSE NECK.

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DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
EMULSION PLANT SITE PLAN	62-DOR-446-210-000-001
EMULSION PLANT PLANT & SECTION	62-DOR-446-210-000-002
SURFACE FACILITIES LEGEND – 1	62-400-205-001
SURFACE FACILITIES LEGEND – 2	62-400-205-002
50000L INTEGRAL DW TT50KHOR-08	R20260325-01
EXPLOSIVES PLANT PIPING LAYOUT	62-446-270-001

AGNICO EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	VER.	CLIENT
C	2026-10-02	ISSUED FOR CLIENT REVIEW	MMS	RSS	
B	2026-07-17	ISSUED FOR CLIENT REVIEW	MMS	RSS	
A	2026-07-07	ISSUED FOR INTERNAL REVIEW	MMS	RSS	

REVISIONS

TITRE / TITLE
AGNICO EAGLE – HOPE BAY DIVISION
446 – EXPLOSIVES PLANT
205 – PIPING & INSTRUMENTATION DIAGRAM
EXPLOSIVES PLANT
SERVICE FUEL STORAGE & SUPPLY

DESSINÉ PAR / DRAWN BY	M. SHETH	DATE 2026-07-07
REVU PAR / REVIEWED BY	M. COJOCARIU	2026-07-07
VÉRIFIÉ PAR / VERIFIED BY	R. SEHDEV	2026-07-07
ÉCHELLE / SCALE	N.T.S.	DATE 2026-07-07

NO. DESSIN / DRAWING NO. 62-446-205-002

NO. PROJET / PROJECT NO.	REVISION	FEUILLE / SHT
6212	C	1 / 1

AE-CART-ARCH D

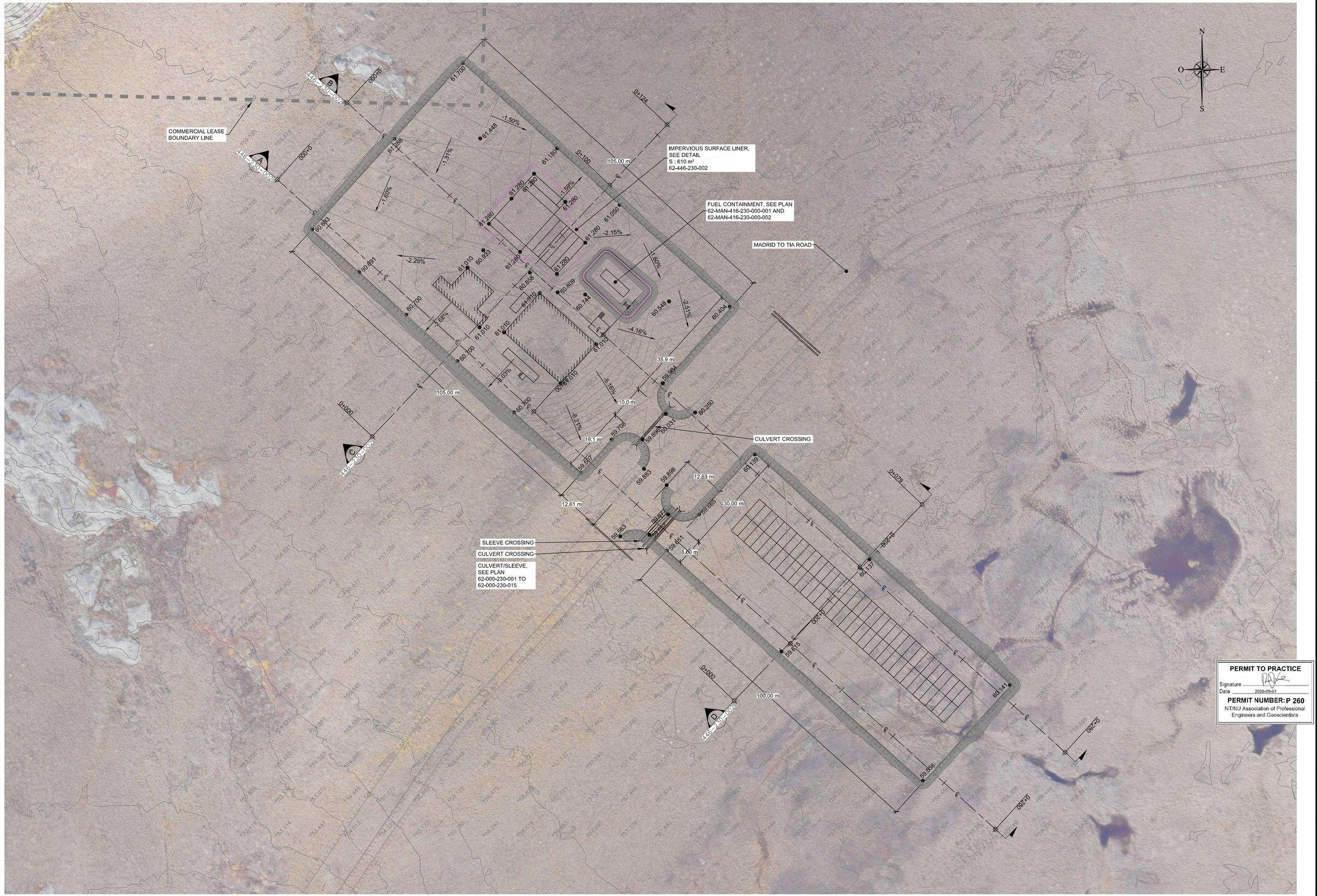
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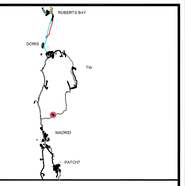
Appendix C – Emulsion Plant Site Earthworks

