APPENDIX B11 - BAKER LAKE BULK FUEL STORAGE FACILITY: ENVIRONMENTAL PERFORMANCE MONITORING PLAN, VERSION 3 (JUNE 2014)

MEADOWBANK GOLD PROJECT

Baker Lake Bulk Fuel Storage Facility: Environmental Performance Monitoring Plan

In Accordance with Water License 2AM-MEA0815

Prepared by:
Agnico Eagle Mines Limited – Meadowbank Division

Version 3
June 2014

EXECUTIVE SUMMARY

Agnico Eagle Mines Limited – Meadowbank Division (AEM) is currently operating the Meadowbank Gold Project approximately 70 km north of the Hamlet of Baker Lake. As part of the project, six 10 million litres fuel storage tanks for diesel and twenty (20) 100,000L fuel storage tank for Jet-A were constructed at the Baker Lake Marshalling Area to receive and store bulk shipments of fuel for the Meadowbank Project. This document provides the details for the Baker Lake Bulk Fuel Storage Facility Environmental Performance Monitoring Plan required by Water License 2AM-MEA0815 Part I, Item 17.

To adequately assess the environmental performance of the bulk fuel storage tank at Meadowbank this report provides: a summary of the design, installation, operation and maintenance that follows the CCME (2003) Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum and Allied Petroleum Products; a summary of the location and environmental setting; a summary of the NWB Type A water license requirements; and an environmental assessment to support the recommended environmental monitoring for the ongoing evaluation of the secondary containment.

IMPLEMENTATION SCHEDULE

As required by Water License 2AM-MEA0815, Part B, Item 16, the proposed implementation schedule for this Plan is outlined below.

This Plan will be immediately implemented (June 2014) subject to any modifications proposed by the NWB as a result of the review and approval process**.**

DISTRIBUTION LIST

AEM – General Mine Manager

AEM – Environment Superintendent

AEM – Environmental Coordinator

AEM – Environmental Technician

AEM – Site Services Superintendent

AEM – Field Services Supervisor

DOCUMENT CONTROL

Version	Date (YMD)	Section	Page	Revision
1	09/12/22			Comprehensive plan for Baker Lake Bulk Fuel Storage Facility
2	11/12/13			Update all items related to the Baker Lake Fuel Storage Installations: Final Report of Phase 3 (2010)
3	30/06/2014			Add Jet-A Tank information and 2014 comprehensive review

Prepared By: Environmental Department

Approved By: 

Ryan Vanengen
Environment Superintendent - Interim

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SECTION 1. INTRODUCTION

Agnico Eagle Mines Ltd. (AEM) is currently operating the Meadowbank Gold Project approximately 70 km north of the Hamlet of Baker Lake. As part of the project, six 10 million diesel liters bulk fuel storage tanks and twenty (20) Jet-A bulk fuel storage tanks were constructed at the Baker Lake Marshalling Area to receive and store bulk shipments of fuel for the Meadowbank Project. In 2007-2008, four (4) 10 million diesel tank were constructed. Following the amendment No.1 - Marshalling Area Bulk Fuel Storage Facility Expansion Water Licence 2AM-MEA0815 Type A, 2 more ten million liters bulk fuel storage tank (#5 and #6) were constructed in 2010. This amendment also permitted the construction of twenty (20) Jet A Fuel tanks installed in 2013 in a new containment area located northwest of Tanks 5 and 6. Theses tank supply fuel for the aircrafts flying into the Meadowbank mine site.

This document provides the details necessary to fulfill Part I, Item 17 of the Nunavut Water Board Type A License 2AM-MEA0815. In the license it states;

The Licensee shall submit to the Board for approval, within six (6) months following construction of each the Mine Site Bulk Fuel Storage Facility and Marshalling Area Bulk Fuel Storage Facility, a plan for the environmental and performance monitoring of each Facility. The Plans are to include:

a) *An assessment of performance;*
b) *Location, environmental setting and the potential for leaks or Seepage that could impact Water;*
c) *An assessment of the need for, and if required, the design for installation, monitoring, and maintenance of vertical Ground Water monitoring wells to be installed in accordance with the Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum Products, 2003; CCME; and*
d) *Recommended sampling for ongoing monitoring of the integrity of the secondary containment.*

To adequately assess the environmental performance of the bulk fuel storage tank at Meadowbank this report provides: a summary of the design, installation, operation and maintenance that follows the CCME (2003) Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum and Allied Petroleum Products; a summary of the location and environmental setting; a summary of the NWB Type A water license requirements; and an environmental assessment to support the recommended environmental monitoring for the ongoing evaluation of the secondary containment.

The requirements of Part I, Item 17 are addressed in the following sections:

- The assessment of performance (point a above) is provided in Sections 5.1, 5.2 and 5.3;
- The location (point b) of the facility in presented in Section 2.1;
- The environmental setting (point b) is described in Section 3.0;
- The potential for leaks and seepage that could impact water (point b) is discussed in Section 5.4;

- The assessment of the need for groundwater monitoring wells (point c) is discussed in Section 6.3; and

- The recommended sampling for ongoing monitoring of the integrity of the secondary containment (point d) is provided in Section 6.1.

SECTION 2. SITE LOCATION, CONSTRUCTION AND OPERATION

2.1 SITE LOCATION

The Baker Lake Bulk Fuel Storage Tank Facility is located east of the hamlet of Baker Lake, on the north shore of Baker Lake. There are six (6) above ground diesel storage tanks, each with a capacity of 10 million liters, and twenty (20) above grounds Jet-A storage tanks, each with a capacity of 100,000 liters. The GPS coordinates of these facilities is NAD 83 15W E 356874 N 7134486. A general site location is provided in Figure 2.1. A site layout of the infrastructure and tanks is provided in Figure 2.2.

2.2 DESIGN AND INSTALLATION SUMMARY

Following regulatory approval, during the summer of 2007, AEM built bulk fuel tanks #1 and #2. The construction of the secondary containment enclosure and installation of the HDPE liner in accordance with CCME (2003) specifications was also completed in 2007 (AEM, 2009a). Bulk fuel storage tanks #3 and #4 were completed in October 2008; the secondary containment enclosure and installation of the HDPE liner was completed for these tanks in July 2009 (AEM, 2009b). Following amendment of the Water License Type A, AEM built bulk fuel tank #5 and #6: the secondary containment enclosure and installation of the HDPE line was completed for these tanks in October 2010 (AEM, 2010). In 2013, the twenty (20) Jet-A tanks, the construction of the secondary containment enclosure and installation of the HDPE liner in accordance with CCME (2003) specifications was completed.

All of the aboveground storage tanks were field erected. For the diesel tank, construction activity was supervised by Hatch Engineering and Stavibel Engineering and included qualified steel fabricators and installers. For the Jet-A tank, Stavibel Engineering provided the design, planning and construction oversight related to the installation of infrastructure of AEM's new Jet A Fuel Storage facility which consists of 100,000 liters double walled tanks, associated piping and pumping systems and secondary requirement. Stavibel had supervised the construction of the secondary containment and SM Construction had installed the new Jet-A tanks.

2.3 OPERATION AND MAINTENANCE SUMMARY

Inventory control of transfer and weekly volume inspections using manual or electronic dip reconciliation are conducted by Meadowbank mine operations staff. Weekly inspections are logged and reported by the Environmental Department. Weekly visual inspections and inventory reconciliation are used to evaluate and determine bulk fuel tank leakage.

The bulk fuel storage facility is maintained in accordance with best management practices.

The bulk fuel tanks are filled during barge season on an annual basis. During the period of re-filling there is the greatest risk of over-filling. Through regular visual inspections, inventory control and monitored fuel transfer, the risk of over-filling is significantly reduced. In the case of a spill, the spill contingency plan will be implemented (AEM, 2013).

Figure 2-1: General Location of Baker Lake Bulk Fuel Storage Facilities

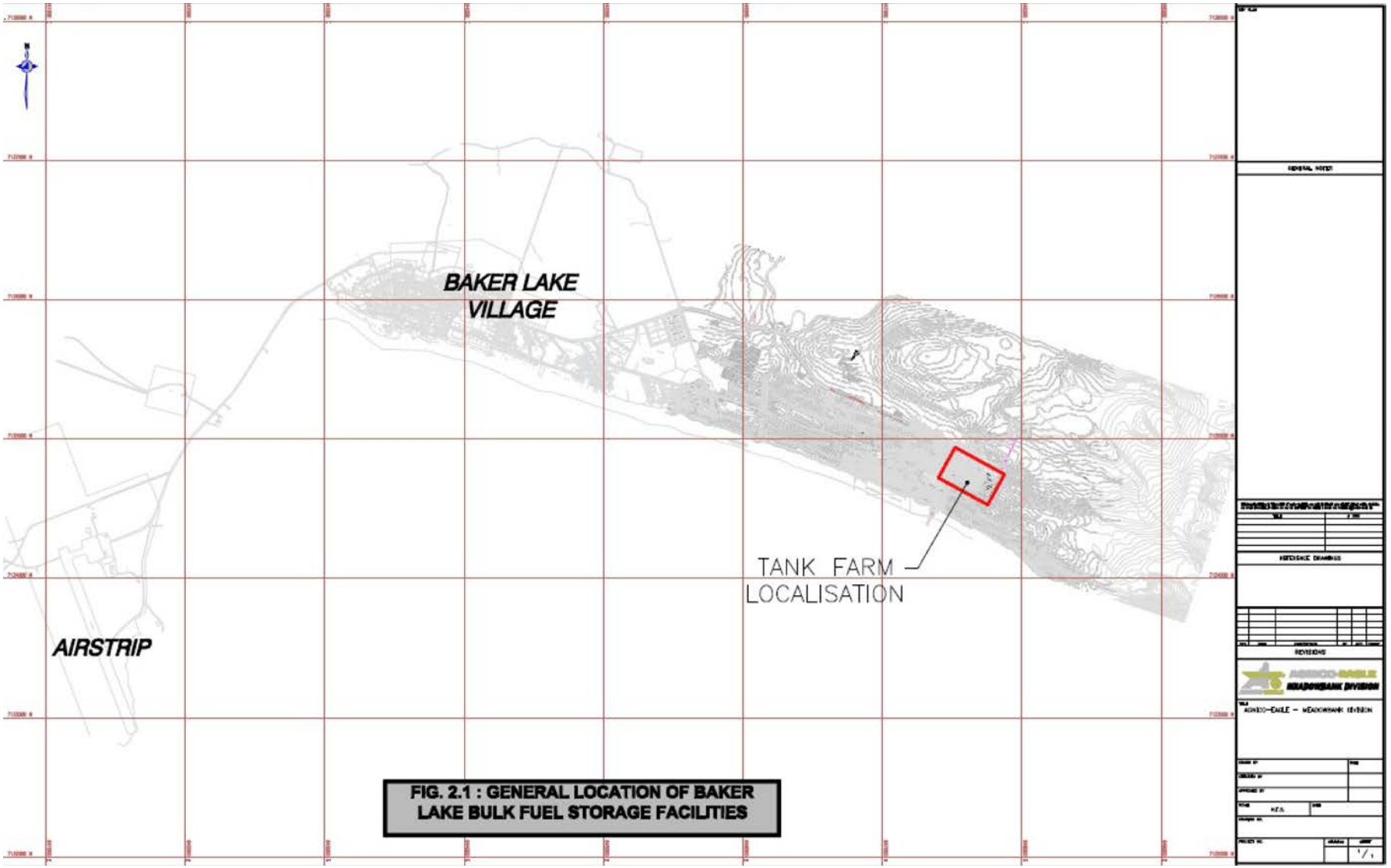
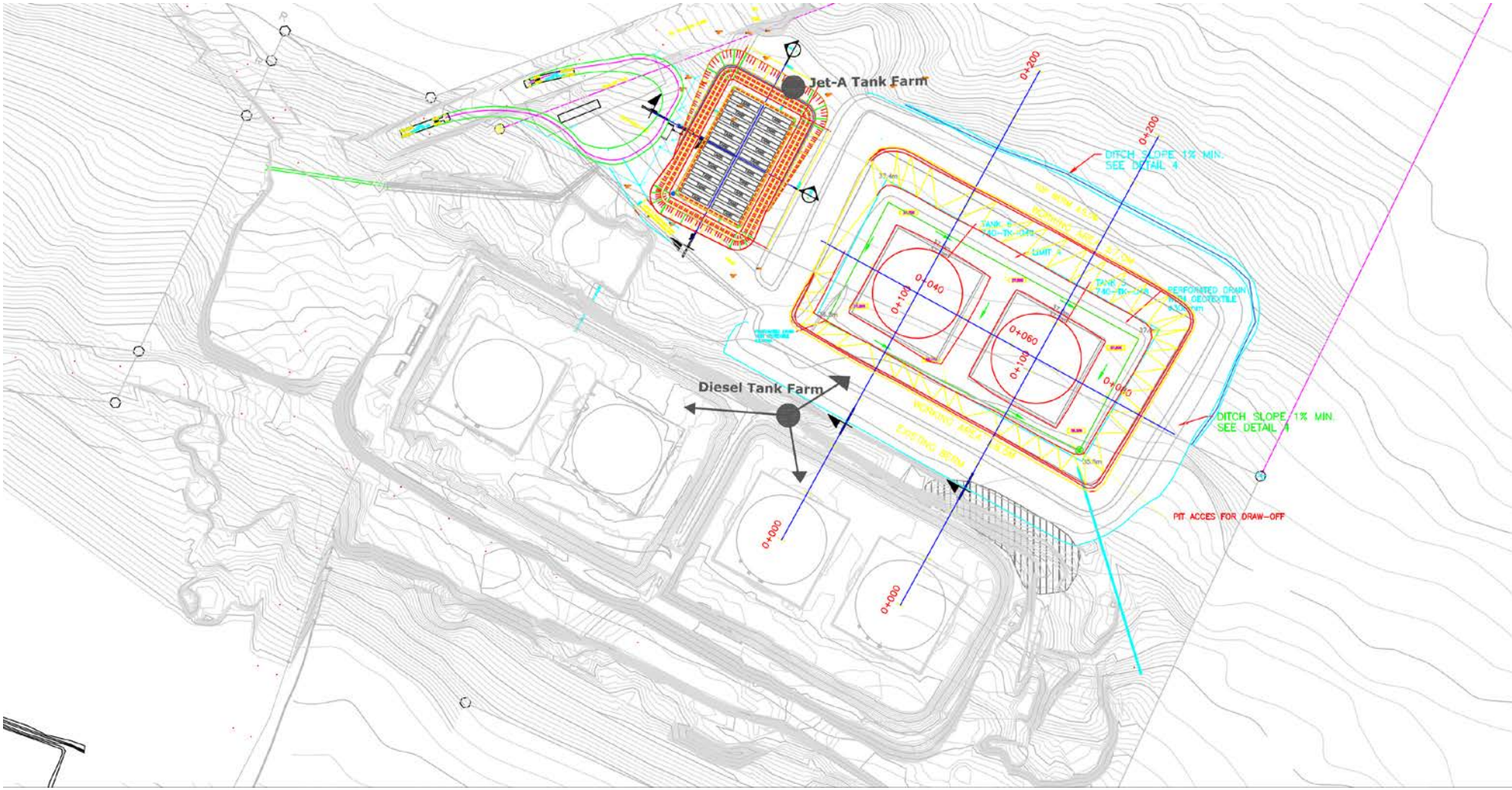


Figure 2-2: Baker Lake Bulk Fuel Storage Facility Site Layout



SECTION 3. ENVIRONMENTAL SETTING

3.1 TOPOGRAPHY

The bulk fuel storage area is located east of the Hamlet of Baker Lake, approximately 350 m north of Baker Lake. The storage facility sits on a low terrace parallel with the shoreline of the lake. There is a gradual slope (5 to 10% grade) toward Baker Lake with an approximate elevation change of 35 m from the bulk fuel storage facility to the Baker Lake shoreline.

The Baker Lake shoreline is gently sloping, well-drained and is lined with marine gravels, sands and boulders.

3.2 GEOLOGY

The regional surficial geology is characterized by sandy till, bedrock outcrops, felsenmeer (ice- shattered bedrock) and shallow lakes (Golder, 2007). The most common soil type in this region is glacial till. Marine beach deposits are found along the north shore of Baker Lake.

The soil near the bulk fuel storage facility is comprised of silts, sands, gravels, cobble and boulders and frost-susceptible glacial till overlying weathered bedrock (Golder, 2007). The soil thickness is typically less than 1.4 m with permafrost or bedrock encountered at less than 2 m. Approximately 60% of the surface area surrounding the bulk fuel storage facility is comprised of bedrock outcrop.

3.3 FLORA AND FAUNA

There are no trees and few shrubs in the area surrounding the bulk fuel storage facility. The site is covered by low-lying vegetation; predominated by grassy hummocks, dwarf willow, sedge, green moss and lichen.

Arctic ground squirrels, ptarmigan and songbirds are inhabitants in the area surrounding the bulk fuel storage facility. Lake cisco, lake trout, arctic char, lake whitefish, round whitefish, slimy sculpin and stickleback are predominant species found in Baker Lake.

3.4 SUBSURFACE CONDITIONS

Test pits excavated in 2005 near the bulk fuel storage facility and between the tanks and the shoreline indicate a saturated top layer (0.2 m) of organic material (primarily green moss) (Golder, 2005; 2007). A layer of grey to black medium sand is present up to 0.7 m thickness throughout the area, below which a saturated, grey brown, sand and silt layer is found.

Bedrock is exposed at shallow depths throughout the site in locations where topsoil or till soils are present (Golder, 2005). Bedrock is encountered at a maximum depth of 1.4 m. As predicted by the soil conditions, seepage flows in test pits indicate high site drainage.

3.5 WATER QUALITY

Baker Lake water quality closely resembles distilled water as many conventional water chemistry parameters are at or below detection limits (BAER, 2005). The water column is generally well mixed and the water chemistry homogenous. During the open water season there is limited vertical stratification in temperature and dissolved oxygen, with observed higher salinity in the bottom strata.

SECTION 4. NWB TYPE A WATER LICENSE CONDITIONS

The Nunavut Water Board (NWB) Type A Water License 2AM-MEA0815 requirements related to the bulk fuel storage facility in Baker Lake are provided below. AEM is committed to achieving all of these requirements.

Part F: Conditions Applying to Waste Disposal and Management

6. Effluent from fuel containment facilities that require Discharge to land, shall not exceed the following Effluent quality limits:

Parameter	Maximum Average Concentration
Benzene (ug/L)	370
Toluene (ug/L)	2
Ethylbenzene (ug/L)	90
Lead (ug/L)	1
Oil and Grease (mg/L)	15 and no visible sheen

7. The Licensee shall confirm compliance with Effluent quality limits in Part F, Items 2, 3, and 6 prior to Discharge.

8. The Licensee shall provide at least ten (10) days' notice to the Inspector prior to any planned Discharges from any facilities. The notice shall include an estimated volume proposed for Discharge and the receiving location.

9. The Licensee shall, under Part Item 6, discharge effluent in such a manner as to minimize surface erosion at a distance of at least thirty (30) meters above the ordinary high water mark of any Water body, where direct flow into a Water body is not possible and no additional impacts are created, or as otherwise approved by the Board in writing.

23. All Effluent being discharged from the constructed facilities at the Baker Lake Marshalling Facility, including the Marshalling Area Bulk Fuel Storage Facility, ammonia storage and explosives storage and general marshalling area at Monitoring Station ST-38 through ST-42 respectively, shall not exceed the following Effluent quality limits:

Parameter	Maximum Average Concentration (MAC)	Maximum concentration of any single Grab Sample
pH	6.0-9.5	6.0-9.5
Total Arsenic (mg/L)	**0.5	1.00
Total Copper (mg/)	**0.30	0.60
Total Lead (mg/L)	*0.05	0.10
Total Nickel (mg/L)	**0.50	1.00
Total Zinc (mg/L)	*0.50	1.00
Total Suspended Solids (mg/L)	*15.0	30.0
Ammonia (mg/L)	6.0	6.0
Total Cyanide	*0.1	0.2

Benzene (ug/L)	370	370
Toluene (ug/L)	2	2
Ethylbenzene (ug/L)	90	90
Lead (ug/L)	1	1
Oil and Grease (mg/L)	5.0 and no visible sheen	5.0 and no visible sheen

*Environmental Guideline for Industrial Waste Discharge, 2004

**Metal Mines Effluent Regulations (MMER)

Part H: Conditions Applying to Emergency Response and Contingency Planning

3. The License shall prevent any chemicals, petroleum product or unauthorized Wastes associated with the project from entering Water.

4. The License shall provide secondary containment for fuel and chemical storage as required by applicable standards and acceptable industry practice

5. The License shall perform weekly inspections of fuel containment facilities for leaks and settlement and shall keep a written log of inspections to be made to an Inspector upon request.

SECTION 5. ENVIRONMENTAL PERFORMANCE ASSESSMENT

To adequately assess the environmental performance of the bulk fuel storage tanks and facilities, a desk-top review of the design and installation reports (AEM, 2009a, b) were completed. In addition, a consultant performed a geotechnical inspection to annually evaluate the site drainage, secondary containment and performed an environmental assessment of the bulk fuel storage facility. The latest inspection was performed in September of 2013 by Golder Associates (Golder, 2013).

5.1 DESK-TOP REPORT REVIEW

The Baker Lake bulk fuel storage facility was commissioned in 2007 (for tanks #1 and #2,) July 2009 (for tanks #3 and #4), 2010 (for tanks #5 and #6) and 2013 for Jet-A Tank. The installation reports (AEM, 2009a, b; AEM, 2010; and AEM 2011 for diesel tank and AEM, 2013 for Jet-A tanks; attached in Appendix A) indicated the use of best management practices during the installation of the aboveground fuel storage tanks. Following the diesel tank construction, X-Ray testing of horizontal and vertical welds was completed. All of the welds met the specifications outlined in the API Standard 650 (AEM, 2009a, b). For the Jet-A tank, after construction all tanks were cleaned and washed inside and pressure tested was performed as per specifications.

Under the supervision of Hatch Engineering, the construction of the secondary containment berms for tanks #1 and #2 was completed. Enviroline Services Inc. was hired in October 2007 to install the HDPE membrane liner in accordance with CCME (2003) specifications; this liner was subsequently covered with a surface layer of crushed stone. Under the supervision of Stavibel Engineering the secondary containment berms were constructed and the HDPE membrane liner was designed and installed for bulk fuel storage tanks #3, #4 under the supervision of Luc Croisetière and AEM. Under the supervision of Stavibel Engineering, the construction of the secondary containment berms for tanks #5 and #6 was completed. Enviroline Services Inc. was hired in May 2010 to install the HDPE membrane liner (AEM, 2010). Under the supervision of Stavibel Engineering, the construction of the secondary containment berms for Jet-A Tank was completed. Texcel was hired in July 2013 to install the HDPE membrane liner (AEM, 2013).

A secondary containment volume calculation using Autocad Civil 3D was completed to provide verification on the liquid storage capacity of the storage tank system. The CCME Environmental Code of Practice for Aboveground Storage Tanks (2003) states:

> *a storage tank system that consists of more than one storage tank which should have a volumetric capacity of not less than the sum of the capacity of the largest storage tank located in the contained space and 10% of the capacity of the largest tank or the aggregate capacity of all other storage tanks located in the contained space*.

In accordance with the CCME (2003) code of practice, the Baker Lake bulk fuel storage tanks meet the volumetric requirements for a storage tank system (AEM, 2009a,b; AEM, 2010; and AEM, 2011).

5.2 SECONDARY CONTAINMENT VISUAL INSPECTION

A consultant performs a geotechnical inspection annually and inspects the bulk fuel secondary containment structures, the report is sent to NWB annually. Last inspection was performed in September of 2013 by Golder Associates (Golder, 2013).

5.3 ENVIRONMENTAL ASSESSMENT

The management of site drainage, surface water collection and water/fuel removal within the secondary containment area is an important measure in the protection of the terrestrial environment, surface water and ground water from potential sources of contamination. The environmental protection objectives, strategy and an evaluation of the potential of leaks or seepage to contaminate the terrestrial environment, surface water and ground water are provided in the following sections. Much of the environmental protection strategies focus on the control of contact water. In this report contact water is defined as any water that may be physically or chemically affected by the nearby operational activities.

5.3.1 Terrestrial Environment

The primary objective of the terrestrial management plan is to minimize any adverse impacts to the terrestrial (soil, flora and fauna) environment. To meet this objective, bulk fuel storage facility structures have been constructed to minimize the operational footprint and control contact run-off water within the secondary containment area. Due to the site grading, all water that comes into contact with the bulk fuel storage facility is intercepted and directed into the impermeable HDPE lined secondary containment area.

The ground beneath the secondary containment area has been adequately graded to ensure berm stability.

5.3.2 Surface Water

The objective of water management around the bulk fuel storage facility is to minimize impacts on the quantity and quality of surface water and groundwater. To meet this objective, the bulk fuel storage facility structures have been constructed to intercept and direct contact run-off water to the impermeable HDPE lined secondary containment area. As there is a high volume of fuel transfer and activity around the modular fuel dispenser, the pad below the modular fuel dispenser and refueling station is lined and sloped toward the secondary containment berm.

Seepage flows in test pits indicate high site drainage due to the high soil porosity. Therefore, should contact water reach the natural environment, the ultimate fate of the contaminants is likely to be in shallow groundwater or surface water (Golder, 2007).

5.3.3 Groundwater

It is not expected that groundwater would be impacted as there is no direct pathway for contaminated water to seep from the bulk fuel storage facility. Due to the site grading, all contact water from the bulk fuel storage facility is directed inside the HDPE lined secondary containment area. Should the integrity of the liner become compromised, there could be leakage into the below grade soil; this would likely present the greatest source of hydrocarbon contamination to impact groundwater and receiving water.

SECTION 6. PERFORMANCE MONITORING PLAN

The environmental performance monitoring plan is a tiered approach with an emphasis on visual and operational inspections; routine surface water sampling to control and monitor the quality of the contact water; and event monitoring (in the case of a spill emergency or occurrence). Management of the bulk fuel storage facility will be guided by the monitoring results.

6.1 VISUAL AND OPERATIONAL INSPECTIONS

Visual and operational inspections are a central component of the environmental performance monitoring plan. Visual inspections of the secondary containment structure are important because if the integrity of the berm walls or liner is compromised this presents the greatest potential for leaks or seepage into groundwater and ultimately the receiving environment.

Weekly visual inspections are conducted by the environmental department and weekly manual or electronic dip tests are conducted for inventory reconciliation by the operation staff. The environmental department inspect the facilities for: tank and piping condition, secondary containment berm structure and integrity, indicators of liner damage, precipitation/ run-off accumulation, evidence of tampering or misuse, any structural abnormalities and visible sheens on contact water pools and crush material inside the secondary containment.

Environmental staff follow-up with operations staff and advise the supervisor if any non-conformity is observed. A weekly written log is completed and available upon request.

6.2 ROUTINE CONTACT WATER MONITORING

Due to snow accumulation, melting and precipitation, contact water will unavoidably collect inside the secondary containment area. Contact water from inside the secondary containment area will be sampled as described below prior to its release into the terrestrial environment. During water discharge, piping will be directed onto the nearby tundra at least 30 m from the high tide mark, to allow for natural attenuation and drainage (i.e. surface water will never be pumped directly into Baker Lake).

During visual inspections the quantity of contact water collected inside the secondary containment area will be evaluated. If there is a visible sheen on the contact water or if water withdrawal is deemed necessary, water samples will be collected and analyzed for the following parameters: pH, Total Arsenic, Total Copper, Total Lead, Total Nickel, Total Zinc, Total Suspended Solids, Ammonia, Total Cyanide, Benzene, Toluene, Ethylbenzene, Lead, and Oil and Grease. If the contact water exceeds the licensed limits, the portable oil-water separator will be used to treat the water. Prior to withdrawal, samples will be analyzed at a certified laboratory.

In addition, water samples from Baker Lake are collected as part of the Aquatic Effects Management Program (AEMP, 2008). The results of these analyzes are included in the annual report. These samples are used to evaluate the performance of the overall water management plan for the Baker Lake Marshalling Area.

6.3 EVENT MONITORING

In the event of a spill occurrence at the bulk fuel storage facility, the spill contingency plan will be followed (AEM, 2013). As a follow-up to the spill response, the environmental staff will conduct an environmental assessment to determine the extent of impacts of the spill occurrence on the nearby environment. This will include the identification of the potential environmental pathways of concern that may result in impacts to surface water (i.e. Baker Lake near-shore surface water), soil or groundwater.

6.3.1 Soil Sampling

Following the unlikely event where a spill is not contained within the secondary containment area, soil sampling may be required to locate and prevent further impact to the terrestrial and aquatic receiving environment. Depending on the quantity of the spill, the organic surface soils and silt-containing till below the surface are a likely sink for hydrocarbons, thus soil samples will be taken at selected locations to horizontally and vertically delineate the impacted areas. Furthermore, the soil samples will provide valuable information used to determine the necessity of installing groundwater wells (see Section 6.3.3 below).

6.3.2 Water Sampling

Following a spill event, an environmental assessment will be conducted. Similar to routine contact water sampling (inside the secondary containment area), if there is a visible sheen on the contact water or if water withdrawal is deemed necessary, water samples will be collected and analyzed for the following parameters: pH, Total Arsenic, Total Copper, Total Lead, Total Nickel, Total Zinc, Total Suspended Solids, Ammonia, Total Cyanide, Benzene, Toluene, Ethylbenzene, Lead, and Oil and Grease. If the contact water exceeds the licensed limits, the portable oil-water separator will be used to treat the water. Prior to withdrawal, samples will be analyzed at a certified laboratory.

As part of the AEMP (AEMP, 2010), receiving environment surface and at- depth water samples will be taken in Baker Lake and analyzed for the same parameters as listed above.

6.3.3 Assessment of the Need for Groundwater Well Installation

Following a spill event, if soil sample results identify elevated concentrations of contaminants (i.e. exceeding the CCME Canada-Wide Standard (CWS) for Petroleum Hydrocarbons (PHC) in Soil, 2008) and/or if water samples identify elevated receiving environment water samples (i.e. exceeding licensed limits caused as a result of the spill event), an assessment of the need for groundwater wells will be conducted. The assessment, and if required, design for installation, monitoring and maintenance of vertical ground water monitoring wells will be in accordance with CCME (2003) procedures.

SECTION 7. REFERENCES

AEM (2009a). Baker Lake Fuel Storage Installations: Interim Report of Phase 1 (2007) and Phase 2- A (2008). April 2009.

AEM (2009b). Baker Lake Fuel Storage Installations: Final Report of Phase 2-B (2009). December 2009.

AEM (2010). Baker Lake Fuel Storage Installations: Final Report of Phase 3 (2010). January 2011. AEM (2011). Meadowbank Gold Project: Spill Contingency Plan. December 2011.

AEMP (2012). Core- Receiving Environment Monitoring Program: Meadowbank Gold Project. December 2012.

BAER (2005). Meadowbank Gold Project Baseline Aquatic Ecosystem Report. October 2005.

CCME (2008). Canadian Council of Ministers of the Environment: Canada Wide Standards for Petroleum Hydrocarbons in Soil. PN 1398. January 2008.

CCME (2003). Canadian Council of Ministers of the Environment: Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products. ISBN 1-896997-33-3.

Golder Associates Ltd. (2007). Water Use and Management Plan: Baker Lake Marshalling Area Meadowbank Gold Project. March 2007.

Golder Associates Ltd (2005). Field Geotechnical Investigations Baker Lake Staging Area, Meadowbank Gold Project. Report N. 05-1413-040.

Golder Associates Ltd (2013). 2013 Annual Geotechnical Inspection Meadowbank Gold Mine, Nunavut. Report 1443 1312210067 0327_14 Ver. 0.

Appendix A1

Baker Lake Diesel Fuel Storage Installations: Interim Report Following Construction of Phase 1 (2007) and Phase 2-A (2008)

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

INTERIM REPORT

FOLLOWING THE CONSTRUCTION

OF

PHASE 1 (2007)
PHASE 2-A (2008)

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

INTERIM REPORT

FOLLOWING THE CONSTRUCTION

OF

PHASE 1 (2007)
PHASE 2-A (2008)

PREPARED BY :

Patrick Giard, P.Eng., CCE
Supervisor, Construction Department
AGNICO-EAGLE MINES LTD, *Meadowbank Division*

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

INTERIM REPORT
FOLLOWING THE CONSTRUCTION
OF PHASE 1 (2007) AND PHASE 2-A (2008)

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EXECUTIVE SUMMARY

Agnico-Eagle Mines Limited is currently in the process of building a gold mining project in the Kivalliq region of Nunavut, about 70 km north of Baker Lake.

The yearly operations of this mining operation requires the storage of a minimum of forty million (40 000 000) liters of diesel fuel, which represents four (4) bulk fuel storage tanks, each with a nominal capacity of ten million (10 000 000) liters.