NO. DESSIN
DRAWING NO. 62-446-230-001_R1

FORMAT ARCHD



PLAN CLÉ
KEY PLAN


ROBERTS BAY
DORIS
TIA
MADRID
PATCH'

AtkinsRéalis
455, René-Lévesque Blvd West
Montreal (Quebec) H2Z 1Z3
Phone : 514 393-1000

Project # :
704148

DWG#: 704148-2000-41DP03-0048_01

NOTES GÉNÉRALES / GENERAL NOTES

1. ALL CONTOURS, ELEVATIONS, AND COORDINATES ARE BASED ON THE LiDAR SURVEY CONDUCTED BY IAGSA IN SEPTEMBER 2024 WITH THE AS BUILT EMULSION PAD SURVEY MADE ON 2026/06/01
2. COORDINATES SYSTEM: UTM NAD83 ZONE 13.
3. ALL DIMENSIONS ARE EN METERS UNLESS OTHERWISE SPECIFIED.

EXISTING TOP OF SLOPE
EXISTING BOTTOM OF SLOPE
PROPOSED TOP OF SLOPE
PROPOSED BOTTOM OF SLOPE

POUR CONSTRUCTION
FOR CONSTRUCTION
AGNICO EAGLE
DATE : 2026-08-31

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R1	2026-08-31	FOR CONSTRUCTION	R.M.	R.L.	M.G.
R0	2026-04-01	FOR CONSTRUCTION	R.M.	R.L.	M.G.

REVISIONS

PERMIT TO PRACTICE
Signature
Date 2026-09-01
PERMIT NUMBER: P 260
NT/NU Association of Professional Engineers and Geoscientists

REGISTERED PROFESSIONAL ENGINEER R. MARCOUX LICENSEE NT/NU 2026-09-01

NORTHWEST TERRITORIES PROFESSIONAL ENGINEER R. LAVIOLETTE LICENSEE NT/NU 2026-09-01

TITRE / TITLE
AGNICO EAGLE – HOPE BAY DIVISION
446 – EXPLOSIVES PLANT
230 – GENERAL EARTH WORKS
EMULSION PLANT PAD
MADRID SITE
PLAN VIEW

DESSINÉ PAR DRAWN BY	IP ISABELLE PICHÉ, tech.	DATE 2026-08-31
REVU PAR REVIEWED BY	RM RICHARD MARCOUX, P.Eng.	2026-08-31
VÉRIFIÉ PAR VERIFIED BY	RL RENÉ LAVIOLETTE, P.Eng.	2026-08-31
ÉCHELLE SCALE	1:500	DATE 2025-06-26

NO. DESSIN DRAWING NO. 62-446-230-001

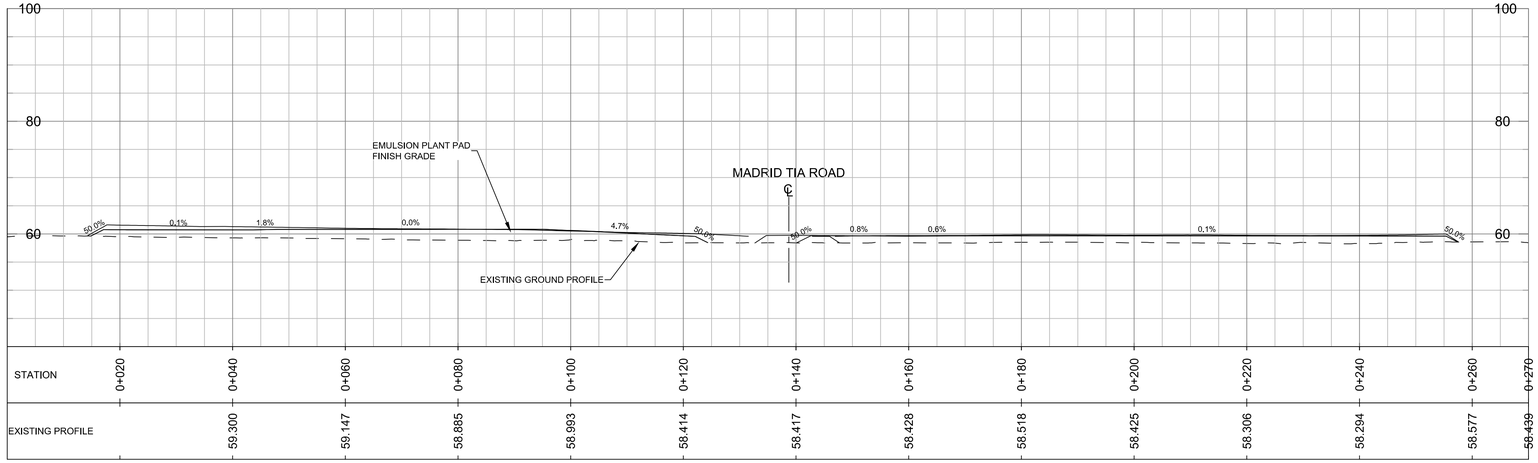
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6212/704148	R1	1 / 1

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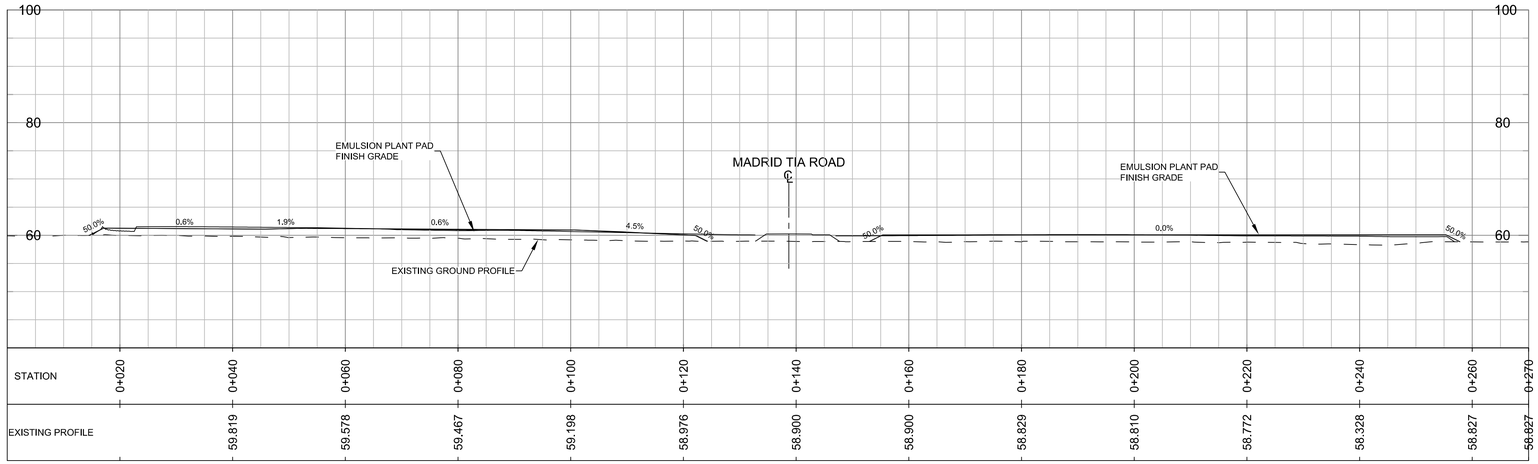
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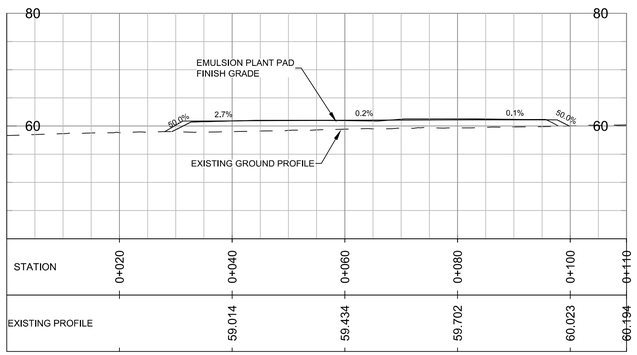
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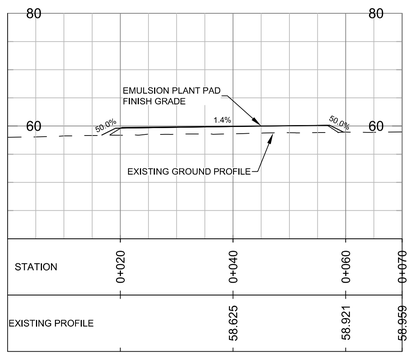
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SCALE: 1:500