PHASE 1

During the summer of 2007, Agnico-Eagle Mines Limited has built the first two (2) bulk fuel tanks, with a combined capacity twenty million (20 000 000) liters of diesel fuel. An impervious enclosure was built around it in order to provide secondary containment around the fuel tanks. These first two (2) bulk fuel tanks were then in condition to be filled.

PHASE 2-A

During the summer of 2008, Agnico-Eagle Mines Limited has built another two (2) bulk fuel tanks, for a total combined capacity of forty million (40 000 000) liters of diesel fuel. Only a portion of the enclosure was built around it, with the final purpose being to provide secondary containment around the fuel tanks. These other two (2) bulk fuel tanks were completed in late October 2008, and they remain empty as of April 2009.

PHASE 2-B

During 2009, Agnico-Eagle Mines Limited plans to complete the installation of an impermeable HDPE membrane, which will provide adequate secondary containment around the fuel tanks. This will allow to fill up all four (4) bulk fuel tanks in the summer of 2009, once the piping installation has been completed

DESCRIPTION OF THE MANDATE

Agnico-Eagle Mines has given a mandate to the undersigned in order to verify the compliance with applicable regulations of its fuel storage installations in Baker Lake, Nunavut.

According to the terms of reference, the mandate consists summarily in the following activities.

A. Review and compilation of the available documentation ;

B. Collection of any information that may be missing ;

C. REVISION OF CONSTRUCTION DRAWINGS

   a. Preparation of *AS BUILT* drawings of the construction of PHASE 1 ;

   b. Preparation of *AS BUILT* drawings of the construction of PHASE 2-A ;

   c. Preparation of *IFC* drawings for the construction of PHASE 2-B ;

D. Verifications to the storage capacity within the existing containment berms of PHASE 1 and verifications for PHASE 2 in regards to the applicable regulations.

A. DOCUMENTATION READILY AVAILABLE

GOLDER ASSOCIATES - Vancouver Office

For the Baker Lake bulk fuel storage facilities, this firm has produced some construction specifications on 2006-04-28, which were given reference SP-GAL-03 under their project number 06-1413-009.

NISHI-KHON / SNC-LAVALIN LTD - Vancouver Office

For the Baker Lake bulk fuel storage facilities, this firm has produced a set of drawings issued **for construction** on 2007-08-03, under their project number 017202. Some specifications for fuel piping and valves were also issued.

EARTHWORK DRAWINGS	017202-1000-41D1-0006	17202-1000-46ES-1001A	017202-8000-46DC-9150
017202-1000-41D1-0001	**FUEL PIPING DRAWINGS**	17202-1000-46ES-1001B	017202-8000-46DC-9152
017202-1000-41D1-0002	017202-1000-41D1-0007	**ELECTRICAL DRAWINGS**	017202-8000-46DC-9153
017202-1000-41D1-0003	017202-1000-46D4-1004	017202-1000-46D6-1001	017202-8000-46DC-9156
017202-1000-41D1-0004	017202-1000-46D4-1005	017202-1000-47D2-2001	017202-8000-46DC-9157
017202-1000-41D1-0005	017202-1000-46D4-1006	017202-8000-47DA-9004	017202-8000-46DC-9166

GEM STEEL EDMONTON LTD

This vendor has submitted a set of drawings issued **for review**, which consist in four (4) structural drawings showing the details of a fuel tank of 10 million liters nominal capacity. The original design of this fuel tank is shown on revision A of drawings BL-2007-1, BL-2007-2, BL-2007-3, and BL-2007-4.

CHAMCO INDUSTRIES LTD

This vendor has submitted a set of preliminary drawings issued **for approval** under their project number 1014938ABS, consisting of the following drawings .These documents have all been reviewed by HATCH.

DRAWING NUMBER	H325174-M268-VD-0040	H325174-M268-VD-0041	H325174-M268-VD-0010
H325174-M268-VD-0011	H325174-M268-VD-0012	**H325174-M268-VD-0013**	H325174-M268-VD-0014
H325174-M268-VD-0015	H325174-M268-VD-0016	H325174-M268-VD-0017	H325174-M268-VD-0019
H325174-M268-VD-0020	H325174-M268-VD-0021	H325174-M268-VD-0029	H325174-M268-VD-0030
H325174-M268-VD-0031	H325174-M268-VD-0032	H325174-M268-VD-0033	H325174-M268-VD-0034
H325174-M268-VD-0035	H325174-M268-VD-0036	H325174-M268-VD-0037	H325174-M268-VD-0039

B. ADDITIONAL COLLECTION OF INFORMATION

HATCH - Vancouver Office

Role during construction phase : Field Supervision during construction of PHASE 1 (2007).

Mr. Marlon Coakley and Jim Bonia, which were HATCH employees at the time, have supervised the construction of the fuel containment area around tanks #1 and #2, in phase 1 of this project. A specialized crew coming from Saskatoon (Enviroline Service inc.) was hired in October 2007 to install an HDPE membrane over the berms. This HDPE membrane has been covered with a layer of about 150 mm thickness of crushed stone. During August 2008, some additional HDPE membrane was installed under the tanks #3 and #4, but the final installation of the impermeable enclosure for phase 2-B remains to be done in 2009.

GEM STEEL EDMONTON LTD

Role during construction phase : Fabrication and field assembly of 10 M liters fuel tanks

Construction of phase 1 (tanks #1 and #2) took place from September to November 2007, with a crew of about 16 workers. During this time, a crew has welded a pipeline towards a booster pump and installed flanged connections and gate valves between fuel tank #1 and the fuel dispensing module manufactured by CHAMCO. The connection of the booster pump to the barge, using hoses, allowed for fuel tank #1 to be filled up in 2007. During August 2008, tanks #1 and #2 were also filled up with fuel by barge delivery.

Construction of phase 2-A (tanks #3 and #4) took place from August to October 2008. Following each phase of this field work, a crew from ACUREN has proceeded to X-RAY testing of horizontal and vertical welds according to specifications described in the latest edition of API Standard 650. According to the report made by ACUREN, no repairs of defective welds were required, either on the tank shell or nozzles.

MOSHER ENGINEERING LTD

Role during construction phase : Welding of pipelines and support brackets between the 10 M liters tanks and the sea hose connection.

In September 2008, a crew of four (4) workers has extended a pipeline towards the barge landing and installed pipes with flanged connections and gate valves between fuel tank #2 and the fuel dispensing module manufactured by CHAMCO. They have also installed check valves on both the inlet and outlet nozzles of tank #2, as well as a pressure relief valve set at 75 psi to bypass the gate valve on the outlet of tank #2.

This safety feature against thermal expansion of fuel inside the pipeline towards the fuel dispensing module remains to be installed on tank #1. The grade of material that was used for this pipeline was A333 cold temperature rated steel.

CHAMCO INDUSTRIES LTD

Role during construction phase : Manufacturing of the fuel dispensing module.

This fuel dispensing module was manufactured in 2006 and sent to the Meadowbank site. A representative from CHAMCO was present during the commissioning. Possibly due to vibrations during transport, there were many flanged connections that needed tightening.

C. REVISION OF CONSTRUCTION DRAWINGS

AEM has hired STAVIBEL Engineering Services, a firm based in Val-d'Or, in order to complete the drawings that were used in producing this report. Those twelve (12) drawings are enclosed in **Appendix 1** of this report.

Drawing VD2259-BKL-001 shows the general layout of fuel storage area. It has been compiled using surveying data collected by a crew from NUNA.

Drawing VD2259-BKL-002 shows the fuel storage area and existing piping for PHASE 1. It has been compiled using surveying data collected by NUNA.

Drawing VD2259-BKL-003 shows the fuel storage area and location of a sump for collection of surface water, to be built in PHASE 2-B. It shows the limits of the HDPE membrane that has been installed in 2008 under the fuel tanks.

Drawings VD2259-BKL-004, 005, and 006 show cross-sections of the containment area in PHASE 2 (to be completed in 2009). These cross-sections are derived from surfaces that were generated using the *Autocad Civil 3D* software, and are also based on information collected from existing land surveys. This drawing file was also used to verify containment volumes, as it is described further in section D.

Drawing VD2259-BKL-007 is an as-built version of structural drawing BL2007-1, which was designed and issued by Gem Steel Edmonton Limited. This drawing has been updated to reflect nozzle orientations that were noted during a visit. No significant changes were noted, except those made to the nozzle schedule.

Drawing VD2259-BKL-008 shows the proposed piping for PHASE 2. It contains a schedule of valves and fittings that remain to be installed.

Drawing VD2259-BKL-009 shows the location of the existing pipeline and sea hose connection with the barge for fuel unloading. Also, a spill containment sump is proposed on this drawing.

Drawing VD2259-BKL-010 is a process and instrumentation diagram. It shows the details of the existing and proposed piping, along with further details for the fuel dispensing module.

Drawing VD2259-BKL-011 is a general layout that shows the location of existing grounding wire and proposed layout to extend this grounding into PHASE 2.

Drawing VD2259-BKL-012 shows the details of the barge and laydown areas, along with the details of a ditch and culvert for diversion of surface water run-off.

Also enclosed are two (2) vendor drawings from CHAMCO INDUSTRIES LTD, which shows the piping details inside the fuel dispensing module.

D. VERIFICATIONS TO STORAGE CAPACITY WITHIN BERMS

STAVIBEL Engineering Services has completed verifications on the liquid storage capacity inside the containment berms, which create an impermeable enclosure around tank #1 and #2.

The method used was a volume calculation using *Autocad CIVIL 3D* software.

The maximum storage capacity of fuel tank #1 is 10 515 000 litres of diesel fuel at a standard temperature of fifteen degrees Celcius (15 °C).

The maximum storage capacity of fuel tank #2 is 10 480 000 litres of diesel fuel at a standard temperature of fifteen degrees Celcius (15 °C).

It has been verified using the above software that the impermeable enclosure built in PHASE 1 will effectively hold one hundred percent (100 %) of the maximum storage capacity of the biggest tank, plus ten percent (10 %) of the maximum storage capacity of the other tank. This calculation has been summarized in a worksheet that is shown on PAGE 8, hereunder.

The containment volume for tanks #1 and #2 is 11 586 cubic meters, of which 367 cubic meters were occupied by accumulation of surface water as of 2008-10-31.

Thus, the lowest point of the HDPE membrane that sits atop the containment area is sufficiently high (at elevation 33.86 m) to meet the above criteria.

A worst case scenario has been simulated, and consists in either a rupture of the first course of side plates in the tank shell, or a failure in the outlet piping, when either one of fuel tanks is 100% full.

This simulation shows that, in such a worst case scenario, the hydraulic balancing level inside the containment area would not exceed the point with the lowest elevation on the surrounding berms, providing that there is no substantial accumulation of surface water inside. There is a no additional safety margin.

However, with the upcoming completion in phase 2-B (summer 2009) of the impermeable enclosure around tanks #3 and #4, a breach will be made into the berm dividing the two containment areas. This is also shown on a sketch, hereby.

When phase 2-b is completed in summer of 2009, the containment volume for tanks #3 and #4 will be 10 855 cubic meters As a result, the new containment requirement of 130% of the biggest tank volume (or 13 647 cubic meters), expressed while considering all four (4) tanks as a whole, will then be exceeded.

DESIGN REVIEW - FOR FUEL SPILL CONTAINMENT BERMS AT BAKER LAKE

EQUIPMENT #	diam (ft)	rim el. (m)	radius (m)	surface (m2)	top el. (m)	height (m)	volume (m3)
740-TK-044 **TANK # 1**	110	32.99	16.764	882.89	44.90	11.910	**10 515**
740-TK-044 **TANK # 2**	110	33.03	16.764	882.89	44.90	11.870	**10 480**

Let's say berms are 5' 3" higher than the average tank floor (so 1.60 m total height) with variable slopes and that the tanks are sitting on cones made of crushed stone of 20 m diameter x 1.0 m height.

	Volume
Secondary Containment Requirement	**11 563 m3**
according to ref. PN-1326, Section 3.9.1(1) 2-b-ii	110%

DESIGN OF BERM DIMENSIONS

elevation	height (m)	width (m)	length (m)	surface (m2)			cumulative volume (m3)
32.00	0.00	**64.0**	**104.0**	6656.00	**slope ratio N-S**		0
32.66	0.66	69.3	107.6	7452.03	horizontal	vertical	4656
32.76	0.76	70.1	108.1	7575.93	4.0	1	5407
32.86	0.86	70.9	108.6	7700.69			6171
32.96	0.96	71.7	109.2	7826.31	**slope ratio E-W**		6947
33.06	1.06	72.5	109.7	7952.80	horizontal	vertical	7736
33.16	1.16	73.3	110.3	8080.15	2.7	1	8538
33.26	1.26	74.1	110.8	8208.36			9352
33.36	1.36	74.9	111.3	8337.44			10 180
33.46	1.46	75.7	111.9	8467.38			11 020
33.56	1.56	76.5	112.4	8598.19			11 873
33.66	1.66	77.3	113.0	8729.86			12 739
33.76	1.76	78.1	113.5	8862.39			13 619
33.86	1.86	78.9	114.0	8995.79		**GROSS CONTAINMENT**	**14 512**
34.00							**CUBIC METERS**

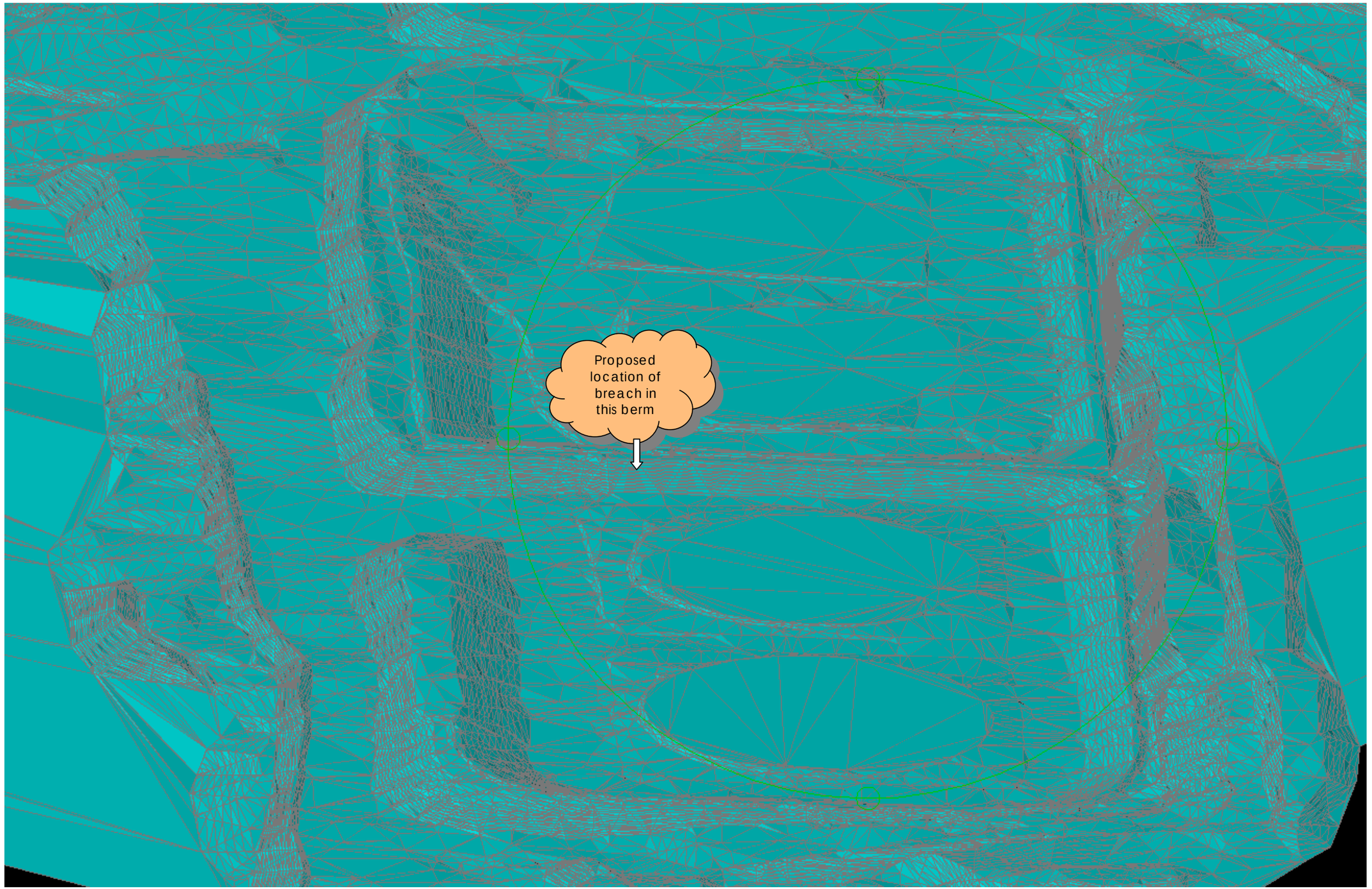
containment volume to be substracted for the two (2) cones made of crushed stone

	perimeter (m)	number	radius (m)	surface (m2)	height (m)	**volume (m3)**
CONES	126.0	2	20.05	1262.93	1.01	**-2680**
RAMP		1			variable	**-246**

containment volume to be substracted for accumulation of surface water

	elevation	**volume (m3)**
water level as of November 2008	**31.70**	**-367.0**

	Volume
NET CONTAINMENT	**11 219 m3**
	or **107%**


Proposed
location of
breach in
this berm

APPENDIX 1

AS BUILT DRAWINGS for PHASE 2-A

IFC DRAWINGS (10) for PHASE 2-B

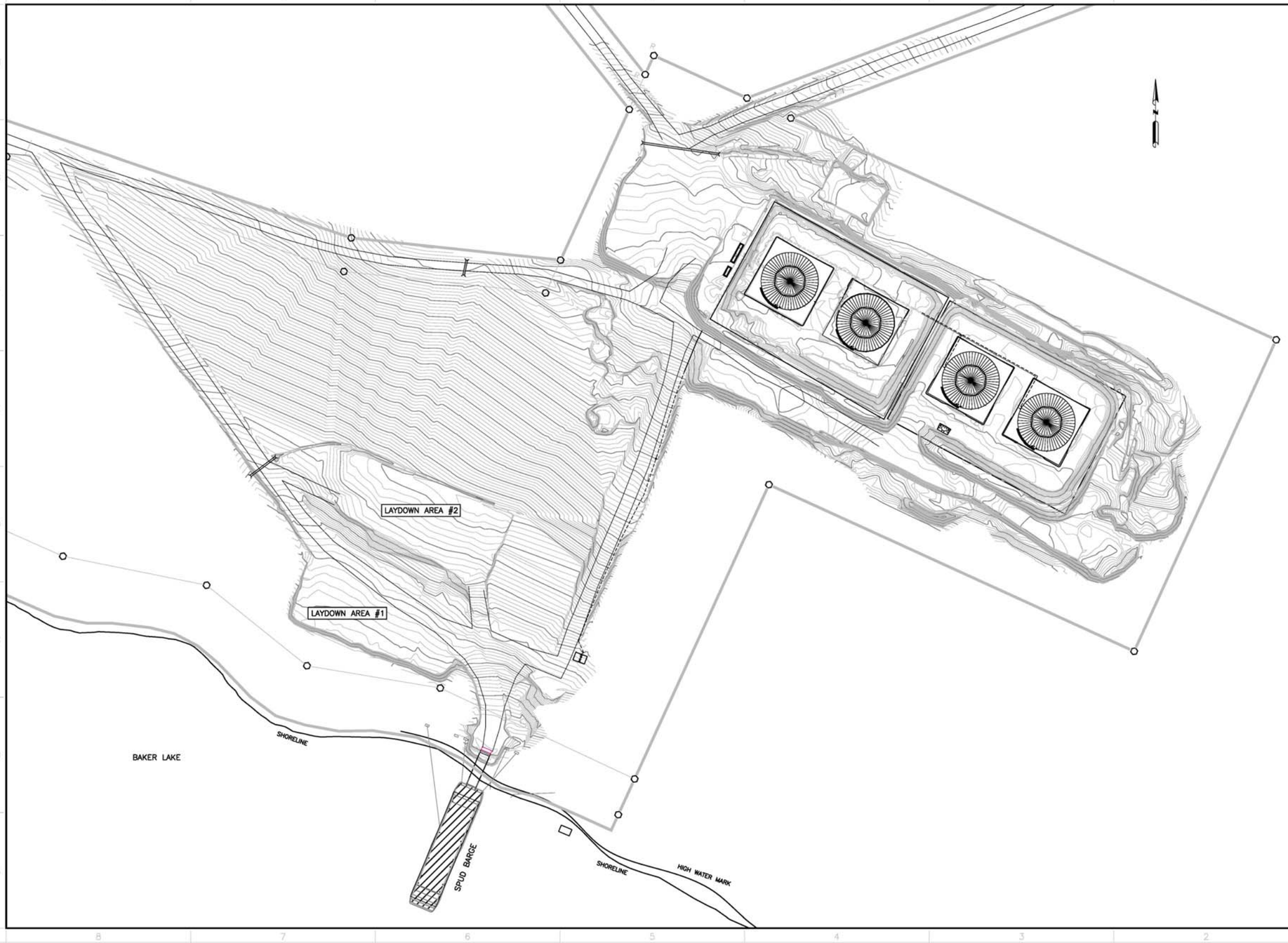
VD2259-BKL-001	VD2259-BKL-002	VD2259-BKL-003	VD2259-BKL-004
VD2259-BKL-005	VD2259-BKL-006	VD2259-BKL-007	VD2259-BKL-008
VD2259-BKL-009	VD2259-BKL-010	VD2259-BKL-011	VD2259-BKL-012

Plus two (2) drawings from CHAMCO INDUSTRIES LTD

Vendor ref. # CUP1014938-22
CUP1014938-25

DRAWING NO.

FORMAT ARCH-LANDSCAPE



KEY PLAN

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REFERENCE DRAWINGS

TITLE	# DWG

REVISIONS

REV.	DATE	DESCRIPTION	BY	APP.	CLIENT
1	09-03-27	FOR CONSTRUCTION	F.R.	P.G.	

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

GENERAL LAYOUT

DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE 1:1000	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-001

PROJECT NO.	REVISION	SHEET
VD2259-2	1	1/12

DRAWING NO.

FORMAT ARCH0-LANDSCAPE

740-TK-044

TANK #1

740-TK-045

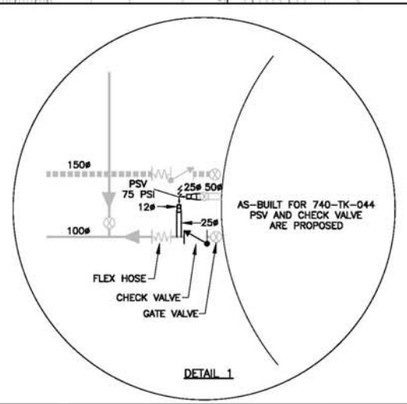
TANK #2

SEE DETAIL 1

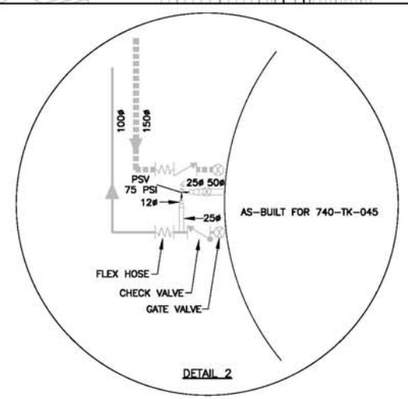
SEE DETAIL 2

FUEL DISPENSING MODULE

GENSET



DETAIL 1



DETAIL 2

KEY PLAN

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2009/03/27
PATRICK GUARD, P.ENG

TITLE | # DWG

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REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

GENERAL LAYOUT
PHASE 1

DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GUARD, P.ENG	
APPROVED BY	PATRICK GUARD, P.ENG	
SCALE 1:200	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-002

PROJECT NO.	REVISION	SHEET
VD2259-2	1	2/12

DRAWING NO.

FORMAT ARCH0-LANDSCAPE

740-TK-046

TANK #3

740-TK-047

TANK #4

LIMIT OF EXISTING HDPE LINER

LIMIT OF EXISTING HDPE LINER

LIMIT OF EXISTING HDPE LINER

LIMIT OF EXISTING HDPE LINER

PROPOSED SUMP

05 006

06 006

03 005

02 004

04 005

01 004

KEY PLAN

GENERAL NOTES

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REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

GENERAL LAYOUT
PHASE 2-A (2008)

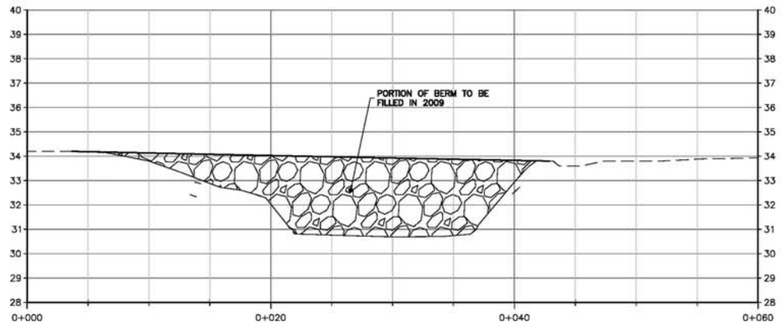
DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE 1:200	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-003

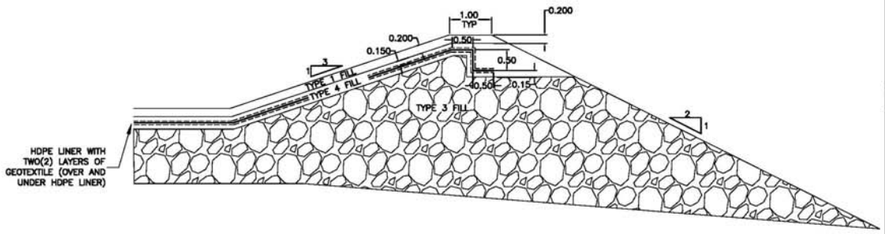
PROJECT NO.	REVISION	SHEET
VD2259-2	1	3/12

DRAWING NO.

FORMAT ARCH-LANDSCAPE

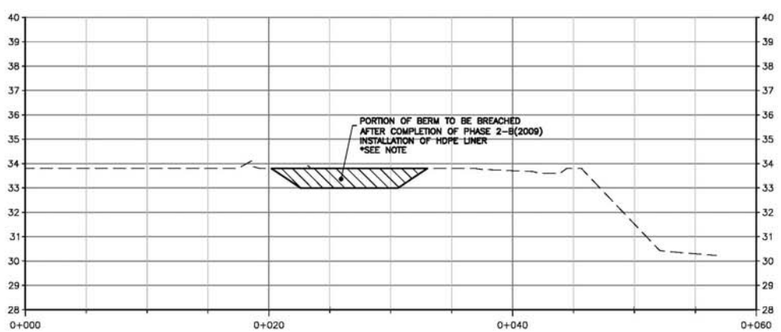


CROSS-SECTION 01/003



TYPE 1 FILL: MINUS 20mm CRUSHED
TYPE 2 FILL: MINUS 150mm ROCK
TYPE 3 FILL: BLASTED ROCK 0-200mm
TYPE 4 FILL: SCREENED SAND

TYPICAL CROSS-SECTION



CROSS-SECTION 02/003

*NOTE:
HDPE LINER MUST BE WELDED BACK ON TOP OF EXISTING LINER ON BERM ONCE BREACH HAS BEEN EXCAVATED TO ENSURE IMPERMEABLE LINK BETWEEN BOTH BERM ENCLOSURES

KEY PLAN

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REVISIONS

AGNICO-EAGLE MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

CROSS-SECTIONS OF HDPE MEMBRANE
PHASE 2-B (2009)

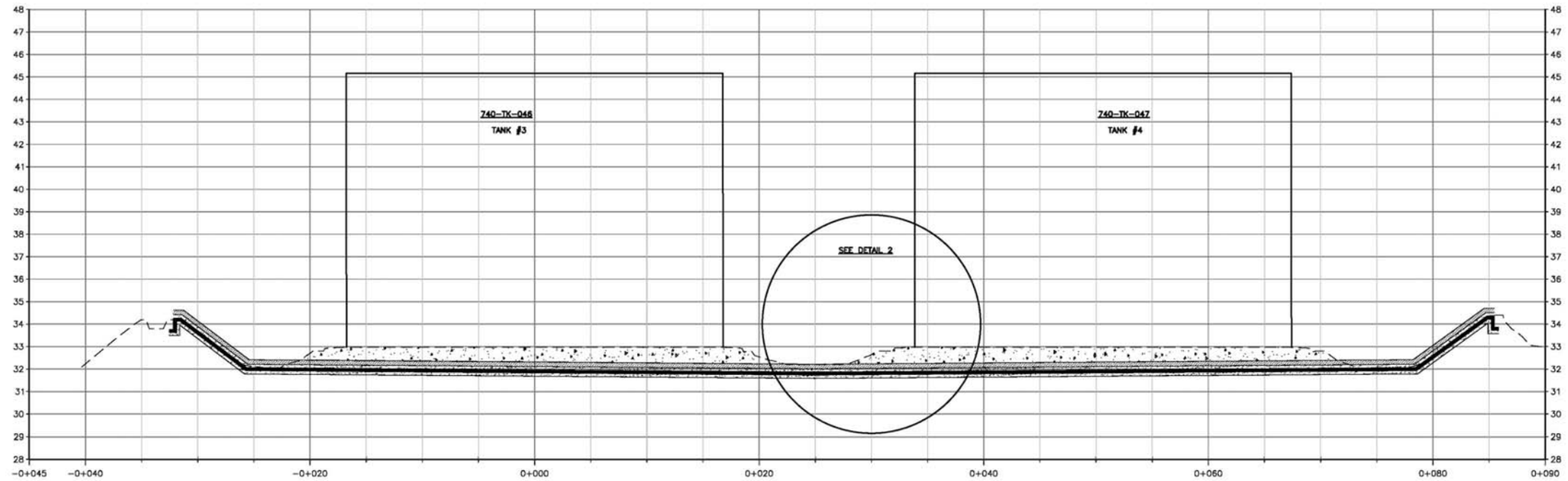
DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE HOR:1:200 VER:1:100	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-004

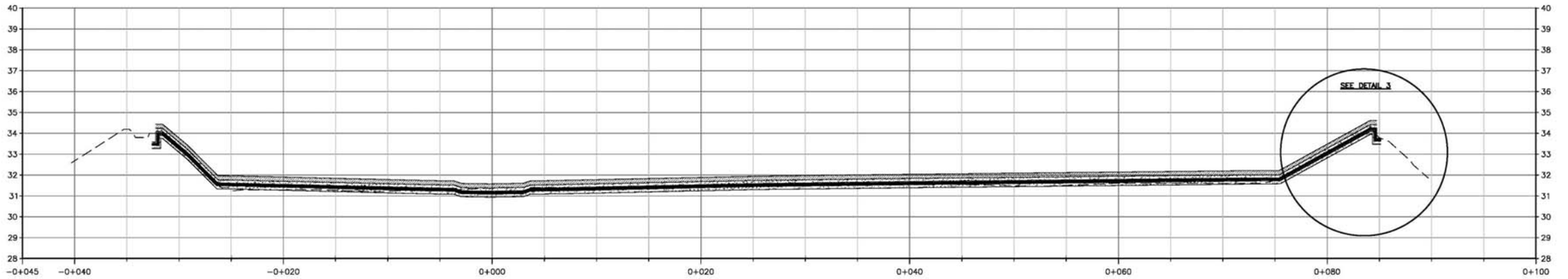
PROJECT NO.	REVISION	SHEET
VD2259-2	1	4/12

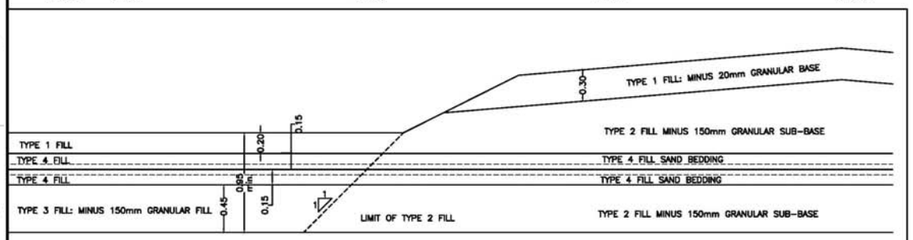
DRAWING NO.

FORMAT ARCH-LANDSCAPE



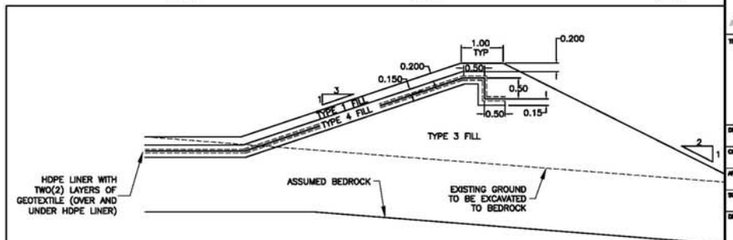
CROSS-SECTION 03/003





DETAIL 2

CROSS-SECTION 04/003



DETAIL 3

KEY PLAN

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ISSUED FOR CONSTRUCTION
PATRICK GUARD, P.ENG. 2009/03/27

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP. CLIENT
1	09-03-27	FOR CONSTRUCTION	F.R.	P.G.

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

CROSS-SECTIONS
PHASE 2-B (2009)

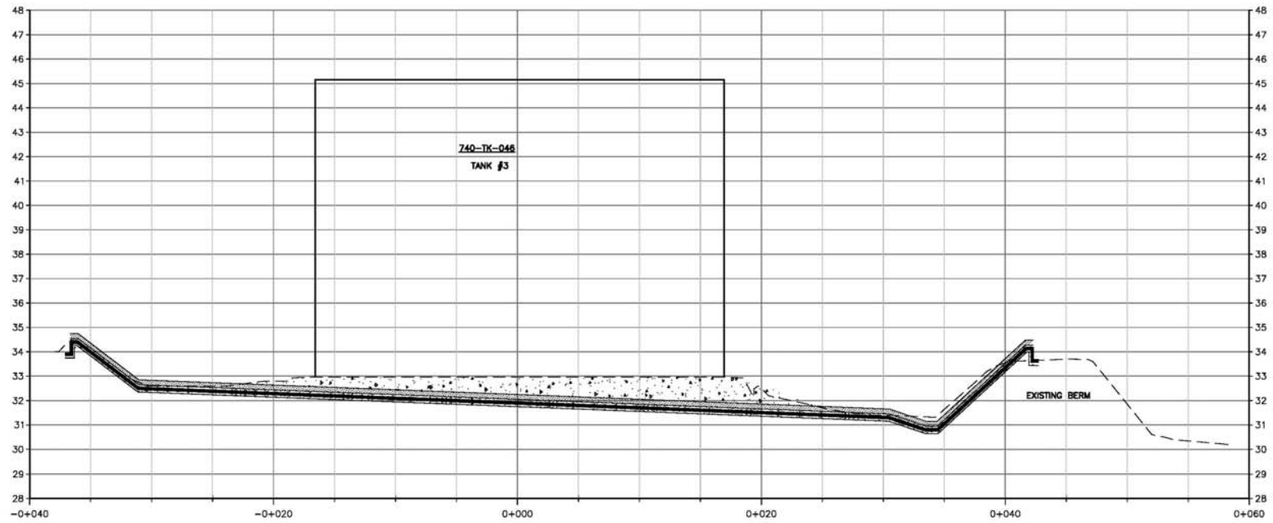
DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GUARD, P.ENG	
APPROVED BY	PATRICK GUARD, P.ENG	
SCALE HOR:1:200 VER:1:100	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-005

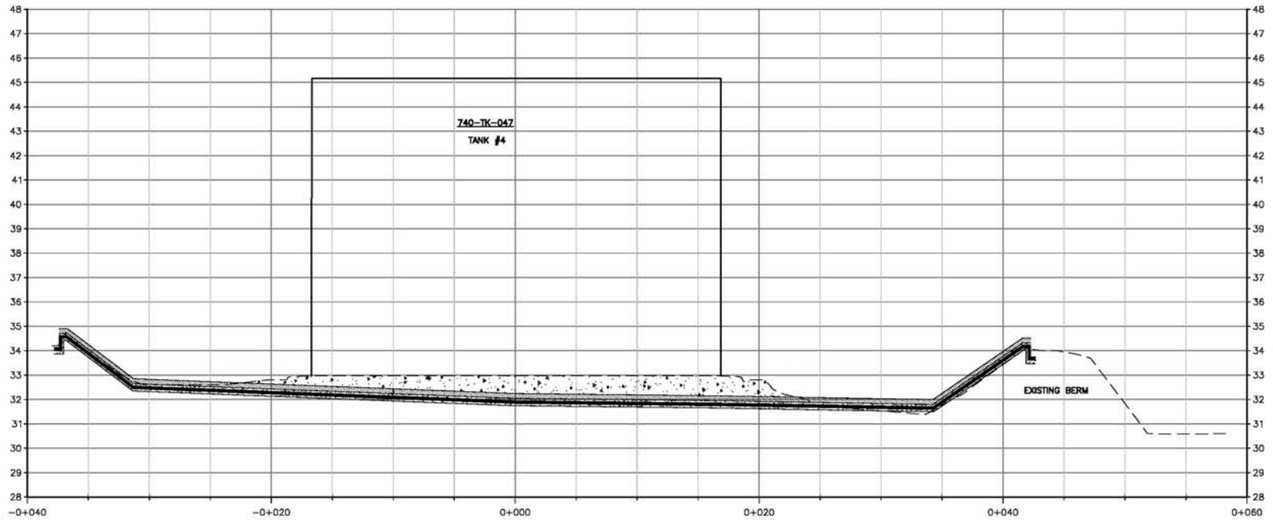
PROJECT NO.	REVISION	SHEET
VD2259-2	1	5/12

DRAWING NO.

FORMAT ARCH-LANDSCAPE



CROSS-SECTION 05/003



CROSS-SECTION 06/003

KEY PLAN

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ISSUED FOR CONSTRUCTION
PATRICK GUARD, P.ENG 2009/03/27

TITLE	# DWG

REFERENCE DRAWINGS

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1	09-03-27	FOR CONSTRUCTION			

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

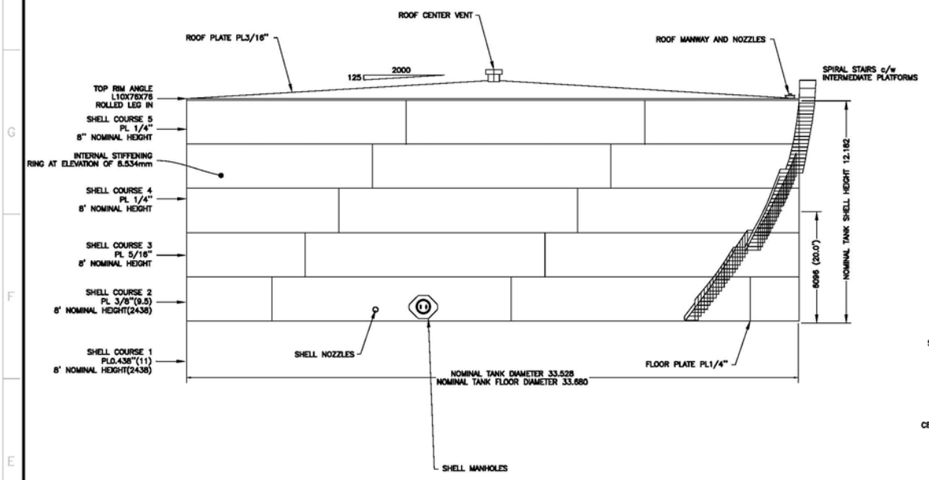
TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

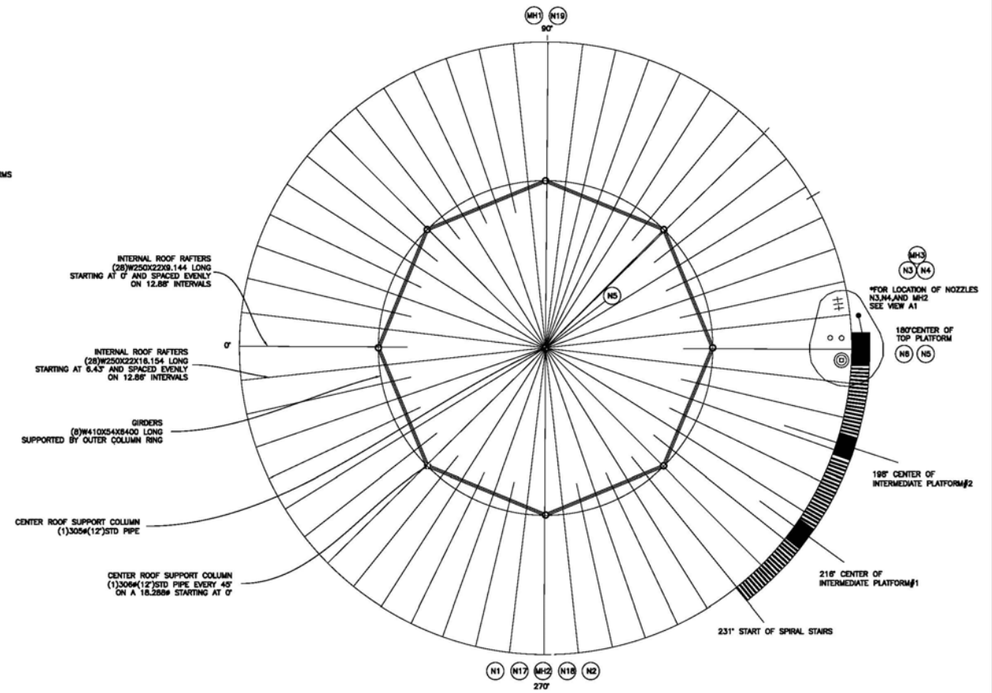
CROSS-SECTIONS
PHASE 2-B (2009)

DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GUARD, P.ENG	
APPROVED BY	PATRICK GUARD, P.ENG	
SCALE HOR:1:200 VER:1:100	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-006

PROJECT NO.	REVISION	SHEET
VD2259-2	1	5/12





FOUR(4) TANKS WERE BUILT WITH IDENTICAL NOZZLE SPECS : 740-TK-045
740-TK-046
740-TK-047
740-TK-048

API STANDARD 650 STORAGE TANKS								
CONNECTIONS								
SHELL NOZZLES								
MARK	NO REQ'D	SIZE	FLANGED	THREADED	REINFORCEMENT	ORIENTATION N=0	HEIGHT FROM BOTTOM (mm)	NAME/SERVICE
N1	1	6"	SFL 150RF		API 650 Fig 3-5	270°(OFFSET 450mm)	305	INLET FROM BARGE PIPELINE
N2	1	4"	SFL 150RF		API 650 Fig 3-5	270°(OFFSET 450mm)	305	OUTLET TO FUEL DISPENSING
N5	1	4"	SFL 150RF		API 650 Fig 3-5	180°	810	DRAIN PUMPOUT
MH1	2	24"			API 650 Fig 3-5	90°	762	SHELL MANHOLES
MH2	2	24"			API 650 Fig 3-5	270°	762	SHELL MANHOLES
N6	1	3"	SFL 150RF		API 650 Fig 3-5	180°	305	WATER DRAWOFF
N17	1	2"	SFL 150RF		API 650 Fig 3-5	270°(OFFSET 155mm)	1000	PSV DISCHARGE
N18	1	2"	SFL 150RF		API 650 Fig 3-5	270°(OFFSET 155mm)	1000	(SPARE) INTENDED PSV
N19	1	2"	SFL 150RF		API 650 Fig 3-5	90°	1000	(SPARE) INTENDED PSV
MARK	NO REQ'D	SIZE	FLANGED	THREADED	REINFORCEMENT	ORIENTATION N=0	HEIGHT FROM BOTTOM (mm)	NAME/SERVICE
N3	1	3"	SFL 150RF*		API 650 Fig 3-5	175°	15,656	SPARE
N4	1	256X480			API 650 Fig 3-5	175°	15,636	INSPECTION-HATCH**
MH3	1	24"	SFL 150RF		API 2000	185°	15,048	EMERGENCY VENT/MANHOLE*
N5	1	24"	SFL 150RF		API 2000	0	0	CENTRE ROOF VENT*
C1	1							VAREC 2500 LEVEL INDICATOR

GENERAL NOTES

DESIGN

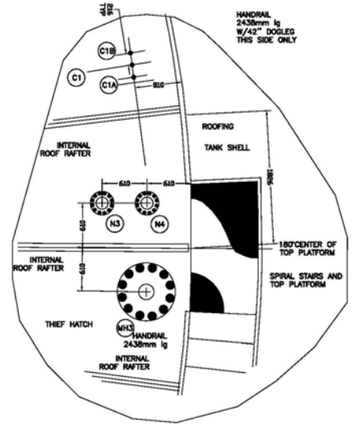
1. CODE OF CONSTRUCTION: API-650, LATEST EDITION
2. ALL DIMENSIONS ARE IN mm UNLESS NOTED OTHERWISE
3. PRODUCT STORED: DIESEL FUEL
4. DIAMETER 33.528mmø
5. HEIGHT: 12.192
6. NOMINAL CAPACITY: 10,780,000 LITRES
7. WORKING CAPACITY: 10,000,000 LITRES
8. DESIGN METAL TEMP: -40°C
9. PRODUCT SPECIFIC GRAVITY: 0.9@15°C

INSPECTION

1. VACUUM TESTING: FLOOR
2. RADIOGRAPHY: VERTICAL SHELL WELDS-SPOT AS PER API 650
3. AIR TEST: NOZZLES
4. VACUUM OR DIESEL TEST: SHELL WELDS

MATERIALS

1. BOLTS: A-325
2. PIPE NOZZLES: A333 Gr.6
3. FORGED FLANGES AND COUPLINGS:A350M, Gr.LF2 AND ANSI 816.5 LF2 CLASS D
4. PIPE FITTINGS: A420 Gr.WPG-6
5. STRUCTURAL STEEL: G40.21 300W
6. SHELL STEEL PLATE: G40.21M-260WT, KILLED AND FINE-GRAIN PRACTICE, IMPACT ENERGY 15ft/lbs(20J@-40°C)
7. FLOOR AND ROOF STEEL PLATE: G40.21M-250WT
8. TANK MANWAYS: STRUCTURAL GRADE PIPE OR BETTER



KEY PLAN

GENERAL NOTES

GEM STEEL

9060-24 STREET
EDMONTON, ALBERTA
CANADA T6P 1X8
PH. (780) 449-0000
FAX. (780) 449-0001

TITLE	# (REV)
GENERAL TANK ELEVATION	BL2007-1
ROOF AND NOZZLE PLAN	BL2007-2
GENERAL TANK DETAILS	BL2007-3
GENERAL TANK DETAILS	BL2007-4

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP'D. CLIENT
1	09-03-30	AS-BUILT	F.R.	P.S.
0	07-06-17	FOR DISCUSSION	J.D.C.	B.K.E.

REVISIONS

AGNICO-EAGLE MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE - MEADOWBANK DIVISION
BAKER LAKE AREA 740

STRUCTURE

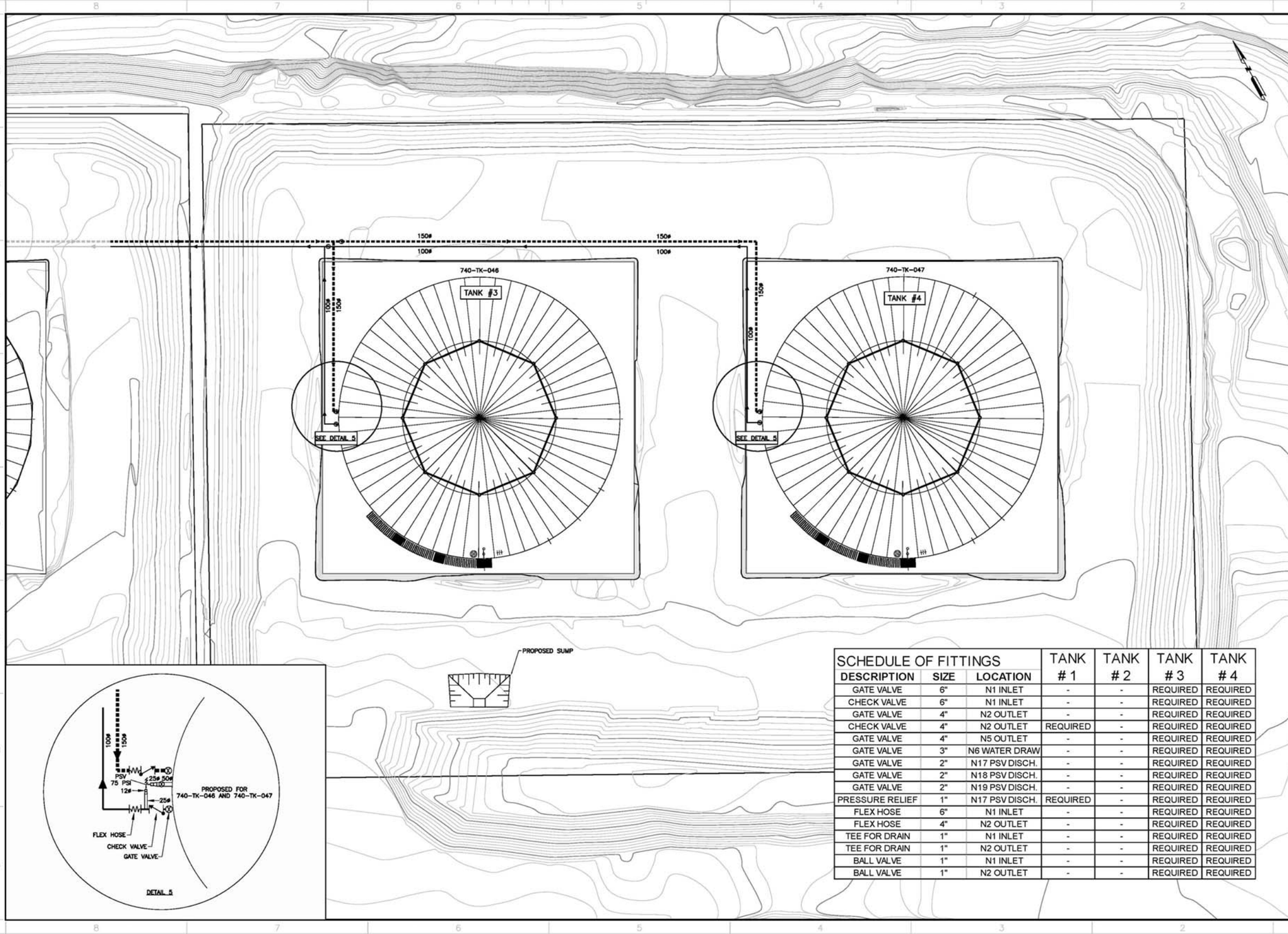
DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-30
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	GEM STEEL EDMONTON LTD	
SCALE	N.T.S.	DATE 2009-03-27

DRAWING NO.
VD2259-BKL-007

PROJECT NO.	REVISION	SHEET
VD2259-2	1	7/12

DRAWING NO.

FORMAT ARCH-D-LANDSCAPE



DETAIL 5

SCHEDULE OF FITTINGS			TANK	TANK	TANK	TANK
DESCRIPTION	SIZE	LOCATION	# 1	# 2	# 3	# 4
GATE VALVE	6"	N1 INLET	-	-	REQUIRED	REQUIRED
CHECK VALVE	6"	N1 INLET	-	-	REQUIRED	REQUIRED
GATE VALVE	4"	N2 OUTLET	-	-	REQUIRED	REQUIRED
CHECK VALVE	4"	N2 OUTLET	REQUIRED	-	REQUIRED	REQUIRED
GATE VALVE	4"	N5 OUTLET	-	-	REQUIRED	REQUIRED
GATE VALVE	3"	N6 WATER DRAW	-	-	REQUIRED	REQUIRED
GATE VALVE	2"	N17 PSV DISCH.	-	-	REQUIRED	REQUIRED
GATE VALVE	2"	N18 PSV DISCH.	-	-	REQUIRED	REQUIRED
GATE VALVE	2"	N19 PSV DISCH.	-	-	REQUIRED	REQUIRED
PRESSURE RELIEF	1"	N17 PSV DISCH.	REQUIRED	-	REQUIRED	REQUIRED
FLEX HOSE	6"	N1 INLET	-	-	REQUIRED	REQUIRED
FLEX HOSE	4"	N2 OUTLET	-	-	REQUIRED	REQUIRED
TEE FOR DRAIN	1"	N1 INLET	-	-	REQUIRED	REQUIRED
TEE FOR DRAIN	1"	N2 OUTLET	-	-	REQUIRED	REQUIRED
BALL VALVE	1"	N1 INLET	-	-	REQUIRED	REQUIRED
BALL VALVE	1"	N2 OUTLET	-	-	REQUIRED	REQUIRED

KEY PLAN

GENERAL NOTES

Groupe STAVIBEL
Consultants en Ingénierie
1271, 7e Rue
Val-d'Or (Québec) J9P 3S1
Tél: (819) 825-2233 Télécopieur: (819) 825-1322
Courriel : stavibel-val@stavibel.qc.ca
Site Internet : www.stavibel.qc.ca

ISSUED FOR CONSTRUCTION
PATRICK GIARD, P.ENG 2009/03/27

TITLE	# DWG

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP.	CLIENT
1	2009-03-27	FOR CONSTRUCTION	F.R.	P.G.	

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

PIPING LAYOUT
FOR PHASE 2-B (2009)

DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE	1:200	DATE 2009-03-27

DRAWING NO.
VD2259-BKL-008

PROJECT NO.	REVISION	SHEET
VD2259-2	1	5/12

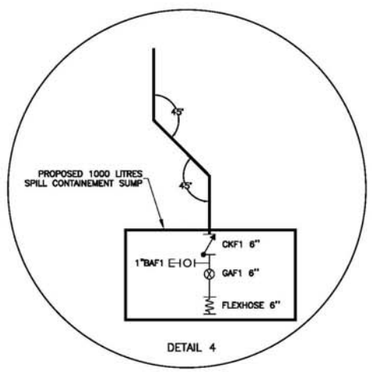
DRAWING NO.

FORMAT ARCH-D-LANDSCAPE

6" GATE VALVE

EXISTING PIPING

SEE DETAIL 4



DETAIL 4

KEY PLAN

GENERAL NOTES

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Consultants en ingénierie
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Site internet : www.stavibel.qc.ca

ISSUED FOR CONSTRUCTION

PATRICK GIARD, P.ENG 2009/03/27

TITLE | # DWG

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP.	CLIENT
1	09-03-27	FOR CONSTRUCTION	F.R.	P.G.	

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

PIPING LAYOUT

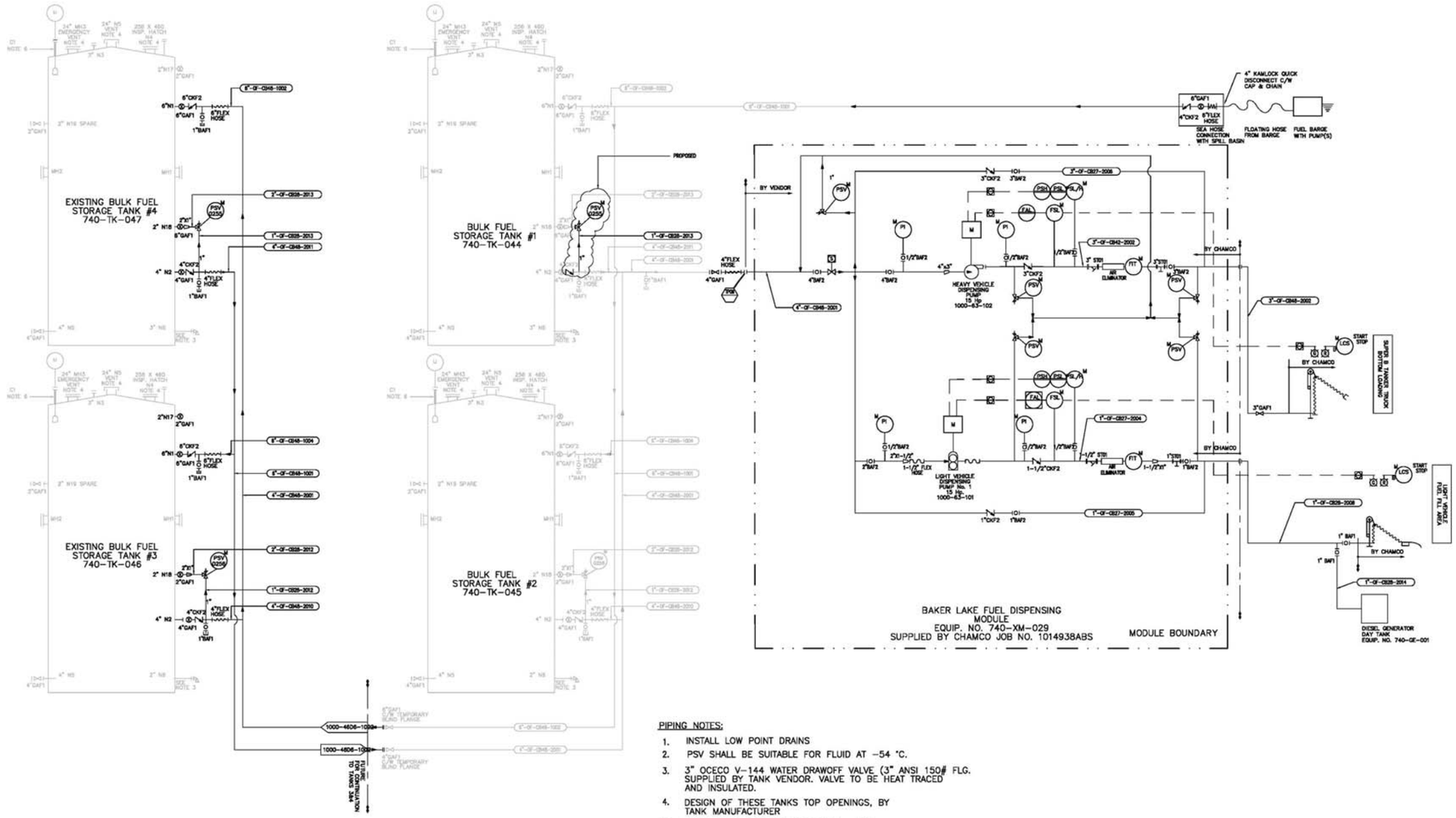
DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE 1:500	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-009

PROJECT NO.	REVISION	SHEET
VD2259-2	1	9/12

DRAWING NO.

FORMAT ARCH-LANDSCAPE



PIPING NOTES:

1. INSTALL LOW POINT DRAINS
2. PSV SHALL BE SUITABLE FOR FLUID AT -54 °C.
3. 3" OCECO V-144 WATER DRAWOFF VALVE (3" ANSI 150# FLG. SUPPLIED BY TANK VENDOR. VALVE TO BE HEAT TRACED AND INSULATED.
4. DESIGN OF THESE TANKS TOP OPENINGS, BY TANK MANUFACTURER
5. FLEXIBLE SS BRAIDED HOSE, 750mm LG. (FLEXONIC SENIOR, OR EQUAL)
6. VAREC 2500 LEVEL INDICATOR BY TANK MANUFACTURER

*SEE PLAN 008 FOR SCHEDULE OF FITTINGS

KEY PLAN

GENERAL NOTES

Groupe STAVIBEL
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Site Internet : www.stavibel.qc.ca

ISSUED FOR CONSTRUCTION
PATRICK GUARD, P.ENG 2009/03/27

TITLE # DWG

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP.	CLIENT
1	09-03-27	FOR CONSTRUCTION	F.R.	P.G.	

REVISIONS

AGNICO-EAGLE MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE - MEADOWBANK DIVISION
BAKER LAKE AREA 740

PROCESS AND INSTRUMENTATION DIAGRAM

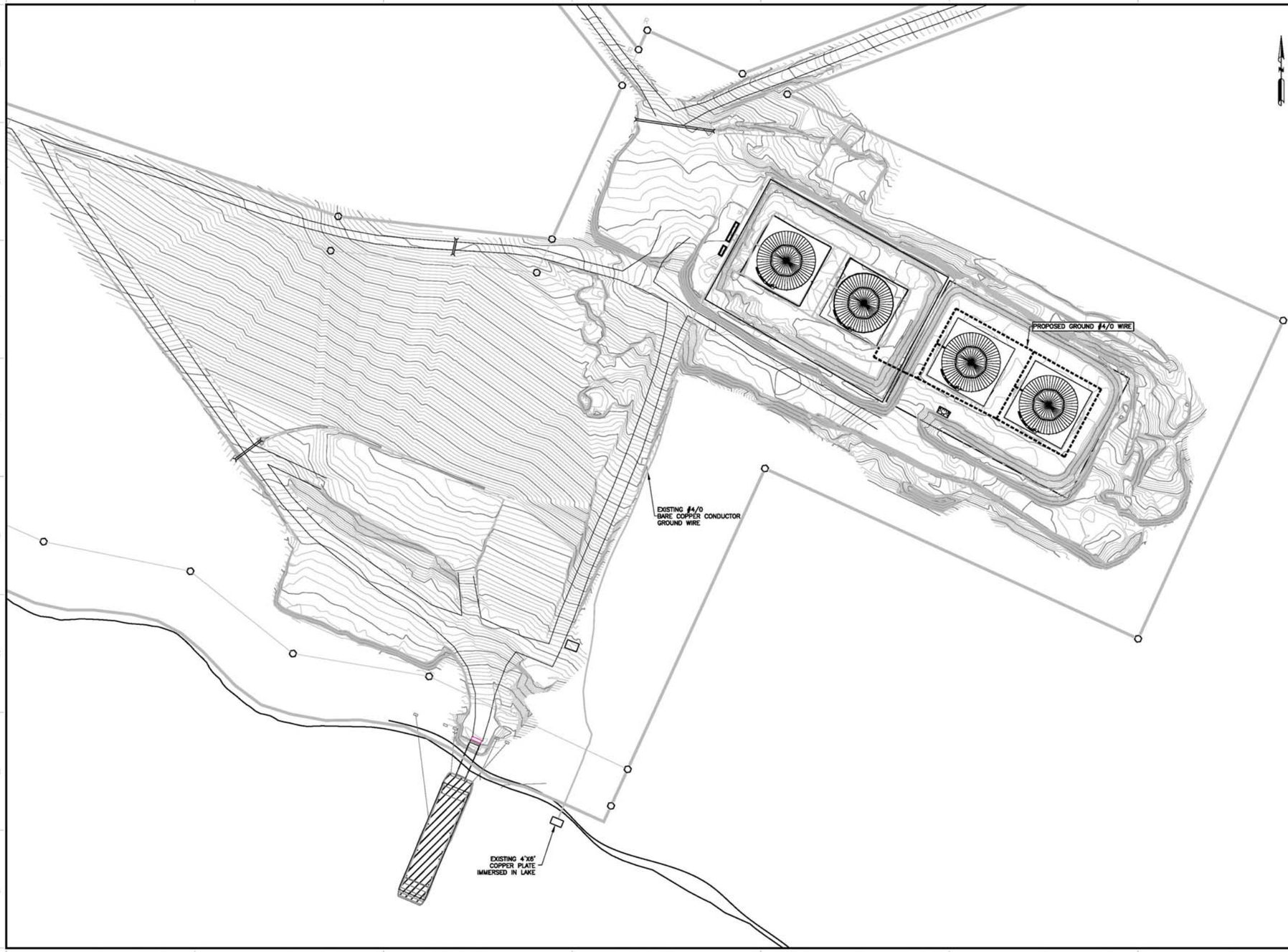
DESIGN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GUARD, P.ENG	
APPROVED BY	PATRICK GUARD, P.ENG	
SCALE N.T.S	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-010

PROJECT NO.	REVISION	SHEET
VD2259-2	1	10/12

DRAWING NO.

FORMAT ARCH-LANDSCAPE



KEY PLAN

GENERAL NOTES

Groupe STAVIBEL
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Courriel : stavibel-vd@stavibel.qc.ca
Site internet : www.stavibel.qc.ca

ISSUED FOR CONSTRUCTION
2009/03/27
PATRICK GUARD, P.ENG

TITLE | # DWG

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP.	CLIENT
1	09-03-27	FOR CONSTRUCTION	F.R.	P.G.	