PROFILE B (446-230-001)
SCALE: 1:500



PROFILE C (446-230-001)
SCALE: 1:500



PROFILE D (446-230-001)
SCALE: 1:500

ALL ESTIMATED QUANTITY ARE BASED ON THE LiDAR SURVEY CONDUCTED BY IAGSA IN SEPTEMBER 2024 WITH THE AS BUILT EMULSION PAD SURVEY MADE ON 2026/06/01

DESCRIPTION :

VOLUME OF EXISTING FILL TO BE RELOCATED ACCORDING TO THE PROPOSED SITE IMPROVEMENTS
ESTIMATED QUANTITY : ± 2 380 m³

1. UPPER FOUNDATION : CRUSHED STONES 0-38 mm, COMPACTED TO 95% S.P.M.D.D. - 150 mm THICKNESS
ESTIMATED QUANTITY : ± 1 525 m³

2. RUN-OF-QUARRY (ROQ) : BOULDER ≤600 mm MINIMUM THICKNESS 850 mm
ESTIMATED QUANTITY : ± 1 632 m³
(VOLUME OF EXCAVATED MATERIAL REUSED ON SITE)

3. RUN-OF-QUARRY (ROQ) : BOULDER ≤300 mm
ESTIMATED QUANTITY : ± 265 m³

4. UPPER FOUNDATION : CRUSHED STONES 0-38 mm, COMPACTED TO 95% S.P.M.D.D. - 300 mm THICKNESS
ESTIMATED QUANTITY : ± 185 m³

5. NEEDLEPUNCHED NONWOVER, SHORT STAPLE POLYPROPYLENE FIBER,
TENSILE STENGHT MINIMUM ±1334 N (12 OZ/Y²)
ESTIMATED QUANTITY : ± 610 m²

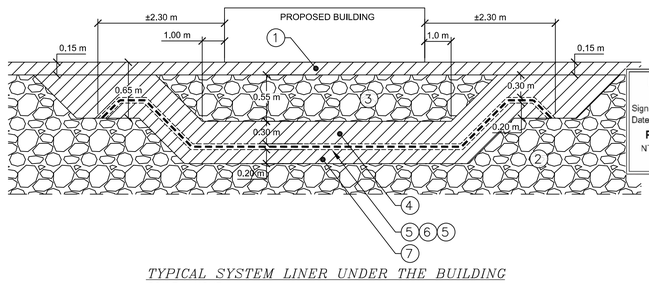
6. HIGH DENSITY POLYETHYLENE RESIN MEMBRANE WITH INHIBITORS ADDED TO BASE PLASTIC TO RESIST DETERIORATION BY UNTRA-VIOLET AND HEAT EXPOSURE 1.5 mm THICKNESS (60 MILS)
ESTIMATED QUANTITY : ± 610 m²