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

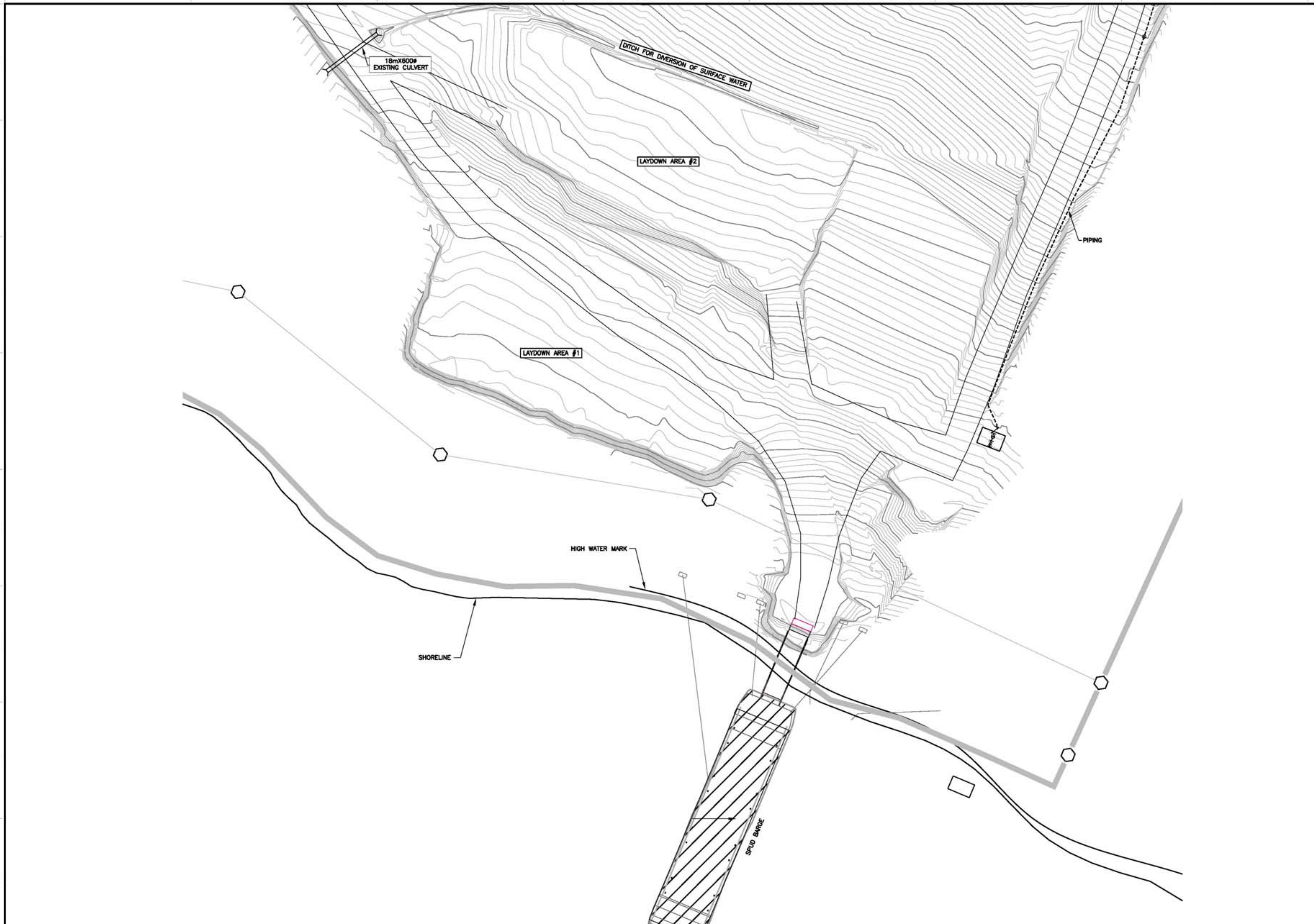
TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

GENERAL LAYOUT
ELECTRICAL GROUND

DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GUARD, P.ENG	
APPROVED BY	PATRICK GUARD, P.ENG	
SCALE 1:1000	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-011

PROJECT NO.	REVISION	SHEET
VD2259-2	1	11/12



KEY PLAN

GENERAL NOTES

Groupe STAVIBEL
Consultants en Ingénierie
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Courriel : stavibel-vd@stavibel.qc.ca
Site Internet : www.stavibel.qc.ca

TITLE	# DWG

REFERENCE DRAWINGS

REV.	DATE	DESCRIPTION	BY	APP.	CLIENT
1	09-03-27	AS-BUILT	F.R.	P.G.	

REVISIONS

AGNICO-EAGLE MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

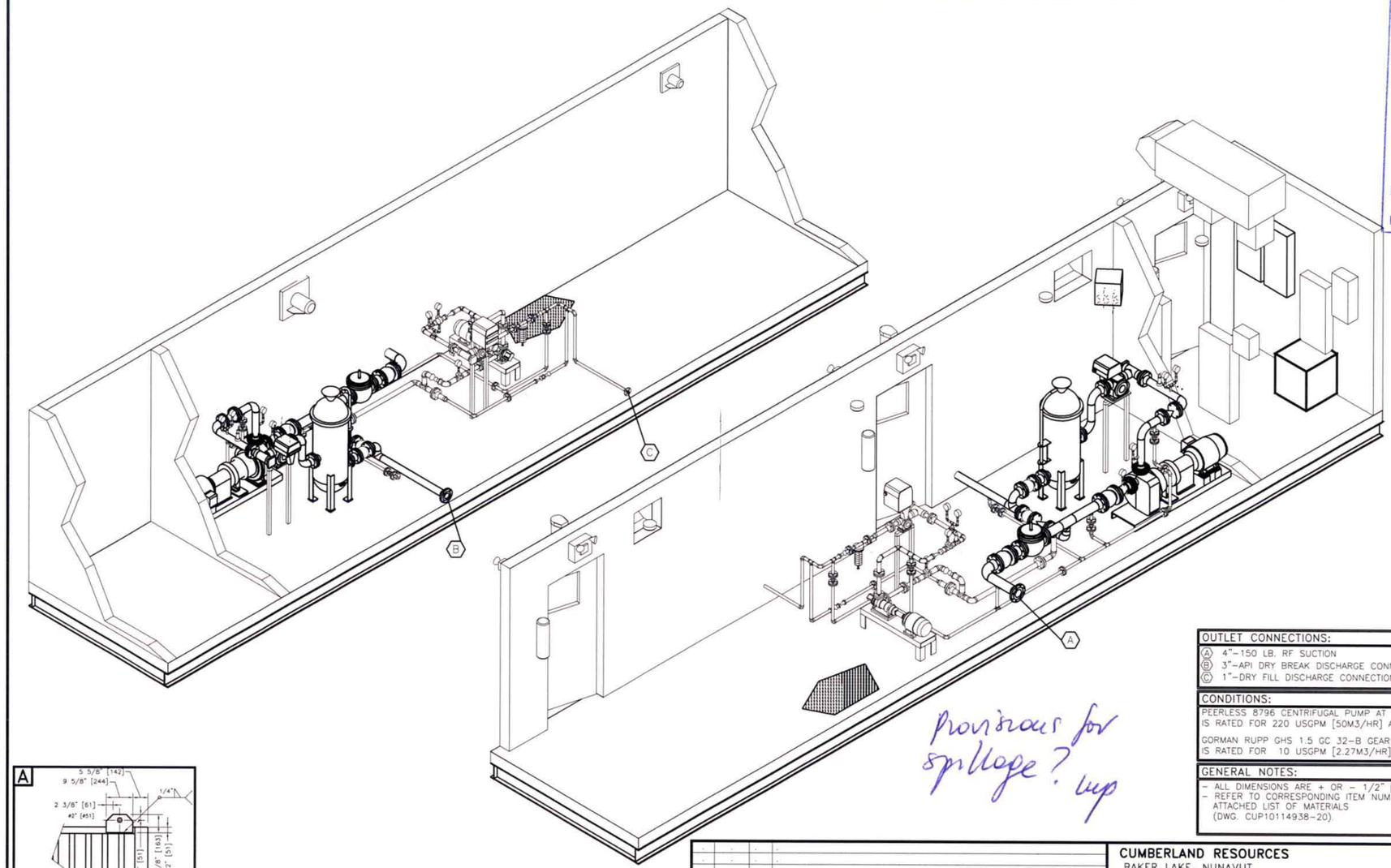
GENERAL LAYOUT

DRAWN BY	FRANCIS ROSE, TECH	DATE 2009-03-27
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE 1:500	DATE 2009-03-27	

DRAWING NO.
VD2259-BKL-012

PROJECT NO.	REVISION	SHEET
VD2259-2	1	12/12

FORMAT ARCHD-LANDSCAPE



HATCH

☐ Code 1" Proceed, No Exception Taken"
☐ Code 2 "Proceed, with Exceptions as Noted and Re-submit"
☐ Code 3 "Do not Proceed, Revise as Noted and Re-submit"
☐ Code 4 "Information Only"

Reviewed only for general conformity with the drawings and specifications. The Consulting Engineer does not warrant or represent that the information contained on this drawing is either accurate or complete. Sole responsibility for correct design, details and dimensions shall remain with the party submitting the drawing.

HATCH

By _____

Date _____

RECEIVED
JUL 18 2007
DRAWING CONTROL
HATCH

OUTLET CONNECTIONS:
(A) 4"–150 LB. RF SUCTION
(B) 3"–API DRY BREAK DISCHARGE CONNECTION (HEAVY FILL)
(C) 1"–DRY FILL DISCHARGE CONNECTION (LIGHT FILL)

CONDITIONS:
PEERLESS 8796 CENTRIFUGAL PUMP AT DISCHARGE HEAD IS RATED FOR 220 USGPM [50M3/HR] AT 100' [30M] TDH.
GORMAN RUPP GHS 1.5 GC 32–B GEAR PUMP AT DISCHARGE HEAD IS RATED FOR 10 USGPM [2.27M3/HR] AT 110' [33.53M] TDH.

GENERAL NOTES:
– ALL DIMENSIONS ARE + OR – 1/2" [13 mm].
– REFER TO CORRESPONDING ITEM NUMBER ON THE ATTACHED LIST OF MATERIALS (DWG. CUP10114938–20).

Provisions for spillage? Yup

A

LOW TEMP
LIFTING LUGS
ONE LOCATED ON EACH CORNER OF PKG.

PRELIMINARY
FOR APPROVAL
CHAMCO INDUSTRIES LTD.

REV.	DATE	BY	DESCRIPTION

CHAMCO
CHAMCO INDUSTRIES LTD.
VANCOUVER – CALGARY – EDMONTON – PRINCE GEORGE

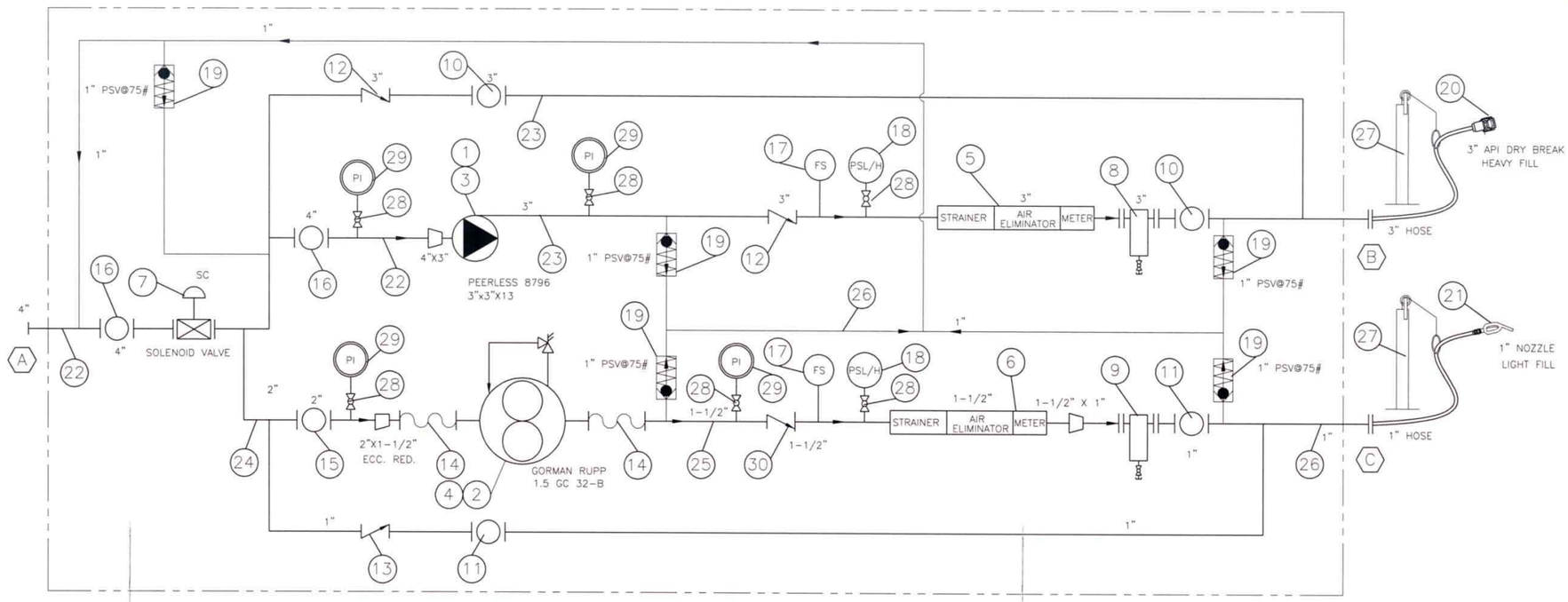
CUMBERLAND RESOURCES
BAKER LAKE, NUNAVUT
.
P.O. No. M268

BAKER LAKE DISPENSING FUEL TRANSFER MODULE
PEERLESS 8796, 3x3x13MTP CENTRIFUGAL PUMP (1)
GORMAN RUPP GHS 1.5 GC 32–B GEAR PUMP (1)
ISOMETRIC VIEW GENERAL ARRANGEMENT

DESIGNED BY	D.J.C.
DRAWN BY	G.R.M.
CHECKED BY	.
JOB No.	1014938ABS

DATE	SCALE	DWG No.	REV.
25–APRIL–07	N.T.S.	CUP1014938–22	0

ITN-M268-VD-0012



BAKER LAKE
DISPENSING MODULE

LEGEND

1. PEERLESS – 3" X 3" – 13 MTP 8796 HEAVY FILL PUMP RATED AT 220 USGPM (1)
2. GORMAN RUPP GHS 1.5 GC 32–B PUMP RATED AT 10 USGPM – LIGHT FILL (1)
3. ELECTRIC MOTOR (15HP, 1800 RPM, 254T, 3/60/575V) – NOT SHOWN
4. ELECTRIC MOTOR (1.5HP, 1200 RPM, 182T, 3/60/575V) – NOT SHOWN
5. TCS 700–30 3" AIR ELLIMINATOR, DISCHARGE STRAINER AND FLOW METER
6. TCS 700–15 1–1/2" ELLIMINATOR, DISCHARGE STRAINER AND FLOW METER
7. 4" 120VAC SOLENOID FIRE SAFE VALVE
8. 3" BASKET FILTER
9. 1" BASKET FILTER
10. 3" BALL VALVE
11. 1" BALL VALVE
12. 3" CHECK VALVE
13. 1" CHECK VALVE
14. 1–1/2" FLEX HOSE
15. 2" BALL VALVE
16. 4" BALL VALVE
17. FLOW SWITCH
18. PRESSURE SWITCH HIGH/LO DISCHARGE PRESSURE ALARM
19. 1" PSV SET AT 75PSI
20. 3" API DRY BREAK (HEAVY FILL)
21. 1" NOZZLE (LIGHT FILL)
22. 4" LOW TEMP PIPE AND FITTINGS
23. 3" LOW TEMP PIPE AND FITTINGS
24. 2" LOW TEMP PIPE AND FITTINGS
25. 1–1/2" LOW TEMP PIPE AND FITTINGS
26. 1" LOW TEMP PIPE AND FITTINGS
27. HIGH HOSE RETRIEVER AND BUN
28. 1/2" BALL VALVE
29. PRESSURE GAUGE
30. 1–1/2" CHECK VALVE

HATCH
- ☐ Code 1" Proceed, No Exception Taken"
- ☐ Code 2 "Proceed, with Exceptions as Noted and Re-submit"
- ☐ Code 3 "Do not Proceed, Revise as Noted and Re-submit"
- ☐ Code 4 "Information Only"

Reviewed only for general conformity with the drawings and specifications. The Consulting Engineer does not warrant or represent that the information contained on this drawing is either accurate or complete. Sole responsibility for correct design, details and dimensions shall remain with the part submitting the drawing.

HATCH

By _____

Date _____

RECEIVED
JUL 1 3 2007
DRAWING CONTROL
HATCH

H325134-M268-01 D013

OUTLET CONNECTIONS:
- (A) 4"–150# RFWN FLANGE
- (B) 3"–API DRY BREAK– HEAVY FILL
- (C) 1"–DISCHARGE NOZZLE–LIGHT FILL

CONDITIONS:

EACH PEERLESS 8796 CENTRIFUGAL PUMP AT DISCHARGE HEAD IS RATED FOR 220 USgpm [50M3/HR] AT 100' [30M] TDH.
EACH GORMANN RUPP GHS 1.5 GC 32–B GEAR PUMP AT DISCHARGE HEAD IS RATED FOR 10 USgpm[2.27M3/HR] AT 110'[33.53M] TDH.

GENERAL NOTES:
- ALL DIMENSIONS ARE + OR – 1/2" [13 mm].

REV.	DATE	BY	DESCRIPTION

PRELIMINARY
FOR APPROVAL
CHAMCO INDUSTRIES LTD.

CHAMCO
CHAMCO INDUSTRIES LTD.
VANCOUVER – CALGARY – EDMONTON – PRINCE GEORGE

CUMBERLAND RESOURCES
BAKER LAKE, NUNAVUT
.
P.O. No. M268

BAKER LAKE DISPENSING FUEL TRANSFER MODULE
PEERLESS 8796, 3x3x13MTP CENTRIFUGAL PUMP (1)
GORMAN RUPP GHS 1.5 GC 32–B GEAR PUMP (1)
FLOW DIAGRAM

DESIGNED BY	DRAWN BY	CHECKED BY	JOB No.
D.J.C.	G.R.M.	.	1014938ABS

DATE	SCALE	DWG No.	REV.
25–APRIL–07	N.T.S.	CUP1014938–25	0

APPENDIX 2

SAFE FILL LEVELS FOR ALL FUEL TANKS

TEMPERATURE OF FUEL in the barge at discharge	MAXIMUM FUEL LEVEL to be read on the VAREC float level			
	TANK #1	**TANK #2**	**TANK #3**	**TANK #4**
0°C	11.68 m	11.64 m	11.70 m	11.70 m
+ 5°C	11.73 m	11.69 m	11.75 m	11.75 m
+10°C	11.79 m	11.75 m	11.81 m	11.81 m
+15°C	11.84 m	11.80 m	11.86 m	11.86 m

NOTE : EACH TANK HAS A SLIGHTLY DIFFERENT ELEVATION, SO CARE MUST BE TAKEN DURING HYDRAULIC BALANCING OF TANKS, ESPECIALLY WHEN THOSE ARE FULL.

Appendix A2

Baker Lake Diesel Fuel Storage Installations: Final Report Following Construction of Phase 2-B (2009)

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

FINAL REPORT

FOLLOWING THE CONSTRUCTION

OF

PHASE 2-B (2009)

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

FINAL REPORT

FOLLOWING THE CONSTRUCTION

OF

PHASE 2-B (2009)

PREPARED BY :

Patrick Giard, P.Eng., CCE

2009-12-07

REGISTERED PROFESSIONAL ENGINEER
B.A.P. GIARD
LICENSEE
NWT/NU

AGNICO-EAGLE MINES LTD

MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

FINAL REPORT

FOLLOWING THE CONSTRUCTION

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY

Agnico-Eagle Mines Limited has undertaken construction of a gold mining project in the Kivalliq region of Nunavut, about 70 km north of Baker Lake.

The yearly operations of this mining operation requires the storage of a minimum of forty million (40 000 000) liters of diesel fuel, which represents four (4) bulk fuel storage tanks, each with a nominal capacity of ten million (10 000 000) liters.

PHASE 1 (2007)

During the summer of 2007, Agnico-Eagle Mines Limited has built the first two (2) bulk fuel tanks, with a combined capacity twenty million (20 000 000) liters of diesel fuel. An impervious enclosure was built around it in order to provide secondary containment around the fuel tanks. These first two (2) bulk fuel tanks were then in condition to be filled.

PHASE 2-A (2008)

During the summer of 2008, Agnico-Eagle Mines Limited has built another two (2) bulk fuel tanks, for a total combined capacity of forty million (40 000 000) liters of diesel fuel. Only a portion of the enclosure was built around it, with the final purpose being to provide secondary containment around the fuel tanks. These other two (2) bulk fuel tanks were completed in late October 2008, and they have remained empty during the winter of 2008-09.

PHASE 2-B (2009)

During 2009, Agnico-Eagle Mines Limited has completed the installation of an impermeable HDPE membrane, which provides adequate secondary containment around the fuel tanks. This has allowed to fill up all four (4) bulk fuel tanks in the summer of 2009, with the piping installation towards tanks 3 and 4 being completed.

PHASE 3

Consideration is currently being given to an expansion project for the fuel storage facilities in Baker Lake. The scale of the project has been defined in a set of drawings and technical specifications, which will be used for the permitting process.

2.0 SECONDARY CONTAINMENT BERMS

2.1 Final completion of berm enclosure

During the construction of fuel tanks 3 and 4 there was a small part of the secondary containment enclosure built in 2008 had been left open to provide easy access.

The granular material and rock fill that was used for civil works was taken from an approved quarry, which has been demonstrated not to produce Acid Rock Drainage and to be non-Metal Leaching.

Given that theses fuel tanks were to be filled up in August 2009, the berm enclosure was fully completed in July 2009, exactly as shown on the construction drawings and at a minimal crest elevation of 34.20 m.

2.2 Breach in middle berm

Once the berm enclosure was fully completed, a breach was made in the middle berm between fuel tanks 2 and 3. At that moment, fuel tanks 1 and 2 had been fully drawn with truck tankers, and were totally empty. Meanwhile, the mine operations relied on the fuels tanks located at the Meadowbank site.

The breach section in this midside berm was capped with an HDPE membrane at the 33.00 m elevation mark, which is the same as the tank rim elevation. This HDPE membrane was welded to the existing ones on the berm crests, thus ensuring an impermeable transition from one side to the other of both secondary containment areas. An access ramp was built over this breach to provide vehicle access inside the secondary containment area around fuel tanks 3 and 4.

3.0 HDPE MEMBRANE WELDING

A specialized crew from Saskatchewan was mobilized to Baker Lake for the completion of the HDPE membrane installation. The contractor was Enviroline Services inc.

During July 2008, or prior to the construction of fuel tanks 3 and 4, some HDPE panels were laid out under the fuel tanks. The edges of this HDPE membrane had been protected with plywood sheets and covered with a layer of screened sand.

The work that took place in 2009 was to weld some HDPE membrane rolls to those existing panels, and extend all those HDPE membrane rolls right up to the berm crest. The membrane was anchored into a trench, as indicated on the construction drawings.

Detailed reports of wedge welder seam logs and qualification tests, as well as logs for extrusion welder and qualification tests are enclosed herein, in Appendix 1.

4.0 GEOTEXTILE INSTALLATION

As indicated on the construction drawings, a geotextile was placed directly under and over the HDPE membrane, as a means to reduce the risk of puncturing this membrane.

5.0 SCREENED SAND COVER

As indicated on the construction drawings, a layer of screened sand was placed directly under and over the geotextile, as an additional means to reduce the risk of puncturing the HDPE membrane. This sand was screened at the Blueberry Hill pit and hauled to the worksite by local truckers.

6.0 WELDING OF PIPELINE

A crew from the ABF Mines contractor, composed of a qualified welder and a pipefitter, have completed the extension of the barge discharge pipeline towards tanks 3 and 4.

Also, some additional piping was installed from the tank 3 and 4 towards the fuel dispensing module, thus allowing to draw fuel from these tanks, after barge delivery.

Some pressure release valves were installed on each of these pipelines, with a discharge pressure set at 75 psi and piped back into the fuel tanks. This constitutes a protection feature against the effects of thermal expansion of fuel which was indicated on the construction drawings.

Another feature of the modifications implemented in 2009 is the installation of some swing check valves at the N2 nipple outlets of all fuel tanks. This will most likely help the fuel dispensing pump keeps its prime when the fuel levels get low in the tanks.

The only exception to the complete compliance of these installations with the piping drawings is that the containment sump for the fuel sea hose connection shown on section A of drawing 017202-1000-46D4-1004 from SNC-Lavalin has not been installed.

The flanges and gaskets that were use for mechanical joints are rated for 150 psi.

7.0 PRESSURE TESTING OF PIPELINE

7.1 Selection of test method and suitable air pressure for testing

The purpose of the leak detection program is to proof the fuel delivery system in a non-destructive manner. Fuel pipelines were pressure tested with a non-inert gas, given that no petroleum product had ever entered the pipelines prior to testing.

Section 6.2 of CCME PN_1326 states that the testing pressure must be greater than 350 kPa (50.8 psi), but without exceeding the manufacturer specifications for flanges and gaskets of 1034 kPa (150 psi). For that purpose, an evaluation was made of the maximum operating pressure at the fuel sea hose connection of the barge discharge pipeline. The results are as follows :

Expected discharge flow rate : 0.090 m^3/s

Maximum operating pressure = static pressure + velocity pressure + friction loss

Maximum operating pressure = 29.64 m + 1.24 m + 35.80 m = **94.7 psi**

Whereas static pressure = elevation of (tank overflow - pump intake) x 0.8396
static pressure = (44.90 m - 9.60 m) x diesel fuel density @ 2°C

Whereas friction loss was evaluated to be :
Pressure Loss (psi): 50.95 psi **Head Loss (ft):** 139.83 ft of diesel fuel
for the barge discharge pipeline **Fluid:** diesel fuel **Pipe/Tubing ID (in):** 6" or 150 mm **Flow Rate (USGPM):** 1426.5 USGPM or 0.090 m^3/s **Dynamic Viscosity of diesel fuel (cP):** 5.0 cP **Specific Gravity (water=1):** 0.8396 at 35°F **Temperature (F):** 35°F or 2°C **Pipe Roughness (ft):** 0.00015 **Fluid Velocity (ft/sec):** 16.19 ft/s or 4.93 m/s **Friction Factor:** 0.019 **Piping Length (ft):** 900 **Pressure Loss (psi):** 50.84 psi **Head Loss (ft):** 139.88 ft or 42.64 m of diesel fuel @ 0.8396

7.2 Results of air pressure testing of fuel piping

The test pressure has been set at 690 kPa (100 psi), and the stabilization of pressure due to ambient temperature was noted after pressurization at 100 psi was achieved for testing. The piping system was not considered to be leaking due to a pressure variation occurrence of less than 2% within at least two (2) hours, after noted stabilization of air pressure. Detailed results are stated hereunder.

TESTING DAY ONE

Section of piping tested	100 mm pipe	from TANK 3 to TANK 4	
DATE OF TESTING :	2009-07-24	Air temperature :	N/A
TEST STARTED AT :	07:55 AM	TEST WAS ENDED AT :	02:57 PM
INITIAL PRESSURE	**99 PSI**	FINAL PRESSURE READING	**102 PSI**

Section of piping tested	150 mm pipe	from TANK 3 to TANK 4	
DATE OF TESTING :	2009-07-24	Air temperature :	N/A
TEST STARTED AT :	10:25 AM	TEST WAS ENDED AT :	02:55 PM
INITIAL PRESSURE	**99 PSI**	FINAL PRESSURE READING	**102 PSI**

TESTING DAY TWO

Section of piping tested	100 mm pipe	from TANK 2 to TANK 3	
DATE OF TESTING :	2009-07-25	Air temperature :	18°C
TEST STARTED AT :	01:08 PM	TEST WAS ENDED AT :	VOID TEST
INITIAL PRESSURE	**100 PSI**	FINAL PRESSURE READING	**NIL**

The cause of air pressure drop was located (missing gasket) and testing resumed.

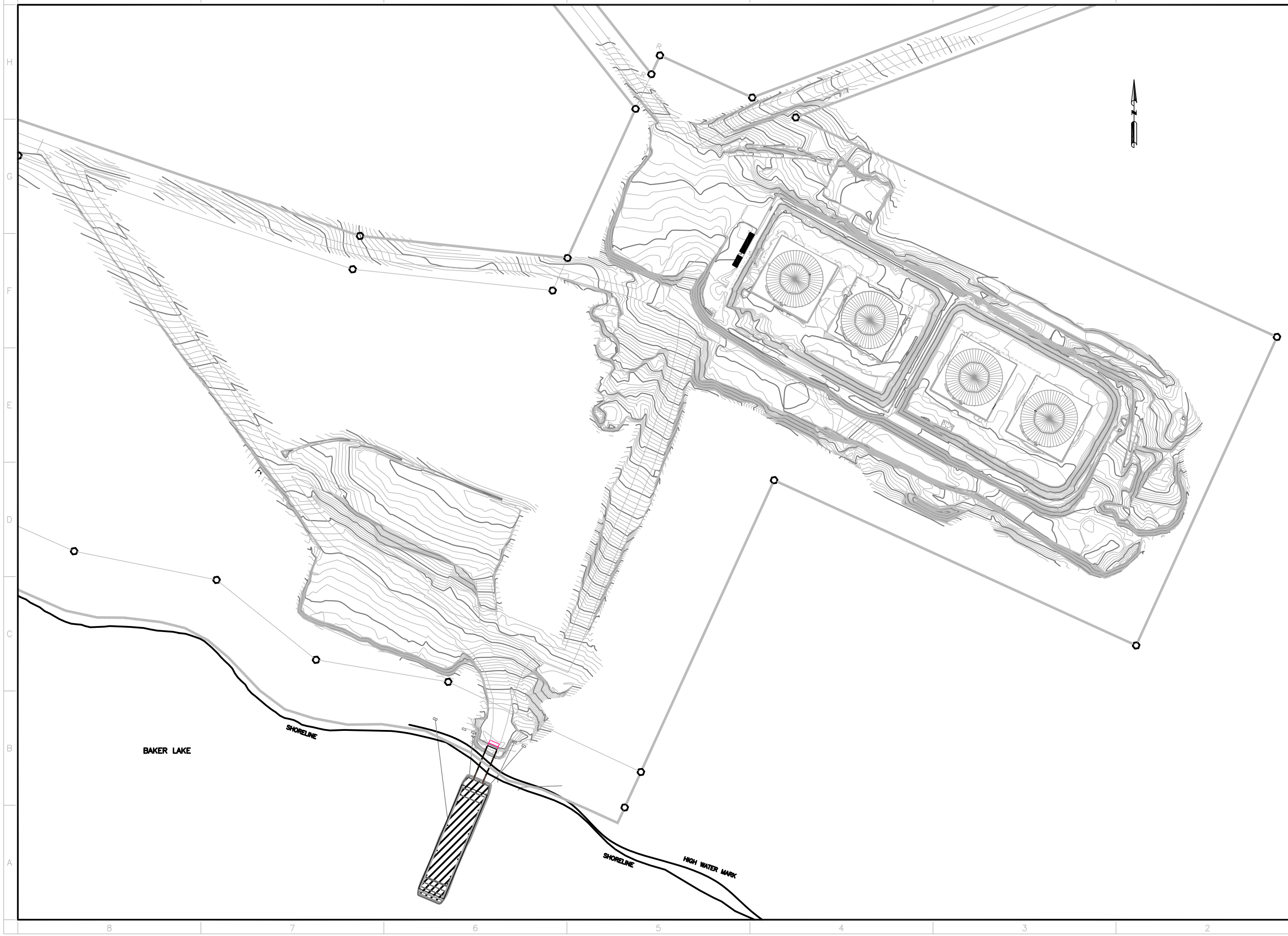
Section of piping tested	100 mm pipe	from TANK 2 to TANK 3	
DATE OF TESTING :	2009-07-25	Air temperature :	18°C
TEST STARTED AT :	02:12 PM	TEST WAS ENDED AT :	06:15 PM
INITIAL PRESSURE	**100 PSI**	FINAL PRESSURE READING	**100 PSI**

TESTING DAY THREE

Section of piping tested	150 mm pipe	from TANK 2 to TANK 3	
DATE OF TESTING :	2009-07-26	Air temperature :	15°C
TEST STARTED AT :	09:30 AM	TEST WAS ENDED AT :	VOID TEST
INITIAL PRESSURE	**100 PSI**	FINAL PRESSURE READING	**80 PSI**

The cause of air pressure drop was located (tightening bolts) and testing resumed.

Section of piping tested	100 mm pipe	from TANK 2 to TANK 3	
DATE OF TESTING :	2009-07-26	Air temperature :	18°C
TEST STARTED AT :	11:45 AM	TEST WAS ENDED AT :	04:25 PM
INITIAL PRESSURE	**100 PSI**	FINAL PRESSURE READING	**101 PSI**



KEY PLAN

GENERAL NOTES

Groupe STAVIBEL
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Tél: (819) 825-2233 Télécopieur: (819) 825-1322
Courriel : stavibel-vd@stavibel.qc.ca
Site Internet : www.stavibel.qc.ca

AS BUILT
Groupe STAVIBEL
2009-12-07
PATRICK GIARD, P.ENG.