7. UPPER FOUNDATION : CRUSHED STONES 0-38 mm, COMPACTED TO 95% S.P.M.D.D. - 200 mm THICKNESS
ESTIMATED QUANTITY : ± 125 m³

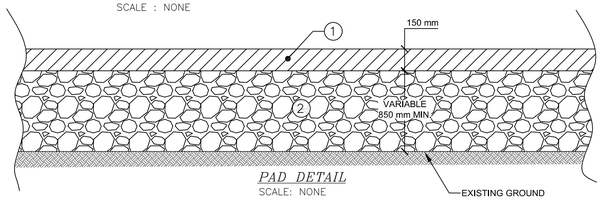
VOLUME TO BE HAULED TO ANOTHER SITE
ESTIMATED QUANTITY : ± 748 m³

NOTE :
ALL MATERIAL MUST BE COMPETENT, WELL GRADED AND COMPACTABLE, NON-ACID-GENERATING ROCK, FREE OF ORGANIC MATTER, FROZEN SOIL, SNOW AND ICE.

NOTE :
ITEM (3) SPECIFIES A ROQ BOULDER WITH A MAXIMUM SIZE OF ≤300 mm, SUBJECT TO MATERIAL AVAILABILITY. WHERE SUCH MATERIAL IS UNAVAILABLE, THE FULL VOLUME TO BE BACKFILLED SHALL BE COMPLETED USING NPAG CRUSHED STONE (Ø0-38 mm), COMPACTED TO 95% SPM.



TYPICAL SYSTEM LINER UNDER THE BUILDING
SCALE : NONE



PAD DETAIL
SCALE: NONE

PLAN CLÉ
KEY PLAN



AtkinsRéalis
455, René-Lévesque Blvd West
Montreal (Quebec) H2Z 1Z3
Phone : 514 393-1000

Project # :
704148

DWG#: 704148-2000-41DP03-0049_01

NOTES GÉNÉRALES / GENERAL NOTES

1. ALL CONTOURS, ELEVATIONS, AND COORDINATES ARE BASED ON THE LiDAR SURVEY CONDUCTED BY IAGSA IN SEPTEMBER 2024 WITH THE AS BUILT EMULSION PAD SURVEY MADE ON 2026/06/01
2. COORDINATES SYSTEM: UTM NAD83 ZONE 13.
3. ALL DIMENSIONS ARE EN METERS UNLESS OTHERWISE SPECIFIED.

EXISTING TOP OF SLOPE
EXISTING BOTTOM OF SLOPE
PROPOSED TOP OF SLOPE
PROPOSED BOTTOM OF SLOPE

POUR CONSTRUCTION
FOR CONSTRUCTION
AGNICO EAGLE
DATE : 2026-08-31

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R0	2026-04-01	FOR CONSTRUCTION	R.M.	R.L.	M.G.

REVISIONS

PERMIT TO PRACTICE
Signature
Date 2026-08-01
PERMIT NUMBER: P 260
NT/NU Association of Professional Engineers and Geoscientists

R. MARCOUX LICENSEE NT/NU 2026-08-01
R. LAVIOLETTE LICENSEE NT/NU 2026-08-01

TITRE / TITLE
AGNICO EAGLE – HOPE BAY DIVISION
446 – EXPLOSIVES PLANT
230 – GENERAL EARTH WORKS
EMULSION PLANT PAD
MADRID SITE
PROFILES AND DETAIL

DESSINÉ PAR / DRAWN BY	IP ISABELLE PICHÉ, tech.	DATE 2026-08-31
REVU PAR / REVIEWED BY	RM RICHARD MARCOUX, P.Eng.	2026-08-31
VÉRIFIÉ PAR / VERIFIED BY	RL RENÉ LAVIOLETTE, P.Eng.	2026-08-31
ÉCHELLE / SCALE	AS SHOWN	DATE 2025-06-26
NO. DESSIN / DRAWING NO.	62-446-230-002	
NO. PROJET / PROJECT NO.	6212/704148	REVISION R1
		FEUILLE / SHT 1 / 1

AE-CART-ARCH D

FILE NO. 62-446-230-002_R1.dwg