TITLE	# DWG.

REFERENCE DRAWINGS

NO.	DATE	DESCRIPTION	BY	APP.	CHECK
2		AS BUILT	JL		P.G.

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

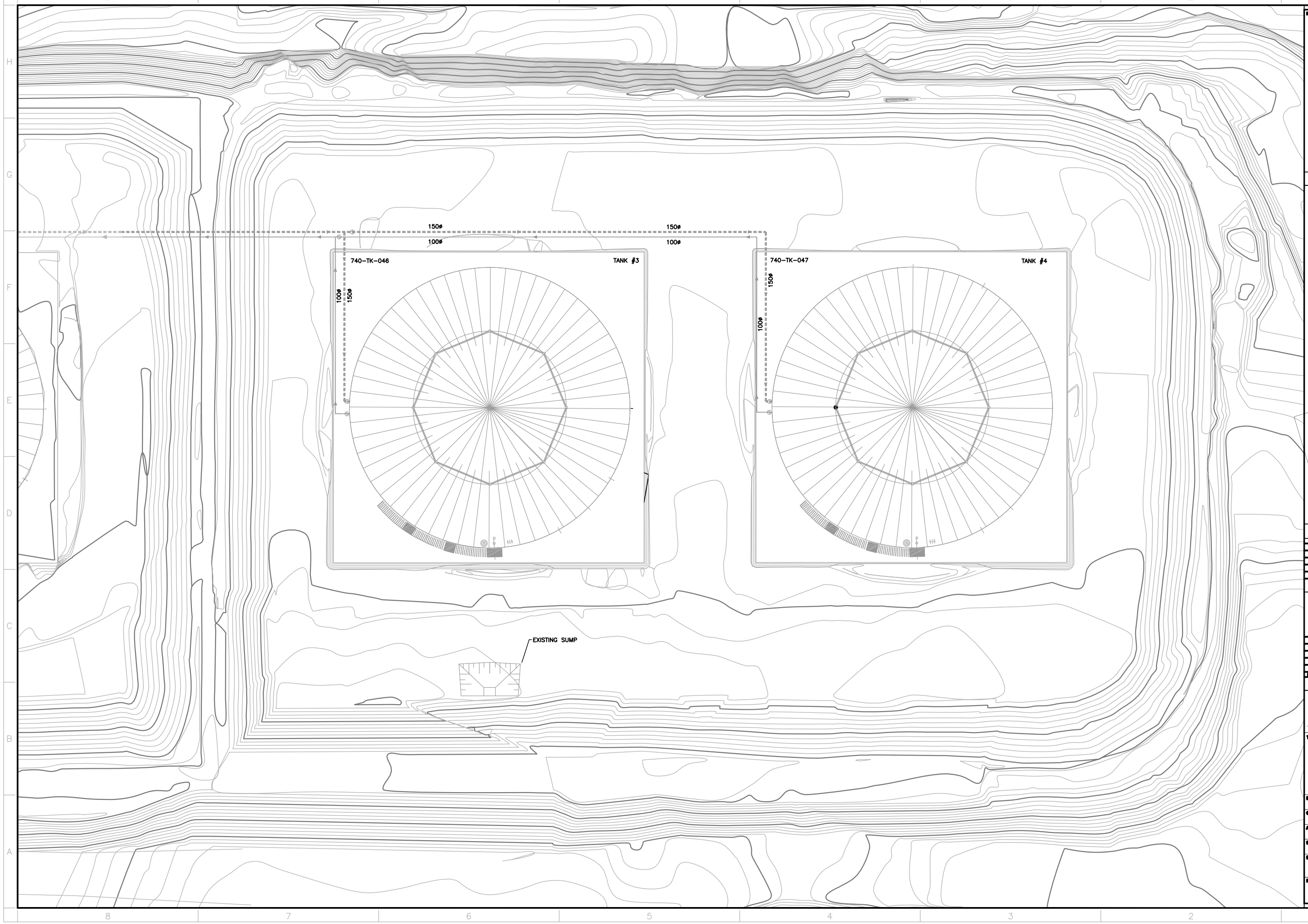
TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

GENERAL LAYOUT

DRAWN BY	FRANCIS ROSE, TECH	DATE
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE	1:1000	DATE

DRAWING NO.
VD2259-BKL-001

PROJECT NO.	REVISION	SHEET
VD2259-2	2	1/10



REF PLAN

GENERAL NOTES

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AS BUILT
Groupe STAVIBEL
2009-12-07
PATRICK GIARD, P.ENG.

REFERENCE DRAWINGS

NO.	DESCRIPTION	BY	APP.	DATE
2	AS BUILT	J.L.		P.G.
1	FOR CONSTRUCTION	F.R.		P.G.

REVISIONS

AGNICO-EAGLE
MEADOWBANK DIVISION

TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740

PIPING LAYOUT
FOR PHASE 2-B (2008)

DRAWN BY	FRANCIS ROSE, TECH	DATE
CHECKED BY	PATRICK GIARD, P.ENG	
APPROVED BY	PATRICK GIARD, P.ENG	
SCALE	1:1000	DATE

DRAWING NO.
VD2259-BKL-002

PROJECT NO.	REVISION	SHEET
VD2259-2	2	9/10

AGNICO EAGLE MINES LTD
MEADOWBANK DIVISION
PROJECT REF. VD2415-000

BAKER LAKE: TANK FARM

IMPERMEABLE ENCLOSURE AROUND TANKS #3 AND #4

CONTRACTOR: ENVIROLINE SERVICES INC.

Contents

1) AS BUILT
2) WEDGE WELDER SEAM LOG
3) WEDGE WELDER QUALIFICATIONS
4) EXTRUSION LOG
5) EXTRUSION WELDER QUALIFICATIONS

JULY 08, 2009
ENVIROLINE

Enviroline Services Supervisor

DEREK PROVOST

2009/07/08

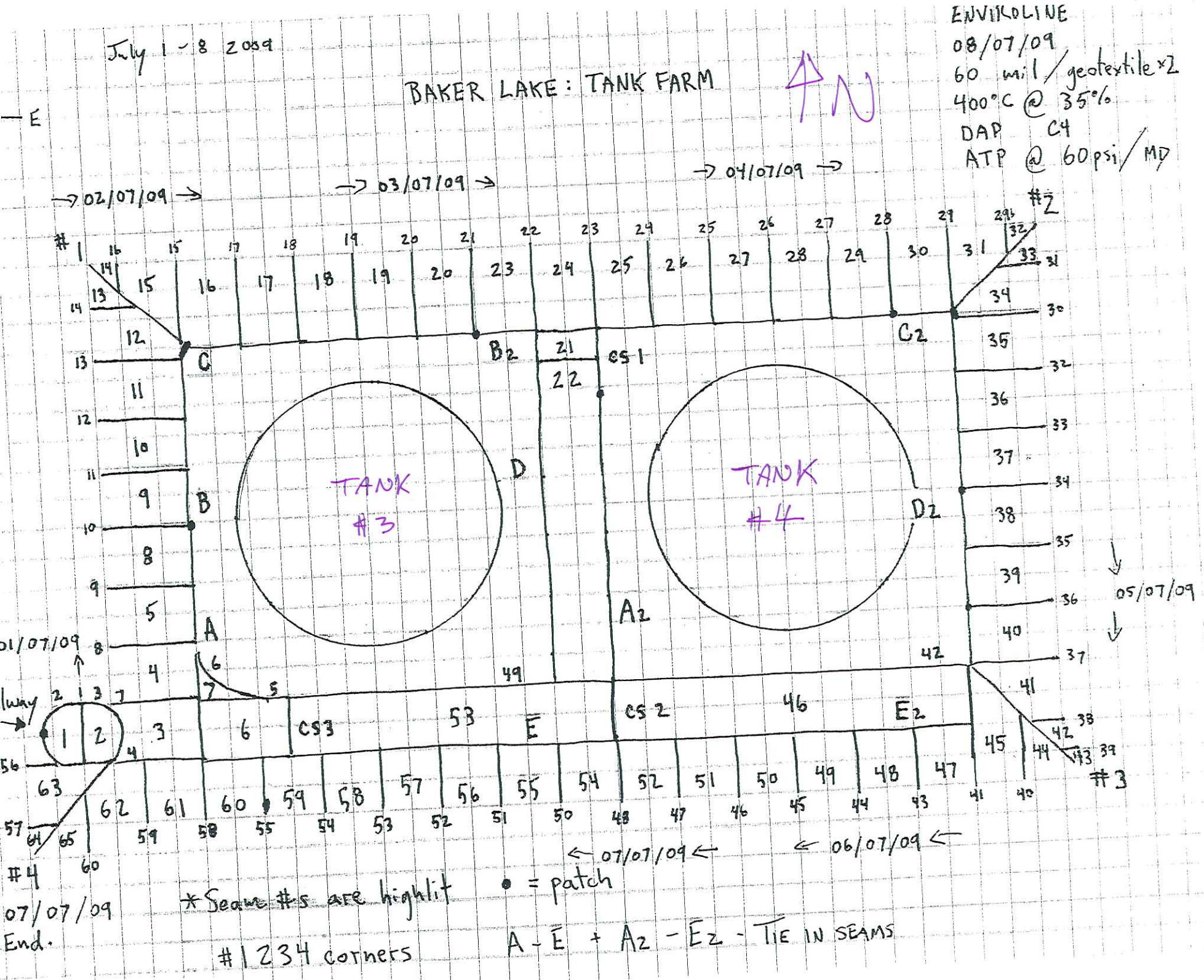
PATRICK GIARD, P.Eng.

July 1 - 8 2009

BAKER LAKE : TANK FARM

N

ENVIROLINE
08/07/09
60 mil / geotextile x2
400°C @ 35%
DAP C4
ATP @ 60 psi / MP



07/07/09
End.

* Seam #s are highlit • = patch

#1234 corners A - E + A2 - E2 - TIE IN SEAMS

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dge Welder Seam Log

ect	TANK FARM	QC Tech. MD	Drive Pressure 60
tion	BAKER LAKE	Wedge Temp. 400°C	Dwell Pressure
erial	60 mil	Wedge Gap	Comments

Fusion Information					Testing Information								
	HDPE Weld				Peel Test		Air Test		60 psi 60		Date 7/07/09	Date	
m #	Tech.	Temp	Speed	Vise Grip	Inside	Outside	Start	Finish	Start	Finish	Welded	Tested	Comments
	DAP	400	35%	✓	121	114	6:35	6:40	60	60	01	02	July 2009
2				✓	109	115	5:30?	5:35?			01	02	
3				✓	115	117	5:55	6:00			01	02	
4				✓	117	116	6:40	6:45			01	02	
5				✓	118	119	6:29	6:34			01	02	
6				✓	119	112	1:05	1:11			01	02	
7				✓	119	114	1:12	1:17			01	02	
8				✓	112	112	11:42	11:47			02	03	
9				✓	120	113	11:49	11:54			02	03	
10				✓	113	114	11:56	12:01			02	03	
11				✓	117	116	10:00	10:05			02	03	
12				✓	118	114	10:06	10:11			02	03	
13				✓	114	115	10:12	10:17			02	03	
14				✓	121	112	10:18	10:23			02	03	
15				✓	122	112	10:24	10:29			03	04	
16				✓	109	121	8:45	8:50			03	04	
17				✓	118	116	8:51	8:56			03	04	
18				✓	114	117	8:57	9:02			03	04	
19				✓	116	119	9:30	9:35			03	04	
20	↓	↓	↓	✓	120	118	9:03	9:08	↓	↓	03	04	

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dge Welder Seam Log

ect	TANK FARM	QC Tech. MD	Drive Pressure 60
tion	BAKER LAKE	Wedge Temp. 400°C	Dwell Pressure
erial	60 mil	Wedge Gap	Comments

Fusion Information					Testing Information								
	HDPE Weld				Peel Test		Air Test		60 psi	60	Date 07/09	Date	
m #	Tech.	Temp	Speed	Vise Grip	Inside	Outside	Start	Finish	Start	Finish	Welded	Tested	Comments
1	DAP	400	35%	✓	116	121	8:16	8:21	60	60	04	05	July 2009
2				✓	117	123	8:22	8:27			05	05	
3				✓	112	119	2:25	2:30			05	05	
4				✓	108	117	2:31	2:36			05	05	
5				✓	114	119	2:37	2:42			05	05	
6				✓	115	121	2:49	2:54			05	05	
27				✓	118	120	2:55	3:00			05	06	
28				✓	113	118	6:10	6:15			05	06	
29				✓	117	114	6:16	6:21			05	06	
30				✓	117	113	6:22	6:27			05	06	
31				✓	116	117	6:28	6:33			05	06	
32				✓	112	119	6:15	6:20			06	06	
33				✓	113	121	6:21	6:26			06	06	
34				✓	115	120	6:27	6:32			06	06	
35				✓	117	116	6:33	6:38			06	06	
36				✓	114	115	6:39	6:44			06	06	
37				✓	112	117	6:45	6:50			06	06	
38				✓	118	120	6:51	6:56			06	07	
39				✓	113	114	6:57	7:02			06	07	
40	↓	↓	↓	✓	113	118	7:03	7:08	↓	↓	06	07	

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ge Welder Seam Log

	TANK FARM	QC Tech. MJ	Drive Pressure 60
a	BAKER LAKE	Wedge Temp. 400°C	Dwell Pressure
l	60 mil	Wedge Gap	Comments

on Information	Testing Information

HDPE Weld | Peel Test | Air Test 60 psi 60 | Date | Date – /07/09

Tech.	Temp	Speed	Vise Grip	Inside	Outside	Start	Finish	Start	Finish	Welded	Tested	Comments
DAP	400	35%	✓	109	114	6:07	7:14	60	60	06	06	July 2009
			✓	114	118	2:30	2:35			06	06	
			✓	115	116	2:36	2:41			06	06	
			✓	114	118	2:42	2:47			06	06	
			✓	113	112	2:48	2:53			06	06	
			✓	112	111	3:00	3:05			06	06	
			✓	113	113	3:06	3:11			06	06	
			✓	110	115	3:12	3:17			06	06	
			✓	116	117	6:20	6:25			06	08	
			✓	118	118	6:26	6:31			06	08	
			✓	112	116	6:32	6:37			07	08	
			✓	114	117	6:38	6:43			07	08	
			✓	119	118	6:44	6:49			07	08	
			✓	117	116	6:50	6:55			07	08	
			✓	115	118	6:56	7:01			07	08	
			✓	114	115	7:06	7:11			07	08	
			✓	112	118	7:12	7:17			07	08	
			✓	109	119	7:18	7:23			07	08	
			✓	111	114	7:24	7:29			07	08	
↓	↓	↓	✓	115	117	7:30	7:35	↓	↓	07	08	

...oline services inc.
...539 Saskatoon, SK. S7K 4L4 Tel. 306 242 8836 Fax 306 249 6721 Email: drbarnes@home.com

...ge Welder Seam Log

	TANK FARM	QC Tech. MP	Drive Pressure 60
n	BAKER LAKE	Wedge Temp. 400°C	Dwell Pressure
l	60 mil	Wedge Gap	Comments

...on Information					Testing Information								
HDPE Weld					Peel Test		Air Test		psi		Date	Date	
Tech.	Temp	Speed	Vise Grip		Inside	Outside	Start	Finish	Start	Finish	Welded	Tested	Comments
DAP	400°C	35%	✓		116	117	11:30	11:35	60	60	02	02	July 2009
			✓		114	112	11:36	11:41			02	02	
			✓		119	114	11:42	11:47			02	02	
			✓		117	116	1:24	1:29			03	04	
			✓		113	119	1:30	1:35			04	04	
			✓		109	121	6:55	7:00			04	04	
			✓		111	109	7:00	7:05			05	05	
			✓		112	112	7:12	7:17			05	05	
			✓		118	117	7:18	7:23			05	05	
			✓		115	121	2:24	7:29			05	05	
			✓		112	119	11:42	11:47			02	02	
			✓		118	117	11:00	11:05			03	03	
			✓		116	112	1:10	1:15			06	07	
			✓		117	119	1:25	1:30			07	07	
			✓		116	114	2:31	2:36			03	03	
l			✓		112	121	1:30	1:35			07	07	
2			✓		119	117	8:00	8:05	↓	↓	07	08	
3	↓	↓	↓	✓									
				✓									

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Wedge Welder Qualifiication Data

Date	July 1, 2009	Wedge Welder #	C4
Project	Tank Farm	Travel Speed	35%
Work Area	Baker Lake	Drive Pressure	* 60
Material	60 mil	Dwell Pressure	*
QC tech.	MD	Wedge Setting	*
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	A.M.	Sheet Temp.	*
Test Location	ON SITE	Testing Temp.	14° C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
118	0	117	0	P
104	0	107	0	P
116	0	116	0	P
102	0	122	0	P
107	0	104	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
181	*	P
172	*	P

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Wedge Welder Qualifiication Data

Date	July 2, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	40%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	R.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	13°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
114	0	107	0	P
116	0	109	0	P
111	0	112	0	P
114	0	114	0	P
115	0	114	0	P

107 - 117

Seam Tensile

Lb/Inch	% Enlongation	Comments
179		P
188		P

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Wedge Welder Qualifiication Data

Date	July 02, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	P.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	18° C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
/	/

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
113	0	116	0	P
112	0	115	0	P
114	0	114	0	P
110	0	111	0	P
119	0	113	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
181		P
185		P

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Wedge Welder Qualifiication Data

Date	July 03, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	A.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	13°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
112	0	109	0	P
114	0	111	0	P
115	0	107	0	P
113	0	109	0	P
114	0	110	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
183		P
185		P

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Wedge Welder Qualifiication Data

Date	July 04, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	A.M	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	12°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
116	0	118	0	P
120	0	117	0	P
121	0	119	0	P
114	0	112	0	P
114	0	119	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
191		P
188		P

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Wedge Welder Qualifiication Data

Date	July 02, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	P.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	18°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
119	0	113	0	P
116	0	119	0	P
118	0	115	0	P
112	0	114	0	P
113	0	116	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
177	200	P
181	200	P

enviroline Services Inc.

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Wedge Welder Qualifiication Data

Date	July 07, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MP	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	A.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	14°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
116	0	118	0	P
113	0	112	0	P
117	0	110	0	P
119	0	116	0	P
118	0	115	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
184	200	P
180	200	P

enviroline Services Inc.

P O Box 7539 Saskatoon, SK. S7K 4L4 Tel.306 242 8836 Fax 306 249 6721 Email: dybarnes@home.com

Wedge Welder Qualifiication Data

Date	July 06, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	A.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	14°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
116	0	115	0	P
113	0	115	0	P
112	0	119	0	P
119	0	121	0	P
117	0	113	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
185	200	P
189	200	P

enviroline Services Inc.

P O Box 7539 Saskatoon, SK. S7K 4L4 Tel.306 242 8836 Fax 306 249 6721 Email: dvbarnes@home.com

Wedge Welder Qualifiication Data

Date	July 07, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MD	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	A.M.	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	12°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
112	0	119	0	P
119	0	116	0	P
116	0	111	0	P
117	0	117	0	P
114	0	113	0	

Seam Tensile

Lb/Inch	% Enlongation	Comments
180	200	P
184	200	P

enviroline Services Inc.

P O Box 7539 Saskatoon, SK. S7K 4L4 Tel.306 242 8836 Fax 306 249 6721 Email: dvbarnes@home.com

Wedge Welder Qualifiication Data

Date	July 07, 2009	Wedge Welder #	C4
Project	Baker Lake	Travel Speed	35%
Work Area	Tank Farm	Drive Pressure	60
Material	60 mil	Dwell Pressure	
QC tech.	MP	Wedge Setting	
Welder/Operator	DAP	Wedge Temp.	400°C
Test Identification	P.M	Sheet Temp.	
Test Location	ON SITE	Testing Temp.	16°C

Destructive Testing Results

Vice Grip Peel

Outside Track	Inside Track
✓	✓
✓	✓

Tensometer Peel

Outside Track		Inside Track		
Lb/Inch	%Separation	Lb/Inch	% Separation	Comments
112	0	112	0	P
117	0	111	0	P
114	0	116	0	P
116	0	121	0	P
115	0	112	0	P

Seam Tensile

Lb/Inch	% Enlongation	Comments
181	200	P
182	200	P

enviroline services Inc.
PO box 7539 Saskatoon SK. S7K 4L4 Tel 306 242 8836 Fax 306 249 6721 email:enviroline@sasktel.net

Extrusion Welding Log

Project: BAKER LAKE	QC Tech. MD
Work Area: TANK FARM	Material: 60 mil mil HDPE

Extrusion #	Type	Location	Weld Date	Operator	Test Date	Vac Test	Pik Test	QC	Comments
1	Patch	S 2	01/07/09	DAP	01/07	✓		MD	
2	↓	S 10	02/07/09	↓	02/07	✓			
3		Corner #1	02/07/09		02/07	✓			
4		S 21	03/07/09		03/07	✓			
5		S 23	03/07/09		03/07	✓			
6		S 28	04/07/09		04/07	✓			
7		Corner #2	04/07/09		05/07		✓		
8		S 34	05/07/09		05/07	✓			
9		S 36	05/07/09		05/07	✓	✓		
10		S 55	07/07/09		07/07	✓			
11	↓	Corner #4	07/07/09	↓	07/07	✓			

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
1 306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 1, 09	Extruder#	X2 - 2
Project	Baker Lake	Operator	DAP
QC Tech:	MP	Preheat Temp.	280°C
Material	60 mil	Barrel Temp.	245°C
Test Identification	P.M.	Shoe Height	1/4"
Temp.	20	Weld Type	Flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
106	0	P
115	0	P
115	0	P
107	0	P
114	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
181	200	P
172	200	P

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
) 306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 2, 2009	Extruder#	X2-2
Project	Baker Lake	Operator	DAP
QC Tech:	MP	Preheat Temp.	280°C
Material	60 mil	Barrel Temp.	245°C
Test Identification	A.M.	Shoe Height	1/4"
Temp.	8°C	Weld Type	Flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
113	0	P
117	0	P
116	0	P
115	0	P
116	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
179	200	P
178	200	P

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
) 306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 03, 2009	Extruder#	X2-2
Project	Baker Lake	Operator	PAP
QC Tech:	MD	Preheat Temp.	280°C
Material	60 mil	Barrel Temp.	230°C
Test Identification	A.M.	Shoe Height	1/4"
Temp.	10°	Weld Type	Flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
117	0	P
114	0	P
112	0	P
112	0	P
118	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
183	200	P
177	200	P

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 4 2009	Extruder#	X2-2
Project	Baker Lake	Operator	DAP
QC Tech:	MD	Preheat Temp.	280°C
Material	60 mil	Barrel Temp.	245°C
Test Identification	AM	Shoe Height	1/4"
Temp.	14°C	Weld Type	flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
117	0	P
114	0	P
116	0	P
112	0	P
113	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
183	200	P
177	200	P

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
) 306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 5 2009	Extruder#	X2-2
Project	Baker Lake	Operator	DAP
QC Tech:	MP	Preheat Temp.	270°C
Material	60 mil	Barrel Temp.	235°C
Test Identification	A.M.	Shoe Height	1/4"
Temp.	7°	Weld Type	flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
110	0	P
117	0	P
109	0	P
111	0	P
118	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
178	200	P
173	200	P

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
) 306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 6, 2009	Extruder#	X2-2
Project	Baker Lake	Operator	DAP
QC Tech:	MD	Preheat Temp.	272°C
Material	60 mil	Barrel Temp.	238°C
Test Identification	A.M.	Shoe Height	1/4"
Temp.	11°C	Weld Type	Flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
114	0	P
115	0	P
118	0	P
112	0	P
117	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
181	200	P
176	200	P

enviroline Services Inc.
PO Box 7539 Saskatoon SK. S7K 4L4
1 306 242 8836 Fax 306 249 6721 email enviroline@ sasktel.net

Extrusion Welding Qualification Data

Date	July 2, 09	Extruder#	XZ-2
Project	Baker Lake	Operator	DAP
QC Tech:	MP	Preheat Temp.	270°C
Material	60 mil	Barrel Temp.	239°C
Test Identification	A.M.	Shoe Height	1/4"
Temp.	7°C	Weld Type	Flat

Destructive Testing Results

Vice Grip Peel

Type of failure	Comments

Tensometer Peel

Lb/Inch	% Separation	Comments
114	0	P
115	0	P
115	0	P
119	0	P
114	0	P

Seam Tensile

Lb/inch	% Enlongation	Comments
183	200	P
188	200	P

Appendix A3

Baker Lake Diesel Fuel Storage Installations: Final Report Following Construction of Phase 3 (2010)

AEM

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS
TANK # 5 AND # 6

2010

FINAL REPORT

FOLLOWING THE CONSTRUCTION

OF

PHASE 3 (2010)

JANUARY 2011

AEM

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS

FINAL REPORT

FOLLOWING THE CONSTRUCTION

OF

PHASE 3 (2010)

PREPARED BY :

France Bérubé,Eng..Jr
Civil
STAVIBEL

REGISTERED PROFESSIONAL ENGINEER
S.M. BEAULE
LICENSEE
NWT/NU

2011-02-23

Serge Beaulé, Eng. associate
Head Department Civil
STAVIBEL

JANUARY 2011

AGNICO-EAGLE MINES LTD
MEADOWBANK DIVISION

BAKER LAKE FUEL STORAGE INSTALLATIONS TANK # 5 AND # 6

FINAL REPORT

FOLLOWING THE CONSTRUCTION
PHASE 3 (2010)

TABLE OF CONTENTS

A. DESCRIPTION OF MANDATE

Agnico-Eagle Mines has given a mandate to Stavibel, engineering services in order to verify the compliance with applicable regulations of its fuel storage installations in Baker Lake, Nunavut.

Accord to the terms of reference, the mandate consists summarily in the following activities.

A. Review and compilation of the available documentation;

B. Collection of any information that may be missing;

C. REVISION OF CONSTRUCTION DRAWINGS

- Preparation of « *AS BUILT* » drawing of the construction tank #5 and #6, of phase 3.

D. Verifications to the storage capacity within the existing containment berms of phase 3.

B. DOCUMENTATION READILY AVAILABLE

GOLDER ASSOCIATES – Vancouver office (phase 1, 2, 3)

For the Baker Lake bulk fuel storage facilities, this firm has produced some construction specifications on 2006-04-25, which were given reference SP-GAL-03 under their project number 06-1413-009.

NISHI-KHON/SNC LAVALIN LTD – Vancouver office (phase 1, 2)

For the Baker Lake bulk fuel facilities, this firm has produced a set of drawings issued **for construction** on 2007-08-03, under their project number 017202. Some specifications for fuel piping and valves were also issued.

EARTHWORK DRAWINGS	017202-1000-41D1-0006	17202-1000-46ES-1001A	017202-8000-46DC-9150
017202-1000-41D1-0001	**FUEL PIPING DRAWINGS**	17202-1000-46ES-1001B	017202-8000-46DC-9152
017202-1000-41D1-0002	017202-1000-41D1-0007	**ELECTRICAL DRAWINGS**	017202-8000-46DC-9153
017202-1000-41D1-0003	017202-1000-46D4-1004	017202-1000-46D6-1001	017202-8000-46DC-9156
017202-1000-41D1-0004	017202-1000-46D4-1005	017202-1000-47D2-2001	017202-8000-46DC-9157
017202-1000-41D1-0005	017202-1000-46D4-1006	017202-8000-47DA-9004	017202-8000-46DC-9166

GEM STEEL EDMONTON LTD (phase 1, 2, 3)

This vendor has submitted a set of « *AS BUILT* »drawings issued for the completion and permitting, which consist in four (4) structural drawings showing the details of a fuel tank of 10 million liters nominal capacity. These fuel tanks are shown on revision 1 of drawings BL-2010-1, BL210-2, BL-2010-3 and BL-2010-4.

CHAMCO INDUSTRIES LTD (phase 1, 2)

This vendor has submitted a set of drawings issued **for construction** under their project number 1014938ABS, consisting of the following drawings. These documents have all been received by HATCH and approved.

DRAWING NUMBER	H325174-M268-VD-0040	H325174-M268-VD-0041	H325174-M268-VD-0010
H325174-M268-VD-0011	H325174-M268-VD-0012	H325174-M268-VD-0013	H325174-M268-VD-0014
H325174-M268-VD-0015	H325174-M268-VD-0016	H325174-M268-VD-0017	H325174-M268-VD-0019
H325174-M268-VD-0020	H325174-M268-VD-0021	H325174-M268-VD-0029	H325174-M268-VD-0030
H325174-M268-VD-0031	H325174-M268-VD-0032	H325174-M268-VD-0033	H325174-M268-VD-0034
H325174-M268-VD-0035	H325174-M268-VD-0036	H325174-M268-VD-0037	H325174-M268-VD-0039

C. STAVIBEL, ROUYN-NORANDA OFFICE (phase 3)

This firm has produced a set of construction and has built drawings consisting of the following drawings.

Fuel tanks of phase 3 are shown on these drawing as well as the earthwork, the piping and electrical grounding details.

Earthwork drawings

DRAWING NUMBER
740-C-0123
740-C-0124
740-C-0125

Fuel piping drawings

DRAWING NUMBER
740-M-0100

Electrical drawings

DRAWING NUMBER
740-E-0120

D. ADDITIONAL COLLECTION OF INFORMATION

TECHNIC EXPERT INC.
Role during construction phase #3 : Field supervision during construction of phase 3 (2010)

Mr. Luc Croisetière, which is a civil consultant at the time and Julie Bacon (AEM employee), have supervised the construction of the fuel containment area around tank #5 and #6, in phase 3 of this project. A specialized crew coming from Saskatoon (Enviroline Service inc.) was hired in May 2010 to install an HDPE membrane over the berms. This HDPE membrane has been covered with a minimum layer of about 150 mm thickness of crushed stone.

The installation of the liners has been done and completed on October 5th 2010 before the blizzard and show arrival. Also, before any fuel fill in these new set of tank.

QAMANITTUAP, SANA, GILBERT GOUP.
Role during construction phase #3

In early May 2010, and considering a short window of time for the 2010 tanks construction, (2) diamond drills and (1) crew of blasters were required 24 hr/day considering an estimated ± 125 000 tons of rock to blast, excavate and haul to a dump area. The bottom final floor was cutted at the elevation ± 35.5 and completely on slip rock.

GEM STEEL EDMONTON LTD
Role during construction phase #3 : Fabrication and field assembly of 10 M liters fuel tanks

Construction of phase 3 (tanks #5 and #6) took place from July to September 2010, with a crew of about 16 workers.

Following phase 3 of this field word, a crew from ACUREN has proceeded to X-RAY testing of horizontal and vertical welds according to specifications described in the latest edition of API Standard 650. According to the report made by ACUREN, minor repairs of defective welds were required, either on the tank shell or nozzles.

SM CONSTRUCTION INC.
Role during construction phase #3

As the connection and pipe were already built in 2009 for the phase 3 futur development a crew of 4 welders have installed pipeline from existing tank #4 to reach tank #5 and #6. This work have been completed on September 30th 2010. The tank fuel filling planned in mid-october 2010.

E. REVISION OF CONSTRUCTION DRAWINGS

AEM has hired Stavibel Engineering Services, a firm based in Rouyn-Noranda, in order to complete the drawings that were used in producing this report. Those drawings are enclosed in Appendix 1 of this report.

Drawing 740-C-0123 shows the general layout of fuel storage area. It has been compiled using surveying data by a crew from NUNA and Agnico Eagle.

Drawing 740-C-0124 shows the cross sections of the containment area of phase 3. They are generated using AutoCad CIVIL 3D software and based on the informations collected by Agnico Eagle.

Drawing 740-C-0125 shows the details of the HDPE membrane, its limits and the components of the phase3.

Drawing 740-M-0100 G shows the general of the piping layout and also the specification of the main equipment (valves, check valves, etc.)

Drawing 740-E-0120 shows the layout and the details of the electrical grounding of fuel storage area. It's based on the informations collected by Agnico Eagle.

Drawing BL2010-01 shows the general tank elevation of the fuel storage tanks.

Drawing BL2010-02 shows the roof and the nozzle plan of the fuel storage tanks.

Drawing BL2010-03 shows the details of the assembly of the fuel storage tanks.

Drawing BL2010-04 shows also the details of the assembly of the fuel storage tanks.

F. VERIFICATION TO STORAGE CAPACITY WITHIN BERMS

Stavibel Engineering Services has completed verifications on the liquid storage capacity inside the containment berms, which create an impermeable enclosure around tank #5 and #6.

The method used was volume calculation using AutoCad CIVIL 3D software.

The maximum storage capacity of fuel tanks #5 and #6 is 15 500 m^3 of diesel fuel at a standard temperature of fifteen degrees Celcius (15 ^oC).

It has been verified using the above software that the impermeable enclosure built in phase 3 will effectively hold 100% of the maximum storage capacity of the biggest tank, plus 10% of the maximum storage of the other tank. This calculation has been summarized in a worksheet that is shown on page 7, here under.

The containment volume for tanks #3 and #4 is 15 500 m^3.

Thus, the lowest point of the HDPE membrane that sits atop the containment area is sufficiently high (at elevation 39.3 m) to meet the above criteria.

A worst case scenario has been simulated, and consists in either a rupture of the first course of side plates in the tank shell, or a failure in the outlet piping, when either one of fuel tank is 100% full.

This simulation shows that, in such a worst case scenario, the hydraulic balancing level inside the containment area would not exceed the point with the lowest elevation (39.3 m) on the surrounding berms, which is located on the south-west side. On north-east side, the berm gives more elevation at an elevation of approximative ±45 m.

The containment volume for tanks #5 and #6 is 15 500 m^3 as a result, this new containment requirement of 110% of the biggest tank volume (or 11 843 m^3), expressed while considering all two (2) tanks as a whole, will then be exceeded by 45%.

DESIGN REVIEW – FOR FUEL SPILL CONTAINMENT BERMS AT BAKER LAKE

ÉQUIPEMENTS	DIAM (ft)	RIM EL. (m)	Radius (m)	Surface (m^2)	TOP EL. (m)	Height (m)	Volume (m^3)
740-TK-044-**TANK** #5	110	***37.846**	16.764	882.89	50.04	12.195	10.767
740-TK-044-**TANK** #5	110	***37.831**	16.764	882.89	50.03	12.195	10.767

Let's say berms are 5' 3" higher than the average tank floor (so 1.60 m total height) with variable slopes and that the tanks are sitting on cones made of crushed stone of 20 m diameter x 1.0 m height.

***Average tank #5 = (37.839 + 37.846 + 37.848 + 37.852)/4 = 37.846
***Average tank #6 = (37.835 + 37.825 + 37.830 + 37.833)/4 = 37.831

Volume

Secondary Containment Requirement → 11 843 **m^3**
according to ref. PN-1326, Section 3.9.1 (1) 2-b-ii → 110%

Containment volume to be substracted for the two (2) cones made of crushed stone: already reducted from AutoCad 3D

Volume
NET CONTAINMENT 15 500 m^3
or 144% > 110%

APPENDIX 1

AS BUILT DRAWINGS FOR PHASE 3

DRAWINGS NUMBER			
Earthwork drawings	**Fuel piping drawing**	**GEM Steel drawings**	BL2010-4
740-C-0123	740-M-0100	BL2010-1	
740-C-0124	**Electrical drawings**	BL2010-2	
740-C-0125	740-E-0120	BL2010-3	

IFC DRAWING FOR PHASE 3

DRAWINGS NUMBER			
Earthwork drawings	**Fuel piping drawing**	**GEM Steel drawings**	BL2010-4
740-C-0123	740-M-0100	BL2010-1	
740-C-0124	**Electrical drawings**	BL2010-2	
740-C-0125	740-E-0120	BL2010-3	

NO. DESSIN
DRAWING NO. 740-C-0123-0125 TQC

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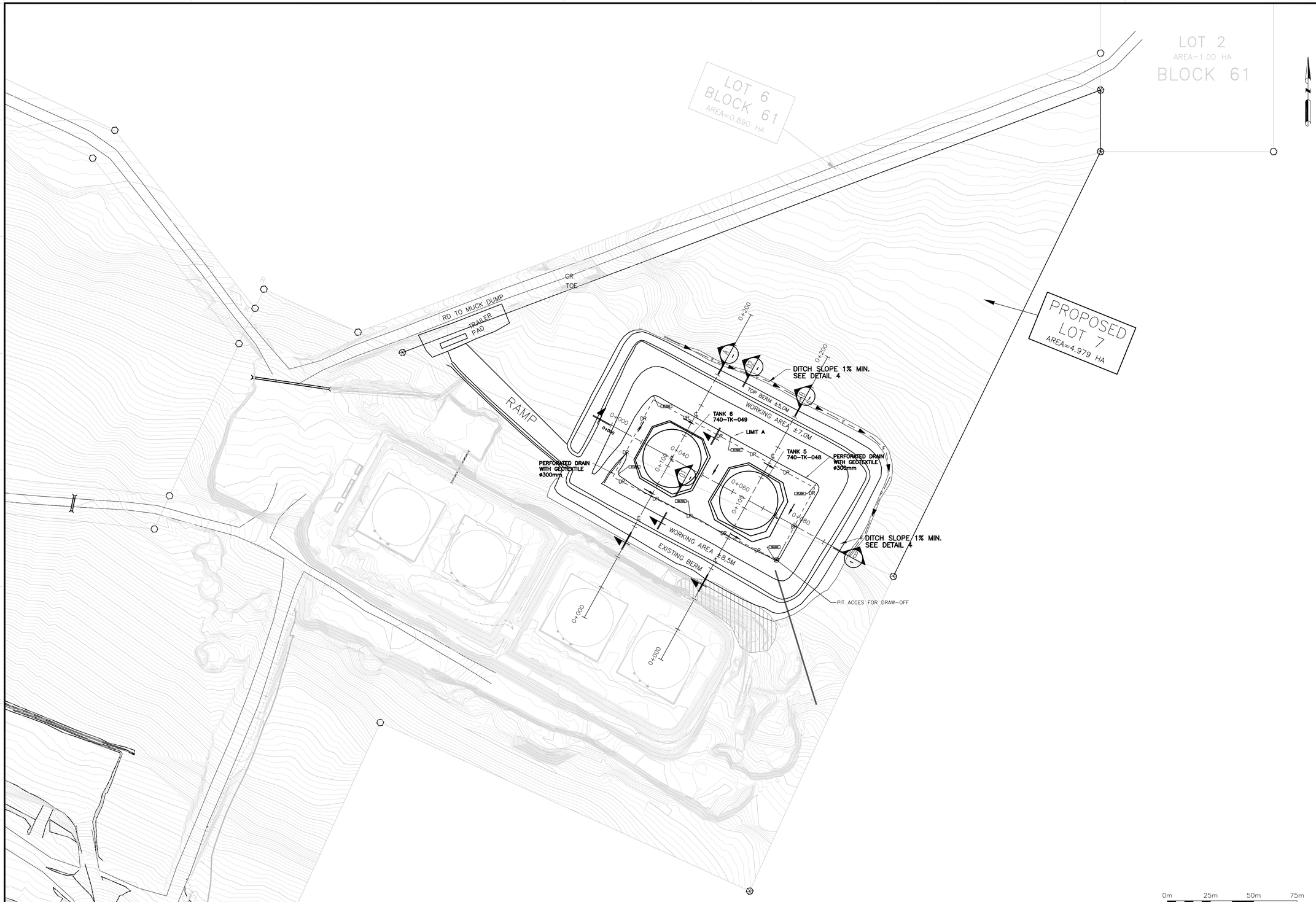

PLAN CLÉ
KEY PLAN

NOTES GÉNÉRAL / GENERAL NOTES

TEL QUE CONSTRUIT
AS BUILT
DATE : 21/01-2011

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
–	–
–	–
–	–
–	–
–	–
–	–

AGNICO-EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	APP.	CLIENT
C	21-01-2011	AS BUILT	J-F.S.	S.B.	
B	20-07-2010	APPROVAL	J-F.S.	S.B.	
A	16-07-2010	APPROVAL	J-F.S.	S.B.	

REVISIONS

Stavibel Inc.
150, rue Gamble Ouest
Rouyn-Noranda (Québec) J9X 2R7
Tél. : 819 764-5181 Téléc. : 819 797-0158
Courriel : stavibel-rn@stavibel.qc.ca
www.stavibel.qc.ca

Projet No. : - -

TITRE / TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740
TANK #5 AND #6
GENERAL LAYOUT

DESSINÉ PAR / DRAWN BY	J-F SYLVESTRE, TECH.	DATE 2010-07-20
VERIFIÉ PAR / CHECKED BY	FRANCE BÉRUBÉ, ING. JR.	2010-07-20
APPROUVÉ PAR / APPROVED BY	SERGE BEAULÉ, ING.	2010-07-20
ÉCHELLE / SCALE	1:1000	DATE 30-06-2010

NO. DESSIN / DRAWING NO. 740-C-0123

NO. PROJET / PROJECT NO.	REVISION	FEUILLE / SHT
MEAD-I-400	C	1 / 3

AE-CART-ARCH D

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FILE NO. 740-C-0123-0125 TQC.dwg

NO. DESSIN
DRAWING NO. 740-C-0123-0125 TQC

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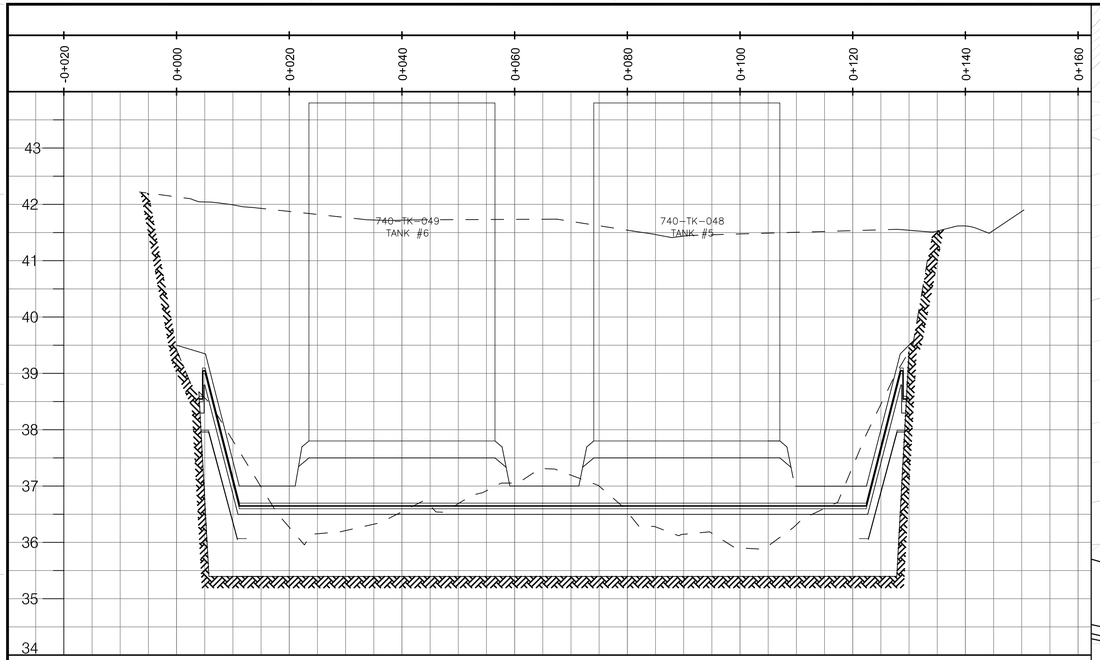

PROFIL TANK 5 & 6

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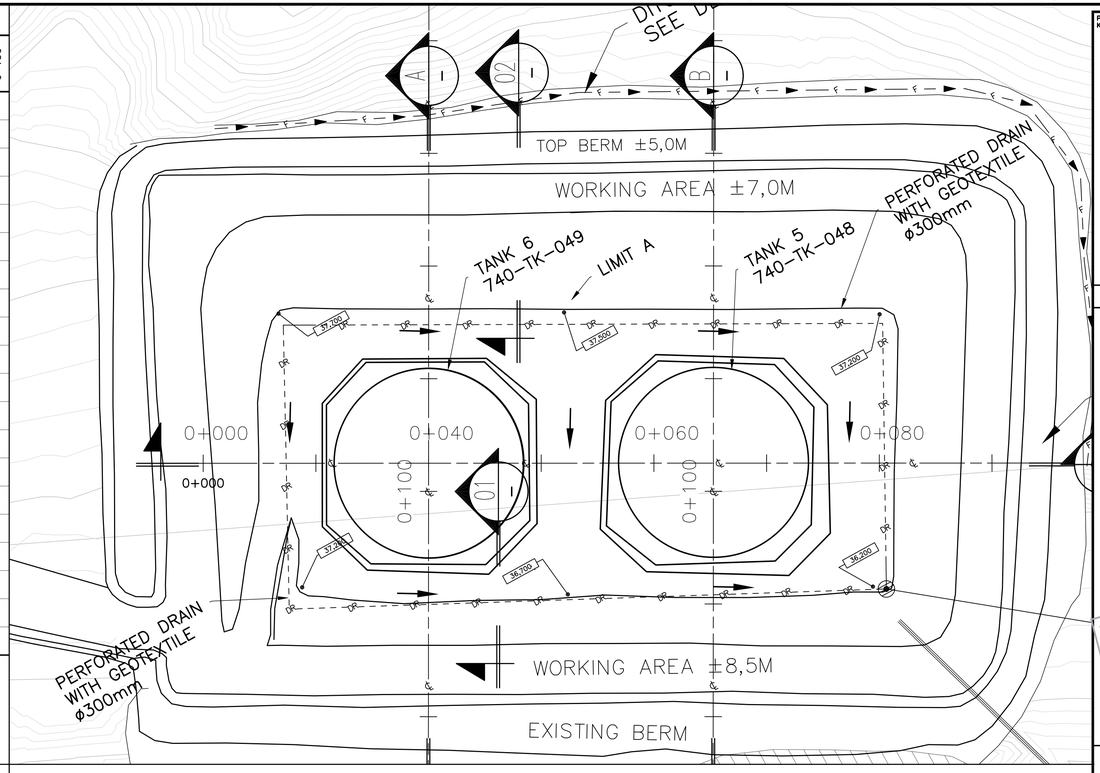
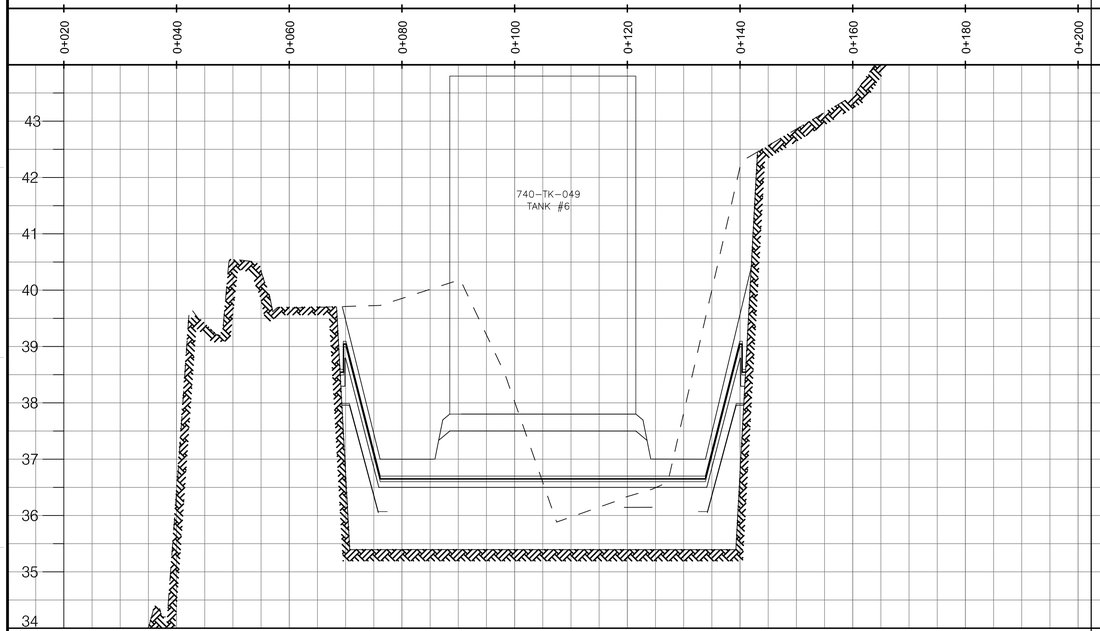
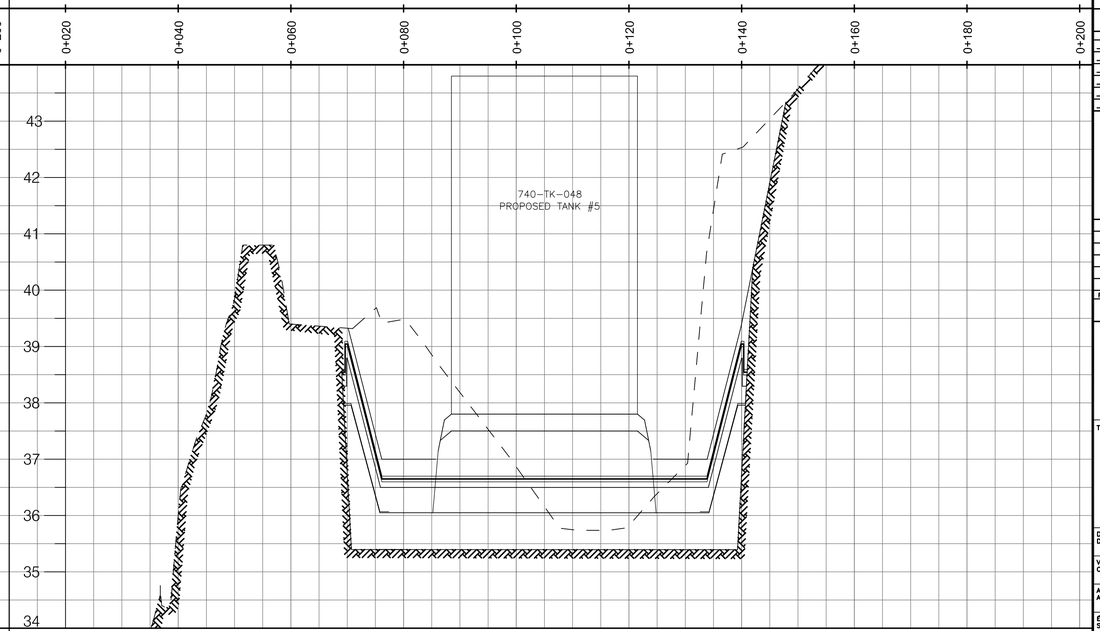




PROFIL TANK 6

CROSS SECTION A



PROFIL TANK 5

CROSS SECTION B

PLAN CLÉ
KEY PLAN

NOTES GÉNÉRAL / GENERAL NOTES

TEL QUE CONSTRUIT
AS BUILT
DATE : 21/01-2011

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
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AGNICO-EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	APP.	CLIENT
C	21-01-2011	AS BUILT	J-F.S.	S.B.	
B	20-07-2010	APPROVAL	J-F.S.	S.B.	
A	16-07-2010	APPROVAL	J-F.S.	S.B.	

REVISIONS

STAVIBEL
Stavibel inc.
150, rue Gamble Ouest
Rouyn-Noranda (Québec) J9X 2R7
Tél.: 819 764-5181 Télécc.: 819 797-0158
Courriel : stavibel-rn@stavibel.qc.ca
www.stavibel.qc.ca

Projet No.: - -

TITRE / TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740
TANK #5 AND #6
PLAN VIEW AND CROSS SECTION

DESSINÉ PAR / DRAWN BY	J-F SYLVESTRE, TECH.	DATE 2010-07-20
VÉRIFIÉ PAR / CHECKED BY	FRANCE BÉRUBÉ, ING. JR.	2010-07-20
APPROUVÉ PAR / APPROVED BY	SERGE BEAULÉ, ING.	2010-07-20
ÉCHELLE / SCALE	N/A	DATE 30-06-2010

NO. DESSIN / DRAWING NO. 740-C-0124

NO. PROJET / PROJECT NO.	REVISION	FEUILLE / SHT
MEAD-I-400	C	2 / 3

AE-CART-ARCH D

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FILE NO. 740-C-0123-0125 TQC.dwg

NO. DESSIN
DRAWING NO. 740-C-0123-0125 TQC

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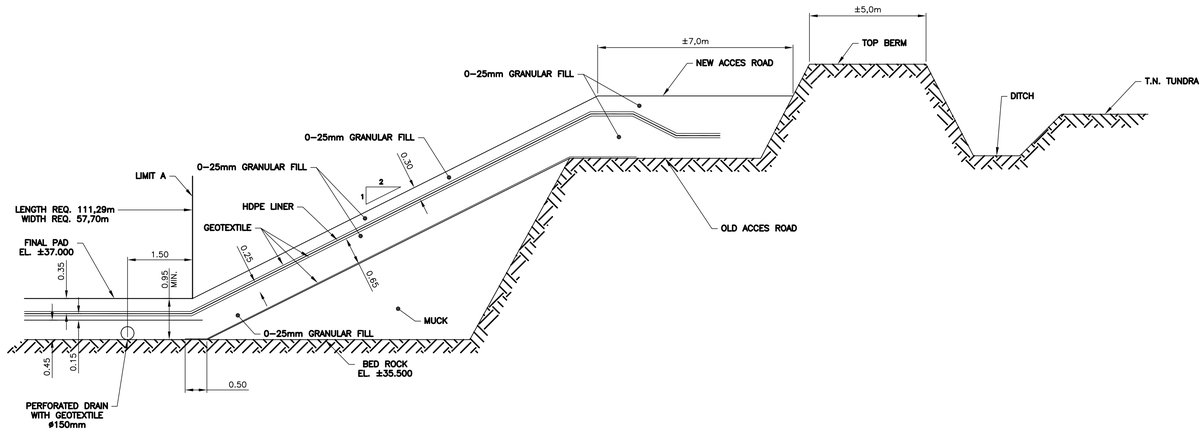
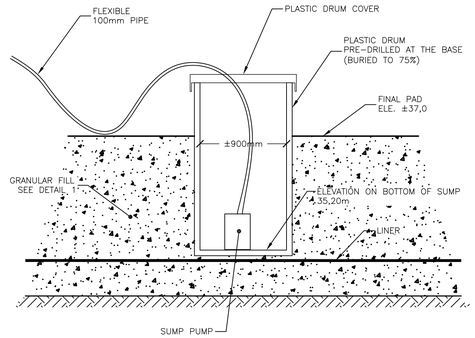


TYPICAL SECTION – DAM

SCALE : NONE
DETAIL 2

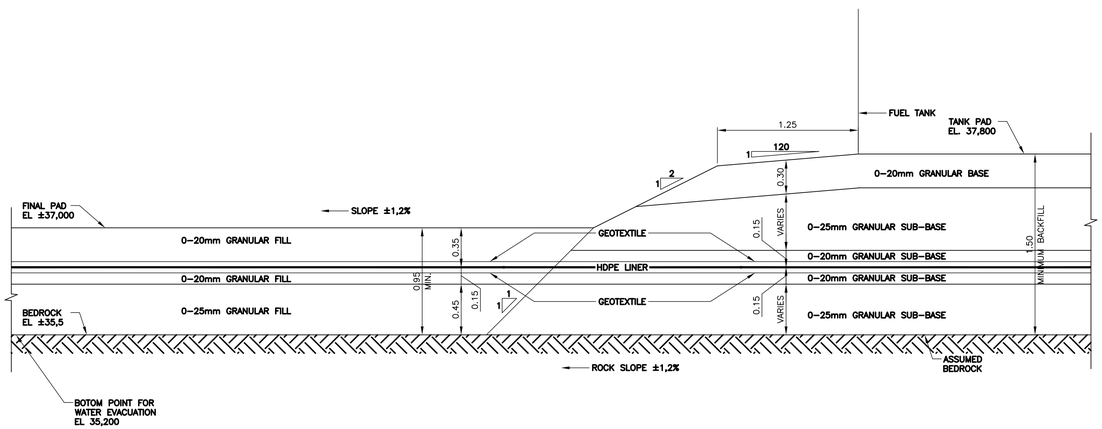


NOTES :

- **THE WATER WILL BE REJECTED TO THE INFERIOR BASIN WHERE IT WILL BE TREATED WITH AN OIL SEPARATOR.**

ACCESS WELL FOR DRAINING

SCALE : NONE
DETAIL 3



TYPICAL SECTION – PAD

SCALE : NONE
DETAIL 1

PLAN CLÉ
KEY PLAN

NOTES GÉNÉRAL / GENERAL NOTES

TEL QUE CONSTRUIT
AS BUILT
AGNICO-EAGLE
DATE : 21/01-2011

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
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AGNICO-EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	APP.	CLIENT
C	21-01-2011	AS BUILT	J-F.S.	S.B.	
B	20-07-2010	APPROVAL	J-F.S.	S.B.	
A	16-07-2010	APPROVAL	J-F.S.	S.B.	

REVISIONS

STAVIBEL
BÂTISSEURS D'INGÉNIERIE
Stavibel inc.
150, rue Gamble Ouest
Rouyn-Noranda (Québec) J9X 2R7
Tél.: 819 764-5181 Téléc.: 819 797-0158
Courriel : stavibel-rn@stavibel.qc.ca
www.stavibel.qc.ca

Projet No.: - -

TITRE / TITLE
AGNICO-EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740
TANK #5 AND #6
DETAILS

DESSINÉ PAR / DRAWN BY	J-F SYLVESTRE, TECH.	DATE 2010-07-20
VERIFIÉ PAR / CHECKED BY	FRANCE BÉRUBÉ, ING. JR.	2010-07-20
APPROUVÉ PAR / APPROVED BY	SERGE BEAULÉ, ING.	2010-07-20
ÉCHELLE / SCALE	N/A	DATE 30-06-2010
NO. DESSIN / DRAWING NO.	740-C-0125	
NO. PROJET / PROJECT NO.	MEAD-I-400	REVISION C
		FEUILLE / SHT 3 / 3

AE-CART-ARCH D

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FILE NO. 740-C-0123-0125 TQC.dwg

NO. DESSIN DRAWING NO. VD2622–001(MEAD–I–400)00

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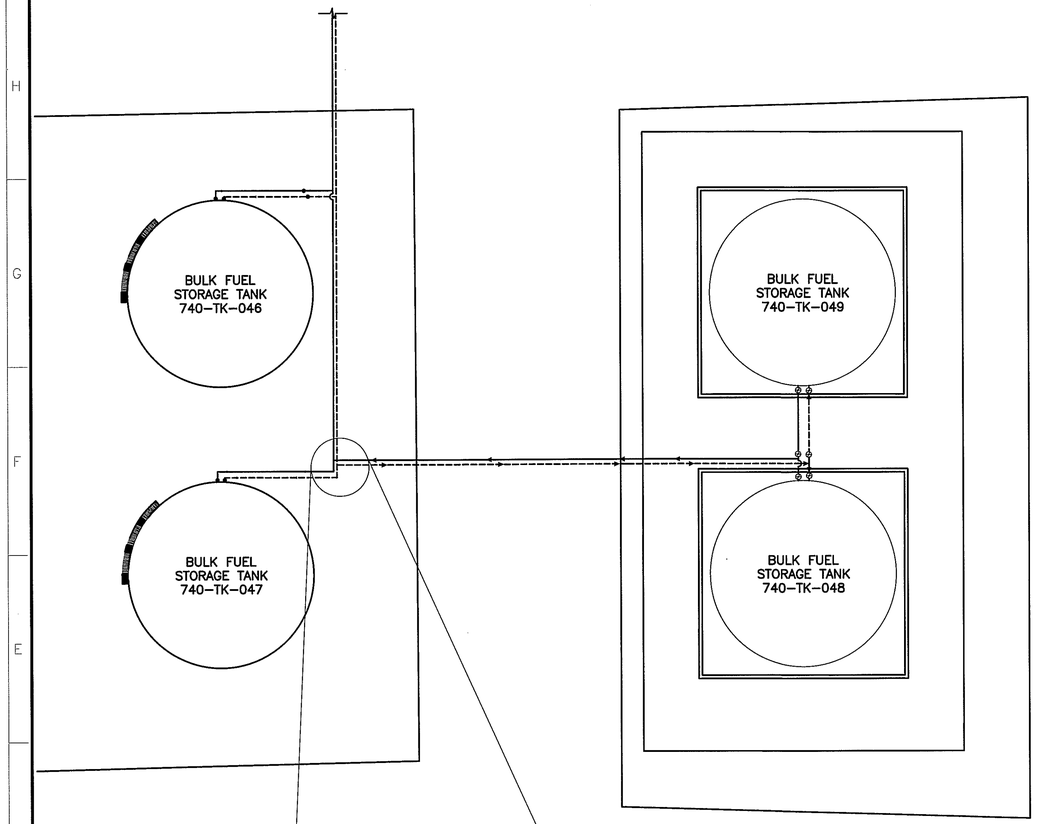
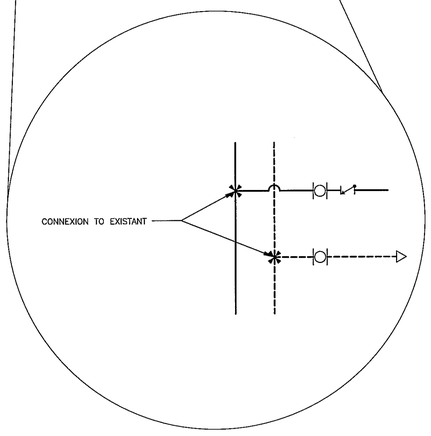
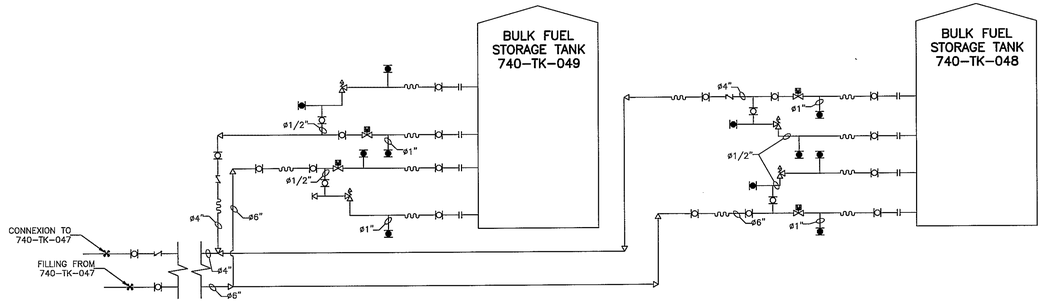




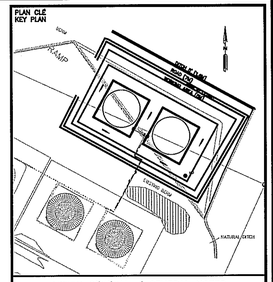
Piping	Symbol	Equipment	Details	Type	Models	Diameter	Quantity
Filling of Tank 740-TK-048 Tank 740-TK-049		Gate Valve	Integrally reinforced extended body gate, female socket weld outboard end; API STD 602; forged carbon steel; ASTM A 105/A 105M; OS&Y; welded bonnet or bolted bonnet with flexible graphite-filled spiral wound gasket; trim #8; flexible graphite packing; metal tagged V903; Class 800	NA	Velan W-DD-2-17-4W-02-TY (1") or equivalent	1"	2
		Gate Valve	Class 150; flanged, raised-face; API STD 600; carbon steel body, ASTM A 105/A 105M or ASTM A 216/A 216M Grade WCB; OS&Y; solid or flexible wedge; bolted bonnet with stainless steel reinforced flexible graphite bonnet gasket; trim #8; flexible graphite packing; metal tagged VGA01; full port.	NA	Velan F-DD-0-06-4C-02-TY (6") or equivalent	6"	7
		Flanged Mettallc flexible tube	- Flanges: Class 150, raised face and ANSI B16.5; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AA1-096-0180 or equivalent	6"	4
	M	Motorized Valve	- 6" direct mount split body ball valve; - Body materieal: Carbon Steel Body; - SS 316 Trim, Seat Reinforced TFE Seats ; - Flanges: Class 150 raised face and ANSI B16.5; C/W: Actuator Electric Serie XE (XE-6900) ATEX certified for Flame Proof Eexd IIB T4 + Heater	NA	Matheson valves D9C-F1-600-XHE1-XX 6.00	6"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	1" 6"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	1" 6"	as required
Distribution from Tank 740-TK-048 Tank 740-TK-049		Gate Valve	Class 150; flanged, raised-face; API STD 600; carbon steel body, ASTM A 105/A 105M or ASTM A 216/A 216M Grade WCB; OS&Y; solid or flexible wedge; bolted bonnet with stainless steel reinforced flexible graphite bonnet gasket; trim #8; flexible graphite packing; metal tagged VGA01; full port.	NA	Velan F-DD-0-06-4C-02-TY (4") or equivalent	4"	7
		Gate Valve	Integrally reinforced extended body gate, female socket weld outboard end; API STD 602; forged carbon steel; ASTM A 105/A 105M; OS&Y; welded bonnet or bolted bonnet with flexible graphite-filled spiral wound gasket; trim #8; flexible graphite packing; metal tagged V903; Class 800	NA	Velan W-DD-2-17-4W-02-TY (1") or equivalent	1"	2
		Flanged Mettallc flexible tube	- Flanges: Class 150, raised face and ANSI B16.5; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AA1-054-0150 or equivalent	4"	4
		Check valve	- Cast steel flanged check valve ; - Body material: Low temperature cast carbon steel to ASTM A352, grade LCB; - Trim material: Disc - Stainless steel, 13% Cr Seat - Stainless steel, 13% Cr; - Valve: Face to face dimensions to ANSI B16.10; - Flanges: Class 150, raised face and ANSI B16.5.	CKF1 [1]	Kitz 150 SCOBL or equivalent	4"	3
	M	Motorized Valve	- 4" direct mount split body ball valve; - Body materieal: Carbon Steel Body; - SS 316 Trim, Seat Reinforced TFE Seats ; - Flanges: Class 150 raised face and ANSI B16.5; C/W: Actuator Electric Serie XE (XE-2640) ATEX certified for Flame Proof Eexd IIB T4 + Heater	NA	Matheson valves D9C-F1-400-XEE-1-XX 4.00	4"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	1" 4"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	1" 4"	as required
Overpressure line filling tank 740-TK-048 filling tank 740-TK-049		Gate Valve	Integrally reinforced extended body gate, female socket weld outboard end; API STD 602; forged carbon steel; ASTM A 105/A 105M; OS&Y; welded bonnet or bolted bonnet with flexible graphite-filled spiral wound gasket; trim #8; flexible graphite packing; metal tagged V903; Class 800	NA	Velan W-DD-2-17-4W-02-TY (¾") or equivalent	¾"	8
		Flanged Mettallc flexible tube	- Flanges: Class 150, raised face and ANSI B16.5; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AA-B1B1-HHH-0180-0150 or equivalent	¾"	4
		Pressure safety valve	- Stainless steel; - Set pressure at 75 PSI	NA	Swagelok SS-RL4M8F8-BU	¾"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	¾"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	¾"	as required

[1] Reference to "PIPE AND VALVE SPECIFICATION" #0 17202-0000-46ES-1001 by SNC Lavalin 15th august 2007



PIPING DETAILS

PLAN CLÉ
KEY PLAN



NOTES GÉNÉRAL / GENERAL NOTES

1–ALL THE PIPING CONNECTION MUST BE AT THE BOTTOM OF THE TANK

POUR CONSTRUCTION
FOR CONSTRUCTION
DATE : 12/08/2010
AGNICO-EAGLE

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
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AGNICO-EAGLE

REV.	DATE	DESCRIPTION	DES./DR.	APP.	CLIENT
0	2010-08-12	FOR CONSTRUCTION	MA.BÉD	JM.C	
B	2010-07-20	FOR APPROVAL	V.Crè.	JM.C	
A	2010-07-16	FOR APPROVAL	V.Crè.	JM.C	

REVISIONS

L-2198
2010-08-12

TITRE / TITLE

AGNICO–EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740
TANK #5 AND #6
FUEL DISTRIBUTION PIPING
LAYOUT AND DETAILS

DESSINÉ PAR DRAWN BY	VICKY CRÈTE, TECH.	DATE 2010-07-16
VERIFIÉ PAR CHECKED BY	J–M CHARRON, Ing.	
APPROUVÉ PAR APPROVED BY	J–M CHARRON, Ing.	
ÉCHELLE SCALE	N/A	DATE

NO. DESSIN DRAWING NO. 740–M–0100

NO. PROJET PROJECT NO.	REVISION	FEUILLE / SHT
MEAD–I–400	0	1 / 1

AE–CART–ARCH D

\\groupe\stanbet\Projet\300–INI\VD2622\001\Dessins maitres\75–PEF\VD2622–001(MEAD–I–400)00.dwg, 12 Aoû 2010

FILE NO. VD2622–001(MEAD–I–400)00.dwg

NO. DESSIN / DRAWING NO. 740-E-0120

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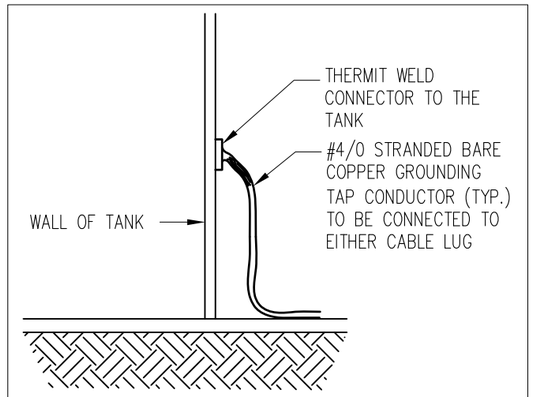
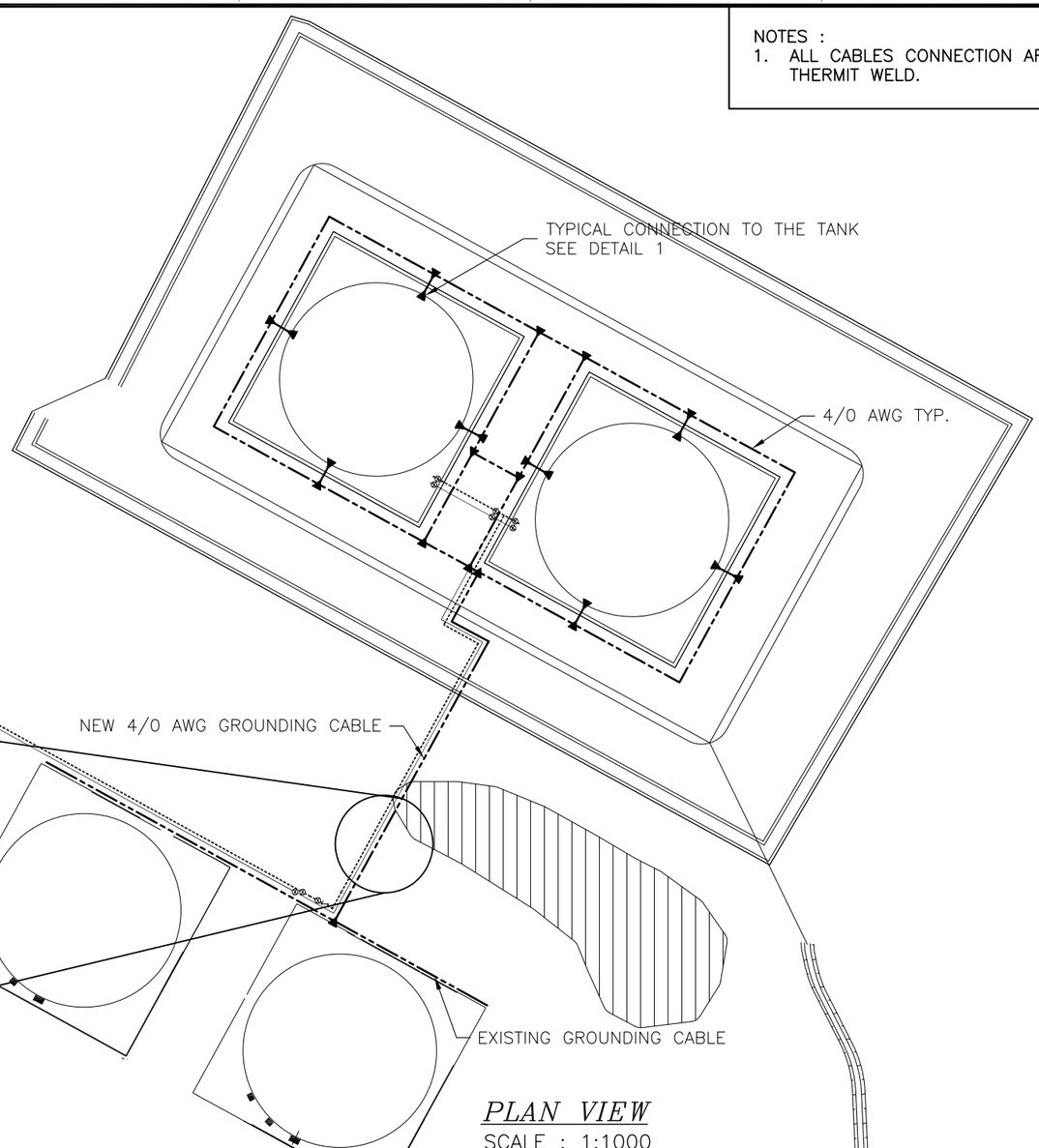


BONDING CONNECTION TO EXTERIOR TANK

DETAIL 1 / –

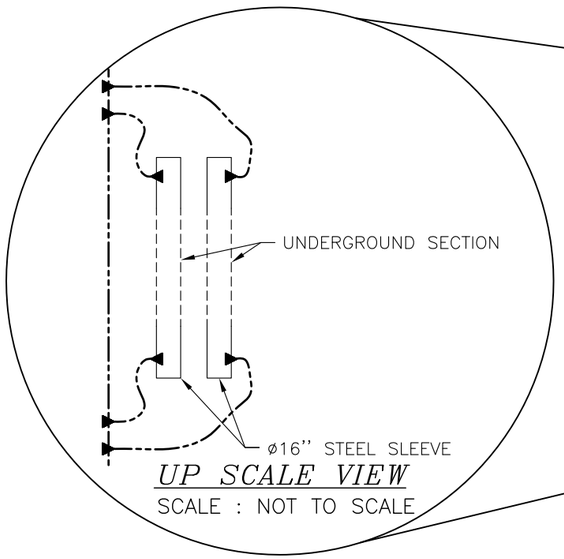
SCALE : N.T.S.

NOTES :
1. ALL CABLES CONNECTION ARE THERMIT WELD.



PLAN VIEW

SCALE : 1:1000



UP SCALE VIEW

SCALE : NOT TO SCALE

TITRE / TITLE	# DWG	REV	DESCRIPTION	DATE	PAR BY
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–	–				
–	–	0	AS BUILD	14-01-2011	M.O.

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

REVISIONS

AGNICO-EAGLE

DESSINÉ PAR / DRAWN BY	M.MATTEAU, T.P.	DATE 2011-01-12
VÉRIFIÉ PAR / CHECKED BY	M. OUELLETTE (AEM)	
APPROUVÉ PAR / APPROVED BY		
No. PROJET / PROJECT NO.	VD2622-001	
DATE	2011-01-12	

TITRE / TITLE

AGNICO-EAGLE – MEADOWBANK
AREA 740 BAKER LAKE
ELECTRICAL
GROUNDING PLAN

ÉCHELLE / SCALE	FICHIER / FILE	REVISION	FEUILLE/SHT
INDICATED	740-E-0120.DWG		
No. DESSIN / DRAWING NO. 740-E-0120		0	1 / 1

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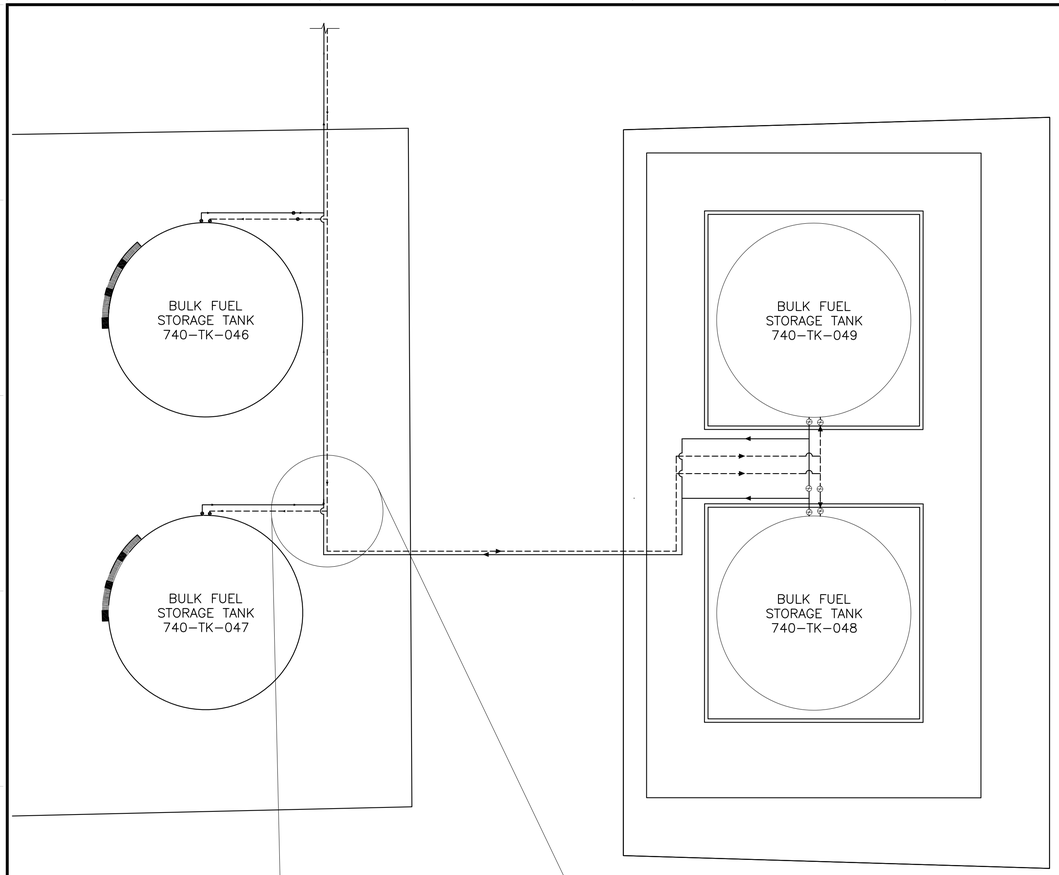
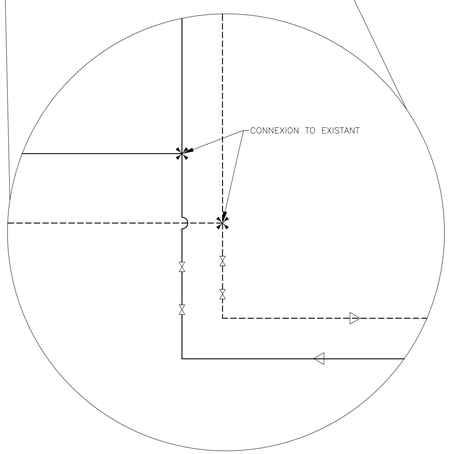
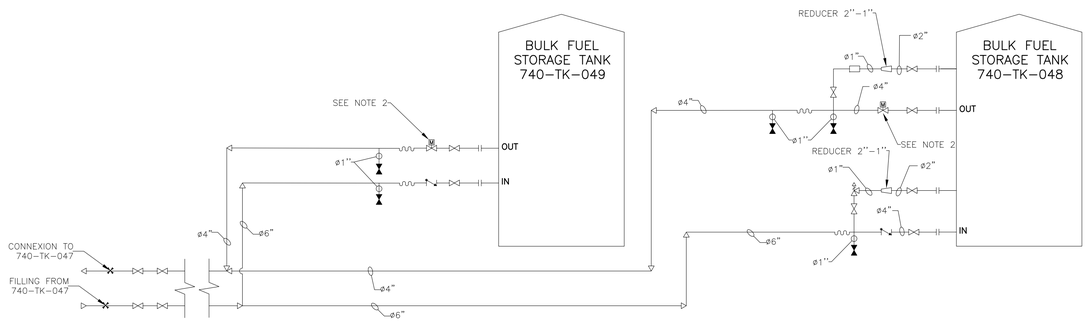
NO. DESSIN
DRAWING NO. VD2622-001(MEAD-I-400)00

FORMAT ARCHD



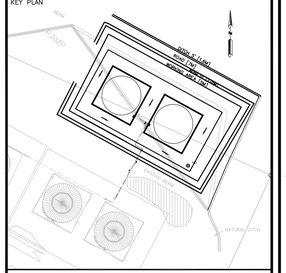


Piping	Symbol	Equipment	Details	Type	Models	Diameter	Quantity
Filling of Tank 740-TK-048 Tank 740-TK-049		Gate Valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, API STD 600; carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	1"	2
		Gate Valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, API STD 600; carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	6"	4
		Flanged Mettalic flexible tube	- Flanges: Class 150, raised face and ANSI B16.5, carbon steel; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AAB1B1LLL0240	6"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	1" 6"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	1" 6"	as required
Distribution from Tank 740-TK-048 Tank 740-TK-049		Gate Valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, API STD 600; carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	4"	4
		Gate Valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, API STD 600; carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	1"	4
		Flanged Mettalic flexible tube	- Flanges: Class 150, raised face and ANSI B16.5, carbon steel; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AAB1B1WWW0240	4"	2
		Check valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, ANSI B16.34 (CONFORMS TO THE APPLICABLE REQUIREMENTS OF API 600), carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	4"	2
	M	Motorized Valve	- Ball valve class 150; - Body materieal: Carbon Steel Body; - Reinforced TFE Seats ; - Flanges: Class 150 raised face and ANSI B16.5; C/W: Actuator Electric Serie XE (XE-2640) ATEX certified for Flame Proof Eexd IIB T4 + Heater	NA	TRIAC Actuator electric XE-2640 C/W Ball valve classe 150	4"	1
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	1" 4"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	1" 4"	as required
Overpressure line filling tank 740-TK-048 filling tank 740-TK-049		Gate Valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, API STD 600; carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	2"	4
		Gate Valve	Class 150; flanged, face to face dimension ANSI B16.10, End flange dimension ANSI B16.5, API STD 600; carbon steel body, ASTM A 352-LCC	NA	Beric Class 150	1"	2
		Check valve	-Carbon steel; - Set pressure at 25 PSI;	NA	Check All UN-3 (U3)	1"	1
		Pressure safety valve	-Carbon steel; - Set pressure at 80 PSI; - 16 USGPM capacity; - Temperature range: -50 to 750F	NA	FARRIS Serie 2700	1"	1
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	½"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	½"	as required
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	½"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	½"	as required



PIPING DETAILS

PLAN CLÉ
KEY PLAN



NOTES GÉNÉRAL / GENERAL NOTES

1-ALL THE PIPING CONNECTION MUST BE AT THE BOTTOM OF THE TANK

2-MOTORIZED VALVES ARE INSTALLED BUT NOT RECORDED. THEY ARE IN OPEN POSITION.

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
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AGNICO-EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	APP.	CLIENT
1	31-01-2011	AS FIELD	K.F	JM.C	
0	2010-08-12	FOR CONSTRUCTION	MA.BÉD	JM.C	
B	2010-07-20	FOR APPROVAL	V.Cre.	JM.C	
A	2010-07-16	FOR APPROVAL	V.Cre.	JM.C	

REVISIONS

TITRE / TITLE

AGNICO-EAGLE - MEADOWBANK DIVISION
BAKER LAKE AREA 740
TANK #5 AND #6
FUEL DISTRIBUTION PIPING
LAYOUT AND DETAILS

DESSINÉ PAR DRAWN BY	VICKY CRÊTE, TECH.	DATE 2010-07-16
VÉRIFIÉ PAR CHECKED BY	J-M CHARRON, Ing.	2010-08-20
APPROUVÉ PAR APPROVED BY	J-M CHARRON, Ing.	2010-08-20
ÉCHELLE SCALE	N/A	DATE

NO. DESSIN
DRAWING NO. 740-M-0100

NO. PROJET PROJECT NO.	REVISION	FEUILLE / SHT
MEAD-I-400	1	1 / 1

AE-CART-ARCH D

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FILE NO. VD2622-001(MEAD-I-400)01.dwg

NO. DESSIN DRAWING NO. VD2622–001(MEAD–I–400)00

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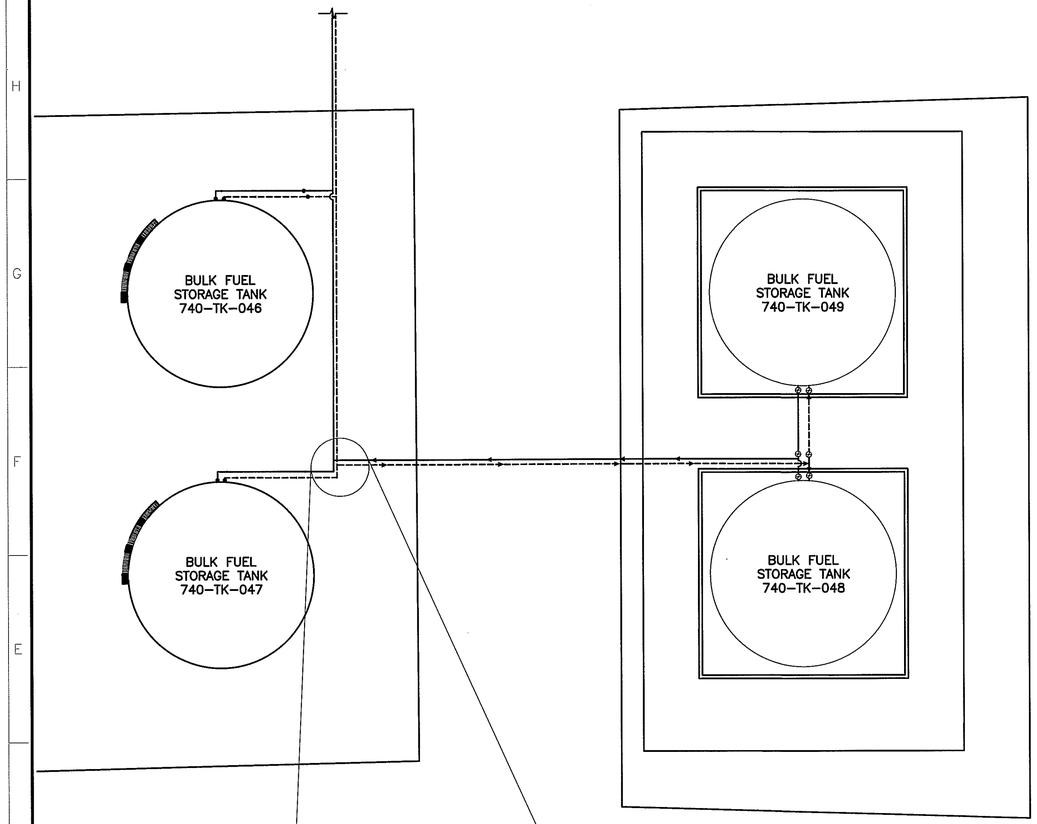
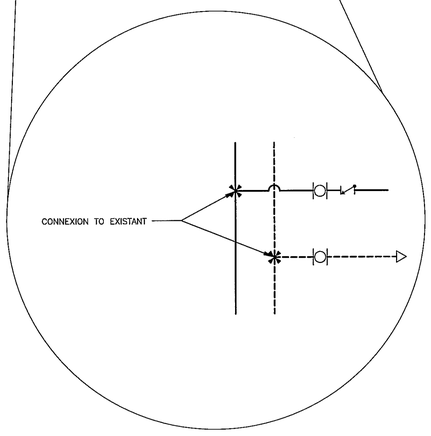
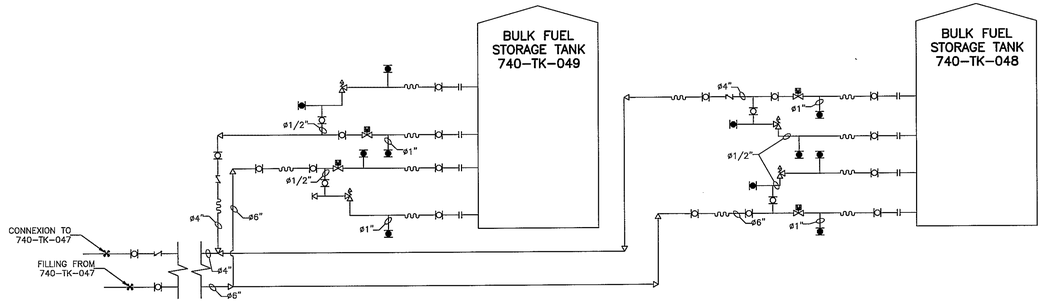




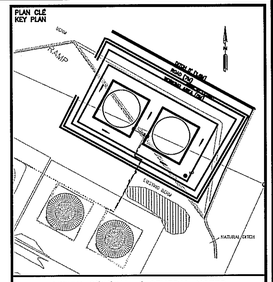
Piping	Symbol	Equipment	Details	Type	Models	Diameter	Quantity
Filling of Tank 740-TK-048 Tank 740-TK-049		Gate Valve	Integrally reinforced extended body gate, female socket weld outboard end; API STD 602; forged carbon steel; ASTM A 105/A 105M; OS&Y; welded bonnet or bolted bonnet with flexible graphite-filled spiral wound gasket; trim #8; flexible graphite packing; metal tagged V903; Class 800	NA	Velan W-DD-2-17-4W-02-TY (1") or equivalent	1"	2
		Gate Valve	Class 150; flanged, raised-face; API STD 600; carbon steel body, ASTM A 105/A 105M or ASTM A 216/A 216M Grade WCB; OS&Y; solid or flexible wedge; bolted bonnet with stainless steel reinforced flexible graphite bonnet gasket; trim #8; flexible graphite packing; metal tagged VGA01; full port.	NA	Velan F-DD-0-06-4C-02-TY (6") or equivalent	6"	7
		Flanged Mettallc flexible tube	- Flanges: Class 150, raised face and ANSI B16.5; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AA1-096-0180 or equivalent	6"	4
	M	Motorized Valve	- 6" direct mount split body ball valve; - Body materieal: Carbon Steel Body; - SS 316 Trim, Seat Reinforced TFE Seats ; - Flanges: Class 150 raised face and ANSI B16.5; C/W: Actuator Electric Serie XE (XE-6900) ATEX certified for Flame Proof Eexd IIB T4 + Heater	NA	Matheson valves D9C-F1-600-XHE1-XX 6.00	6"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	1" 6"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	1" 6"	as required
Distribution from Tank 740-TK-048 Tank 740-TK-049		Gate Valve	Class 150; flanged, raised-face; API STD 600; carbon steel body, ASTM A 105/A 105M or ASTM A 216/A 216M Grade WCB; OS&Y; solid or flexible wedge; bolted bonnet with stainless steel reinforced flexible graphite bonnet gasket; trim #8; flexible graphite packing; metal tagged VGA01; full port.	NA	Velan F-DD-0-06-4C-02-TY (4") or equivalent	4"	7
		Gate Valve	Integrally reinforced extended body gate, female socket weld outboard end; API STD 602; forged carbon steel; ASTM A 105/A 105M; OS&Y; welded bonnet or bolted bonnet with flexible graphite-filled spiral wound gasket; trim #8; flexible graphite packing; metal tagged V903; Class 800	NA	Velan W-DD-2-17-4W-02-TY (1") or equivalent	1"	2
		Flanged Mettallc flexible tube	- Flanges: Class 150, raised face and ANSI B16.5; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AA1-054-0150 or equivalent	4"	4
		Check valve	- Cast steel flanged check valve ; - Body material: Low temperature cast carbon steel to ASTM A352, grade LCB; - Trim material: Disc - Stainless steel, 13% Cr Seat - Stainless steel, 13% Cr; - Valve: Face to face dimensions to ANSI B16.10; - Flanges: Class 150, raised face and ANSI B16.5.	CKF1 [1]	Kitz 150 SCOBL or equivalent	4"	3
	M	Motorized Valve	- 4" direct mount split body ball valve; - Body materieal: Carbon Steel Body; - SS 316 Trim, Seat Reinforced TFE Seats ; - Flanges: Class 150 raised face and ANSI B16.5; C/W: Actuator Electric Serie XE (XE-2640) ATEX certified for Flame Proof Eexd IIB T4 + Heater	NA	Matheson valves D9C-F1-400-XEE-1-XX 4.00	4"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	1" 4"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	1" 4"	as required
Overpressure line filling tank 740-TK-048 filling tank 740-TK-049		Gate Valve	Integrally reinforced extended body gate, female socket weld outboard end; API STD 602; forged carbon steel; ASTM A 105/A 105M; OS&Y; welded bonnet or bolted bonnet with flexible graphite-filled spiral wound gasket; trim #8; flexible graphite packing; metal tagged V903; Class 800	NA	Velan W-DD-2-17-4W-02-TY (¾") or equivalent	¾"	8
		Flanged Mettallc flexible tube	- Flanges: Class 150, raised face and ANSI B16.5; - Metallic flexible tube: 18" length in Stainless Steel	NA	CONNECTALL AA-B1B1-HHH-0180-0150 or equivalent	¾"	4
		Pressure safety valve	- Stainless steel; - Set pressure at 75 PSI	NA	Swagelok SS-RL4M8F8-BU	¾"	2
		Gasket	Composition: Aramid fibers with a nitril binder Tickness: 1/8"	NA	Garlock Blue guard Style 3000	¾"	as required
		Piping	Carbon steel piping sch. 40 ASTM A53 gr.B seamless	NA	NA	¾"	as required

[1] Reference to "PIPE AND VALVE SPECIFICATION" #0 17202-0000-46ES-1001 by SNC Lavalin 15th august 2007



PIPING DETAILS

PLAN CLÉ
KEY PLAN



NOTES GÉNÉRAL / GENERAL NOTES

1–ALL THE PIPING CONNECTION MUST BE AT THE BOTTOM OF THE TANK

POUR CONSTRUCTION
FOR CONSTRUCTION
DATE : 12/08/2010
AGNICO-EAGLE

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG
–	–
–	–
–	–
–	–
–	–
–	–

AGNICO-EAGLE

REV.	DATE	DESCRIPTION	DES./DR.	APP.	CLIENT
0	2010-08-12	FOR CONSTRUCTION	MA.BÉD	JM.C	
B	2010-07-20	FOR APPROVAL	V.Crè.	JM.C	
A	2010-07-16	FOR APPROVAL	V.Crè.	JM.C	

REVISIONS

L-2198
2010-08-12

TITRE / TITLE

AGNICO–EAGLE – MEADOWBANK DIVISION
BAKER LAKE AREA 740
TANK #5 AND #6
FUEL DISTRIBUTION PIPING
LAYOUT AND DETAILS

DESSINÉ PAR DRAWN BY	VICKY CRÈTE, TECH.	DATE 2010-07-16
VERIFIÉ PAR CHECKED BY	J–M CHARRON, Ing.	
APPROUVÉ PAR APPROVED BY	J–M CHARRON, Ing.	
ÉCHELLE SCALE	N/A	DATE

NO. DESSIN DRAWING NO. 740–M–0100

NO. PROJET PROJECT NO.	REVISION	FEUILLE / SHT
MEAD–I–400	0	1 / 1

AE–CART–ARCH D

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FILE NO. VD2622–001(MEAD–I–400)00.dwg

APPENDIX 2

SAFE FILL LEVELS FOR ALL FUEL TANKS

TEMPERATUE OF FUEL in the barge at discharge	MAXIMUM FUEL LEVEL To be read on the VAREC float level	
	TANK # 5	TANK #6
0 °C	9,63	9,63
+ 5 °C	9,67	9,67
+ 10 °C	9,72	9,72
+ 15 °C	9,76	9,76

NOTE: EACH TANK HAS A SLIGHTLY DIFFERENT ELEVATION, SO CARE MUST BE TAKEN DURING HYDRAULIC BALANCING OF TANKS, ESPECIALLY WHEN THOSE ARE FULL

Appendix A4

Baker Lake Jet-A Fuel Storage Installations: As-built Report (AEM (2013)

AGNICO EAGLE
MEADOWBANK

AGNICO EAGLE MINES LTD

MEADOWBANK DIVISION

BAKER LAKE JET A FUEL STORAGE INSTALLATIONS

2013

AS BUILT CONSTRUCTION REPORT

PREPARED BY:

Yanick Simard

Project General Foreman

AEM.

APPROVED BY:

REGISTERED PROFESSIONAL ENGINEER
R. MARCOUX
LICENSEE
NT/NU

AGNICO EAGLE MINES LTD

MEADOWBANK DIVISION

BAKER LAKE JET A FUEL STORAGE INSTALLATIONS

2013

AS BUILT CONSTRUCTION REPORT

TABLE OF CONTENTS

1- DESCRIPTION OF CONSTRUCTION ACTIVITIES

Agnico Eagle mines has contracted Stavibel Engineering Services to design the Jet A fuel storage facilities located in Baker Lake, Nunavut, complying with specifications required by environmental and governmental regulations, namely Environment Canada's Fuel Tank Storage Regulations and the CCME Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products.

Stavibel provided the design, planning and construction oversight related to the installation of infrastructure of AEM's new Jet A Fuel Storage facility which consists of 20 – 100,000L double walled tanks, associated piping and pumping systems and secondary requirement. AEM prepared a site survey to ensure proper measurements and elevation of the existing area.

The main activities related to the construction were scheduled as follow:

I: AEM sent surveyed data of the existing area to Stavibel

II: Stavibel sent first design plans for comments

III: AEM moved the existing tanks and prepared the field for the construction

IV: Construction of the infrastructure pad

V: Assembling of all the installation of tanks and mechanical infrastructure.

2- DESCRIPTION OF THE FUEL CONTAINEMENT PAD CONSTRUCTION STEPS

2.1 EXCAVATION OF THE EXISTING AREA. July 14th 2013.

Quality control and quality approval: Stavibel

Construction contractor: Quamanittuap-Sana (FGL)

General supervision and foreman: AEM

Starting with test pits, the presence of water was observed in the excavation area. It was then decided to increase the elevation of the pad by +300mm. Presence of contaminated soil was found as well; it was removed, analyzed by environmental department and sent to the soil landfarm at Meadowbank. The total amount was 128m3. All non-contaminated soil and rock that was removed and was placed aside to be used during the backfilling of the pad. (1) 365 CAT excavator, (1) D6 CAT dozer, (1) operator and (1) surveyor were necessary for the initial phase.

2.2 CONSTRUCTION OF THE PAD PHASE 1. July 15th – July 25th 2013.

Quality control and quality approval: Stavibel

Construction contractor: Quamanittuap-Sana (FGL)

Material transportation: BLCS

General supervision and foreman: AEM

During this phase of the project, a (1) 365 CAT excavator, (1) 320 CAT excavator, (1)Komatsu 39PX dozer, (1) Hamm 3625 compactor and (1) 740 CAT haul truck were utilized. In addition, staff included were (1) operator plus (1) surveyor. The first step was to backfill the pad up to the determined level with 0-200mm NPAG rock, and then enlarge the road south of the pad. Excess water (clean) was drained in order to construct the containment berms around the pad as showed in appendix 1 B. Once the rock pad was at the determined elevation, crushed 0-20mm NPAG material was placed on top of the berms. Correctives measures around the pad were undertaken due to some instability in the area where the fuel cabinet would be installed. Crushed 0-20mm NPAG material was placed on the top of the pad, compacted to prepare for the installation of the bituminous liner. Excavation in the surrounding ditches was completed in accordance with design specifications. A total amount of 1217m3 of NPAG 0-200mm and 455m3 of NPAG 0-20mm was used to complete this phase of the construction.

2.3 INSTALATION OF THE BITOUMINOUS LINER. July 25th – July 27th 2013

Quality control and quality approval: Stavibel

Construction contractor: Quamanittuap-Sana (FGL)

Liner crew: Texcel

General supervision and foreman: AEM

Equipment and manpower used included (1) 365 CAT excavator to unroll the liner and we had (1) operator, (1) surveyor, (2) liner installers and (3) laborers from Baker Lake. The liner was installed over a two day period. After installation, any holes that resulted were repaired and conformity tests were undertaken (pressure and tension). In addition, soft geotextile was placed under and over the liner to prevent puncturing that could occur while walking on the liner or during placement of the covering granular material. It was calculated that 2400m2 of bituminous liner and 2625m2 of soft geotextile was placed.

2.4 **CONSTRUCTION OF THE TANK PAD PHASE 2.** July 27th- July 31st 2013

Quality control and quality approval: Stavibel

Construction contractor: Quamanittuap-Sana (FGL)

Material transportation: BLCS

General supervision and foreman: AEM

Phase 2 of construction of the pad was to place crushed 0-20mm NPAG over the bituminous liner (previously covered with geotextile). The following equipment and manpower were used, (1) 365 CAT excavator, (1) 307 Cat excavator, (1) 39 PX Komatsu bulldozer, (1) 740 CAT haul truck, (1) Hamm 3625 compactor, (1) operator and (1) surveyor. During this phase the contractor's (BLCS) was out of service due to mechanical issues so the 0-20mm NPAG layer was screened to maintain quality. Any materials that screened larger than 0-20mm were removed by hand. A total of 728m3 of 0-20mm NPAG granular material were used to build the 300mm thick layer of liner protection. A slopped trench was excavated (1000mm up to ground level) to place an 8 inches steel conduit for electrical cable necessary to operate the pump house.

- FURTHER INFORMATION, PICTURES AND PLANS FOR THOSE STEPS CAN BE FOUND IN THE APPENDIX 1 AND 2

3- DESCRIPTION OF THE FACILITIES AND MECHANICAL PARTS ASSEMBLING.

3.1 NEW TANKS PLACEMENT AND INSTALATION OF THE PUMP HOUSE. Aug 5th –Aug 12th 2013

Installation crew: SM Construction

Field supervisor: Quamanittuap-Sana (FGL)

Crane and operator: J.M Francoeur

General supervision and foreman: AEM

20, double walled, 100,000L fuel storage tanks meeting CCME ULC requirements were placed on the pad described in Sec 2 above. Equipment and manpower used during this phase included (1) 35tns MCR crane, (6) technicians, (1) welder and (1) electrician. The tanks were placed according to the design specifications, ie level. Once the tanks placement was completed, foot bridges were installed as well as the pump house. * See figure at page 523 in SM'S manual, appendix 3

3.2 PIPING CONNECTION AND ELECTRICAL ASSEMBLING PHASE 1. Aug 12th – Aug 19th 2013

Installation crew: SM Construction

Field supervisor: Quamanittuap-Sana (FGL)

General supervision and foreman: AEM

During this phase (6) technicians and (1) welder assembled the 4 inch pipe and connections between the tanks and pump house. Also (1) electrician started the installation of electrical cables and control panels for the facility. All piping, pumps, electrical connections, etc. conformed to all applicable codes, specifications and regulations. * See SM'S manual under the technical data section, Pp. 3 to 512, APPENDIX 3.

3.3 PIPING CONNECTION AND ELECTRICAL ASSEMBLING PHASE 2. Aug 29th – Sept 17th

Installation crew: SM Construction

Field supervisor: Quamanittuap-Sana (FGL)

General supervision and foreman: AEM

For the final phase of the project, (6) technicians and (1) welder completed assembling and installation of the pipe connections between the tanks and inside the pump house. An (1) electrician connected all of the main cables, the panels and computers inside the pump hose. Hi-level alarms were also placed on all tanks and were tested as per specifications. All alarms were noted to be functional. After installation, all tanks were cleaned and washed inside and pressure tested as per specifications. During the pressure test, one tank indicated a loss of pressure. A small crack was found between the inside two layers of the tank. This might have occurred during the placement of this tank. It was decided not to add fuel to this tank this year. Repairs will be undertaken prior to re-fueling. At this point the tanks were ready to use for fuel storage.

- FURTHER INFORMATIONS, PARTS DESCRIPTIONS, PHOTOGRAPH, INSTALLATION AND ELECTRICAL PLANS CAN BE FOUND IN APPENDIX 3.

APPENDIX 1.

DRAWINGS.

A. DESIGN PLAN FOR COMMENTS:

Drawing number: 61-740-230-211_A

B. AS BUILT DRAWINGS:

Drawing number:	BAKER FF 1	PLANIMETRICAL VIEW
	BAKER FF 2	SECTION VIEW

NO. DESSIN
DRAWING NO. 61-740-230-211-A

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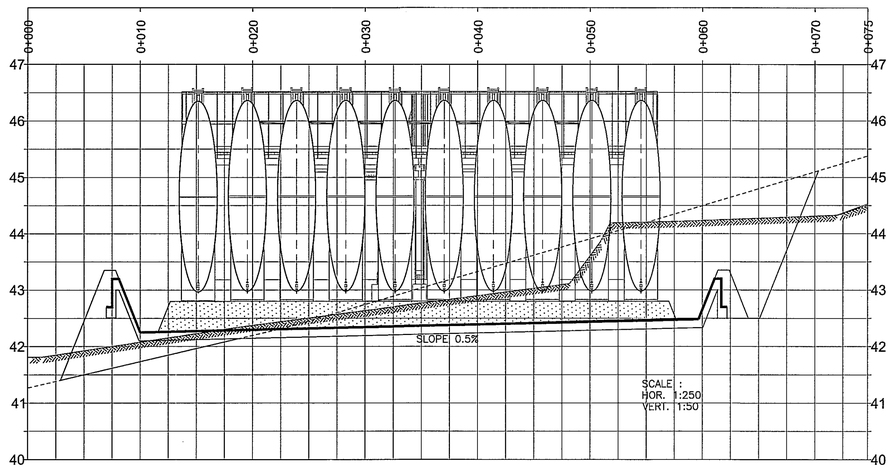

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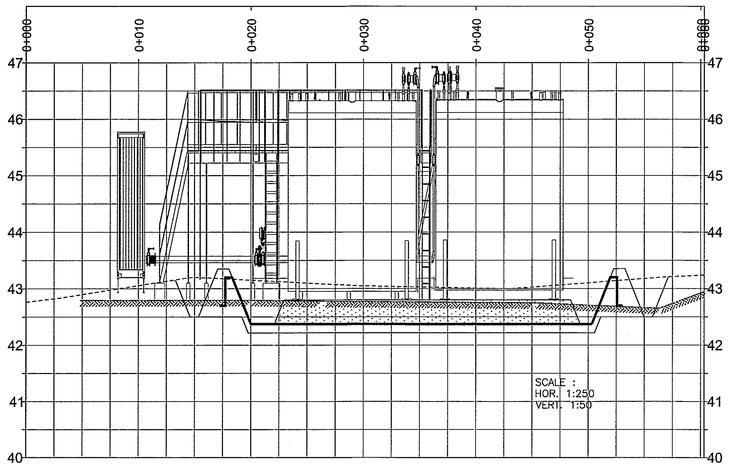

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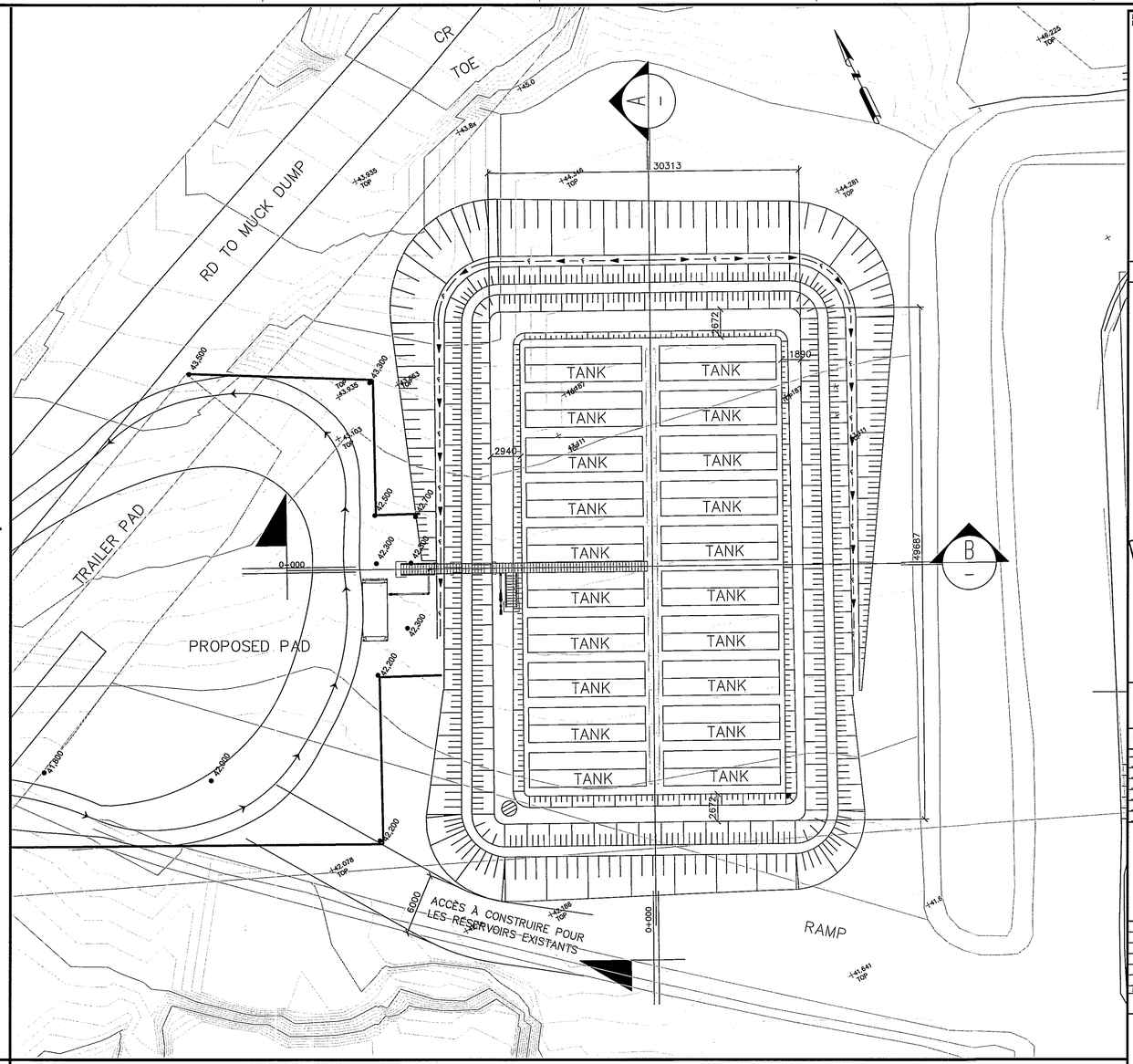

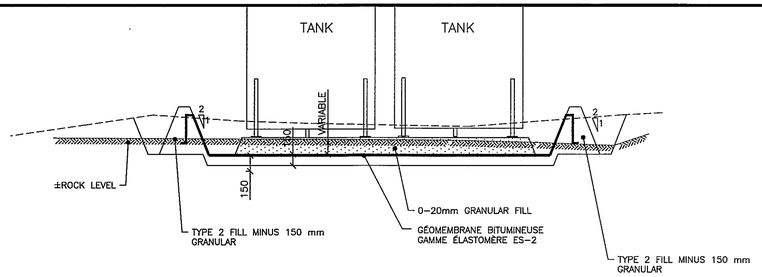

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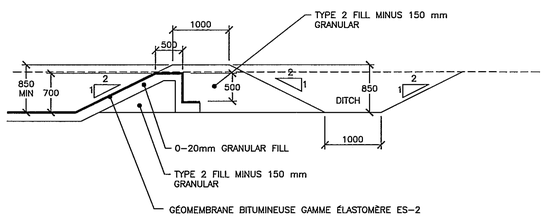

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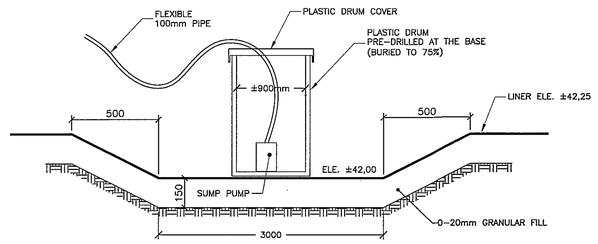

NOTES :

- THE WATER WILL BE REJECTED TO THE INFERIOR BASIN WHERE IT WILL BE TREATED WITH AN OIL SEPARATOR.

ACCESS WELL FOR DRAINING

SCALE : NONE

PLAN CLÉ
KEY PLAN

NOTES GÉNÉRAL / GENERAL NOTES

POUR COMMENTAIRES
FOR COMMENTS
AGNICO EAGLE
DATE : 2013-06-14

DESSINS EN RÉFÉRENCE / REFERENCE DRAWINGS

TITRE / TITLE	# DWG

AGNICO EAGLE

REV.	DATE	DESCRIPTION	PAR/BY	APP.	CLIENT
A	2013-06-14	FOR COMMENTS	R.M.	R.M.	A.H.

REVISIONS

REGISTERED PROFESSIONAL ENGINEER
R. MARCOUX
LICENSEE
NTMU

TITRE / TITLE

AGNICO-EAGLE – MEADOWBANK
740 FUEL STORAGE LAYDOWN AREA
230 GENERAL CIVIL WORKS
PLAN VIEW AND CROSS SECTION
TANKS

DESSINÉ PAR / DRAWN BY	YVES BOISVERT, T.P.	DATE 2013-06-14
VÉRIFIÉ PAR / CHECKED BY	RICHARD MARCOUX, ing.	2013-06-14
APPROUVÉ PAR / APPROVED BY	ALAIN HAMEL	2013-06-14
ÉCHELLE / SCALE	AS SHOWN	DATE 2013-06-14
NO. DESSIN / DRAWING NO.	61-740-230-211_A	
NO. PROJET / PROJECT NO.	OP-84541-J	REVISION A / FEUILLE / SHT 1 / 1

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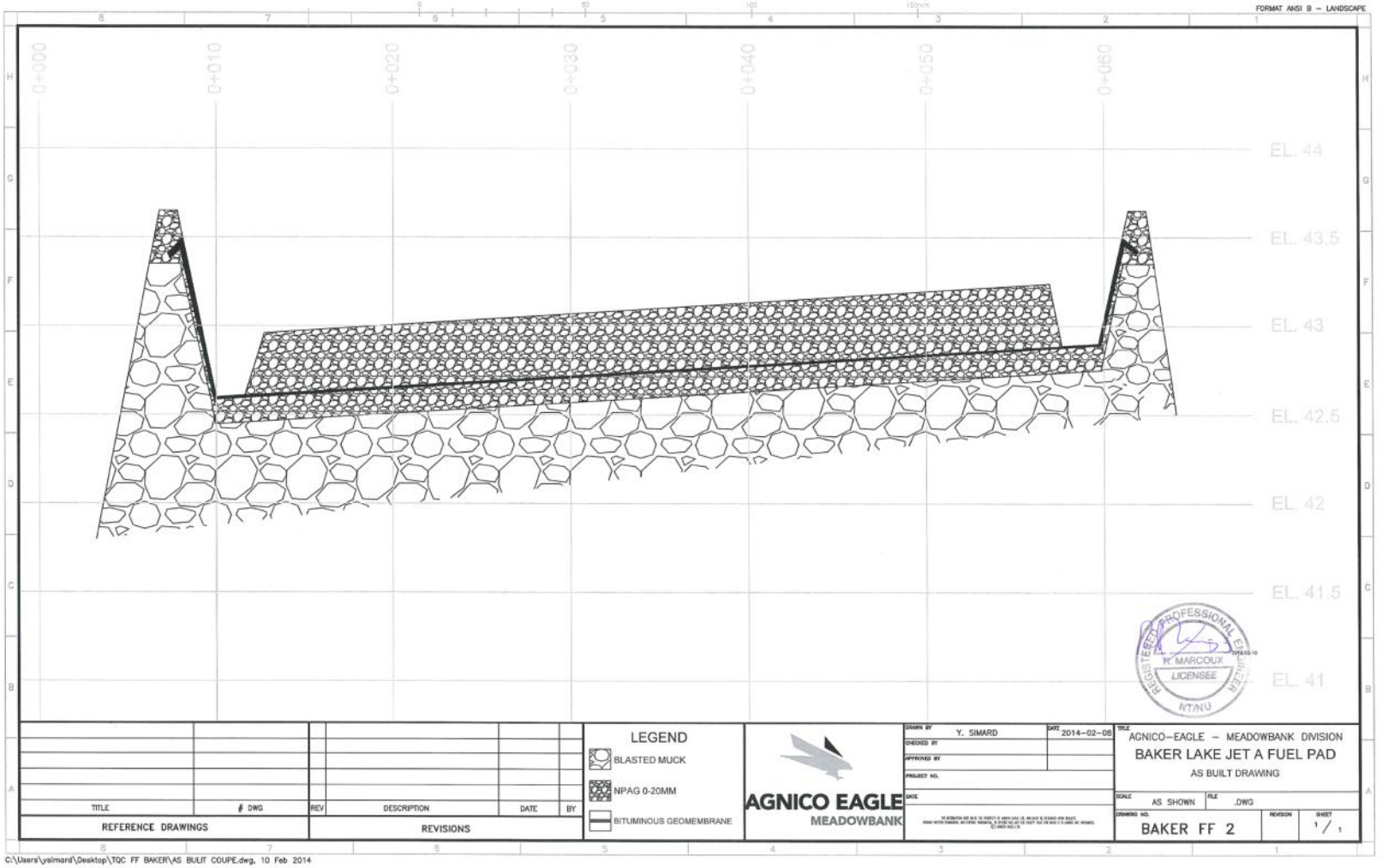
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EL. 43
EL. 42.5
EL. 42
EL. 41.5
EL. 41
P. MARCOUX
LICENSEE
NT/NU
LEGEND
BLASTED MUCK
NPAG 0-20MM
BITUMINOUS GEOMEMBRANE
AGNICO EAGLE
MEADOWBANK
DRAWN BY Y. SIMARD
DATE 2014-02-06
CHECKED BY
APPROVED BY
PROJECT NO.
DATE
AGNICO–EAGLE – MEADOWBANK DIVISION
BAKER LAKE JET A FUEL PAD
AS BUILT DRAWING
SCALE AS SHOWN
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REVISION
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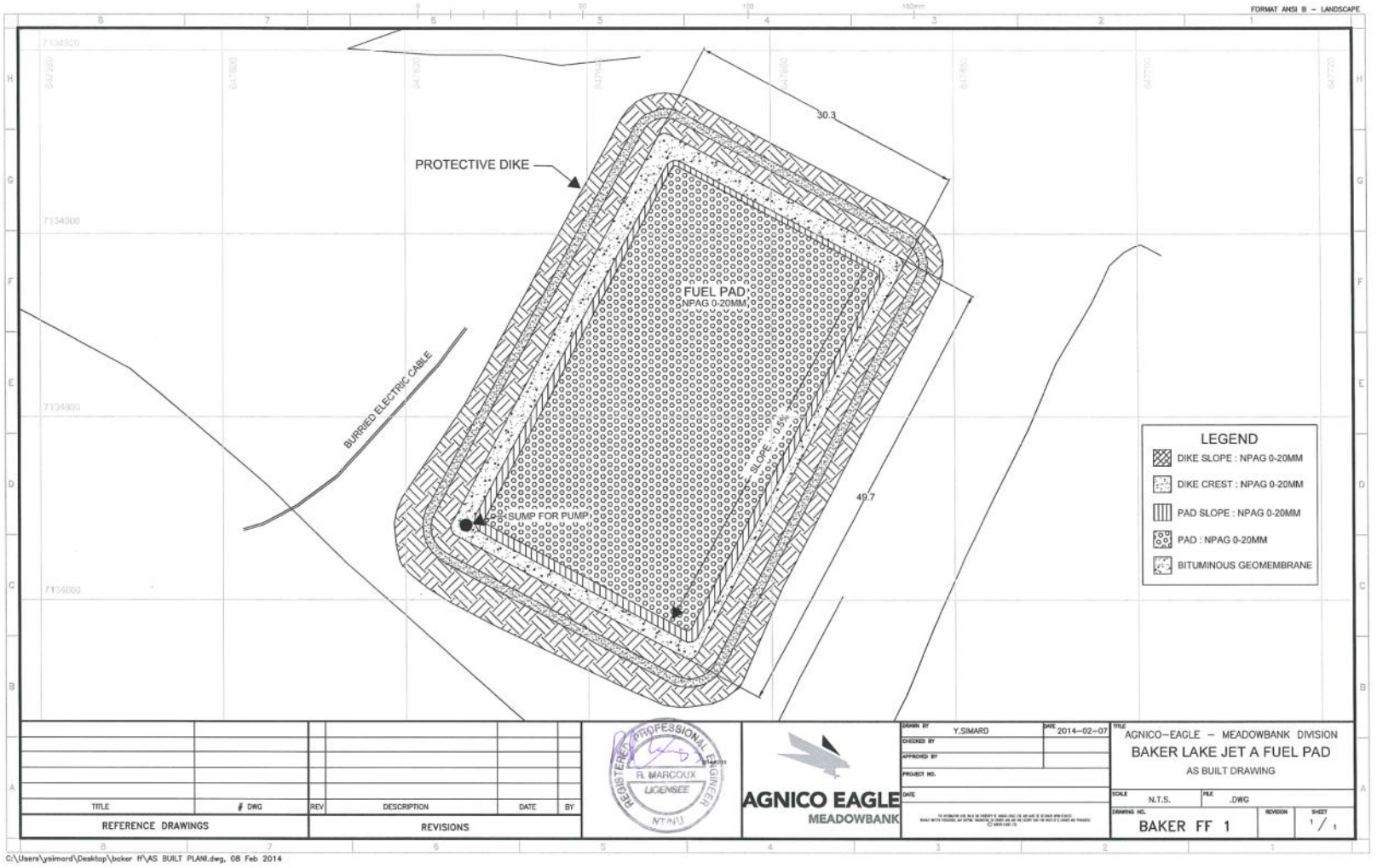
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SUMP FOR PUMP
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LEGEND
DIKE SLOPE : NPAG 0-20MM
DIKE CREST : NPAG 0-20MM
PAD SLOPE : NPAG 0-20MM
PAD : NPAG 0-20MM
BITUMINOUS GEOMEMBRANE
REFERENCE DRAWINGS
TITLE
DWG
REVISIONS
REV
DESCRIPTION
DATE
BY
R. MARCOUX
LICENSEE
AGNICO EAGLE
MEADOWBANK
DRAWN BY Y.SIMARD
DATE 2014-02-07
CHECKED BY
APPROVED BY
PROJECT NO.
DATE
AGNICO–EAGLE – MEADOWBANK DIVISION
BAKER LAKE JET A FUEL PAD
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SCALE N.T.S.
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DRAWING NO. BAKER FF 1
REVISION
SHEET 1 / 1
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APPENDIX 2.

STAVIBEL'S CONSTRUCTION DAILY REPORT.

DESCRIPTION OF THE FUEL CONTAINEMENT PAD CONSTRUCTION STEPS.

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-14	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-01
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	10 à 16ºC Wind : 5 à 15 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
1 Shovel CAT 365C L	FGL	11
Operator	FGL	12
Surveyor	FGL	9
10 tons roller compactor	BLCS	0
Bulldozer CAT D6 (DOZ09)	AEM	1
Field inspector	Stavibel	12

- **7h à 9h** Shovel 365 moves from Baker Lake to the Fuel Farm.
- **9h à 10h** Shovel 365 makes pit test at the North extremity of the projected pond.
- **10h à 12h** Shovel 365 removes the 0-20mm crushed stone in place.
- **13h à 17h30** Shovel 365 stockpiles the contaminated material outside the projected pond.
- **17h30 à 18h30** Bulldozer D6 profiles the infra.

Comments :

- Visit of Jean-François Béland (AEM foreman) and Dany Pageault (FGL superintendant) de 12h à 16h30
- After 3 test pits in the excavation zone, we found the presence of water and frozen material above the proposed elevation of the excavation. We need to increase the elevation of the project of 300mm.
- Presence of contaminated material and organic soil. The materials are stockpile and will be analyse by the environnment. Thereafter, they will indicate how to dispose of it.

- Photo #1 – 3 test pits. Smell of Jet-A fuel and water arrival.

- Photo #2 – Excavation and stockpile of the contaminated material until the final level of the infra.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-15	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-02
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 17ºC Wind : 5 à 30 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	Company	Working hours	Volume (m3)
1 Shovel CAT 365C L	FGL	7	
Opérator	FGL	12	
Surveyor	FGL	12	
Roller compactor	BLCS	1.9	
Bulldozer CAT D6T (DOZ09)	AEM	5	
Shovel 330C	BLCS	8.5	
2 articulated trucks CAT 740	BLCS	8.5	576
Field inspector	Stavibel	12	

- **6h30 à 18h30** Shovel 365 and Bulldozer D6T backfill with blasted rock 0-200 mm from quarry #1.
- **9h30 à 18h30** Loader 966 et 2 trucks haul the blasted rock 0-200 mm from quarry #1.
- **6h30 à 18h30** Compactor compacts the blasted rock when required.

Comments :

- Attempt to cover the stockpile of contaminated material with tarps after the request of the environment. Unfortunately the wind make this operation impossible.
- The water accumulations are pumped before backfilling above.

- Photo #1 – Overview of the infra. Some water accumulations caused by the thaw of the material in place. A small ditch will be make to try to drain this water during night.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-16	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-03
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 17ºC Wind : 5 à 30 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**	**Volume (m3)**
1 Shovel CAT 365C L	FGL	11	
Operator	FGL	12	
Surveyor	FGL	12	
Roller compactor Protec Boxer 114	BLCS	0	
Bulldozer CAT D6T (DOZ09)	AEM	0	
Shovel CAT 330C	BLCS	11	
2 Articulated trucks CAT 740	BLCS	11	816
Field inspector	Stavibel	12	

- **6h30 à 18h30** Loader 966 and 2 trucks haul the blasted rock 0-200 mm from quarry #1.
- **6h30 à 12h00** Shovel 365 widens the road on the south side of the pond Sud with blasted rock 0-200 mm from quarry #1.
- **6h30 à 18h30** Shovel 365 backfills with blasted rock 0-200 mm from quarry #1.

Comments :

- Beginning of haulage of the contaminated material to the mine (4 loads per day).

- Photo #1 – Windening of the road on the south side of the pond

- Photo #2 – Drainage of the water on north side of the pad. The ground is more stable at the end of the day.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-17	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-04
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 17ºC Wind : 30 à 70 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**	**Volume (m3)**
1 Shovel CAT 365C L	FGL	11	
Operator	FGL	12	
Surveyor	FGL	12	
Loader CAT 966H + operator	AEM	10	
Roller compactor Protec Boxer 114	BLCS	2.54	
Bulldozer CAT D6T (DOZ09)	AEM	0	
Shovel CAT 330C	BLCS	5	
2 articulated trucks CAT 740	BLCS	11	muck : 254.4 0-20mm : 272.5
Fiel inspector	Stavibel	12	

- **6h30 à 18h30** Shovel 365 builds the mini dikes with blasted rock 0-200 mm.
- **6h30 à 11h30** Shovel 330 and 2 trucks (BLCS) haul the blasted rock 0-200 mm from quarry #1.
- **7h30 à 10h15** Loader 966 separates the contaminated and the non-contaminated material.
- **10h15 à 18h30** Loader 966 builds the mini dikes.
- **13h à 18h** 2 trucks 740 (BLCS) haul the 0-20mm.

Comments :

- Haulage of the contaminated material to the mine (4 loads of 10 wheeler per day).
- The non-contaminated material that containt a bit of organic soil is stockpile in order to do the access road for the pump house.

- Photo #1 – Construction of the mini dikes around the pad. Stockpile of the 0-20mm on the pad.

- Photo #2 – Loading of the contaminated material.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-18	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-05
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	5 à 10ºC Wind : 30 à 50 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
1 Shovel CAT 365C L	FGL	9
Operator	FGL	12
Surveyor	FGL	12
Loader CAT 966H + operator	AEM	8
Roller compactor Protec Boxer 114	BLCS	0
Bulldozer CAT D6T (DOZ09)	AEM	0
Field inspector	Stavibel	12

- **6h30 à 12h00** Shovel 365 builds the mini dikes with blasted rock 0-200 mm.
- **6h30 à 15h30** Loader 966 loads the contaminated material, moves the contaminated stockpile that disturbed the construction of the ditch and moves the sea-cans.
- **13h à 15h** Shovel 365 stands by for mechanical problems.
- **15h à 18h30** Shovel 365 puts the 0-20mm on the mini dike.

Comments :

- Haulage of the contaminated material to the mine (6 loads of 10 wheeler per day).
- The crushed stone 0-20mm is stockpile and survey. The results give 18,17 m3/trucks instead of 24m3 as specified in the spec of the truck. Here are the adjusted volumes for the last days :

	2013-07-15		**2013-07-16**		**2013-07-17**		**Cumulatif**	
	load	volume (m3)	load	volume (m3)	load	volume (m3)	load	volume (m3)
Muck quarry 1	24	436,048	34	617,7347	14	254,3613	72	**1308,144**
0-3/4" BLCS		0		0	15	272,53	15	**272,53**

- Photo #1 – Placing the crushed stone 0-20mm on the mini dike.

- Photo #2 – Moving the contaminated stockpile to make the drainage ditch behind the north dike.

Par : _____
Michaël Racine, tech.

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Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-19	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-06
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 18ºC Wind : 20 à 30 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
1 Shovel CAT 365C L	FGL	11
Opérateur	FGL	12
Arpenteur	FGL	12
Rouleau compacteur Protec Boxer 114	BLCS	1.21
Chargeur CAT 966H + opérateur	AEM	3.5
Camion 10 roues + opérateur	AEM	5.5
Bulldozer CAT D6T (DOZ09)	AEM	0
Surveillant de chantier	Stavibel	12

- **6h30 à 12h00** Shovel 365 loads the truck with the non-contaminated material that contain organic soil.
- **6h30 à 12h00** 10 wheels truck hauls the material containing organic soil for the construction of the access road for the pump house.
- **6h30 à 10h00** Loader 966 moves the concrete blocks and other small jobs.
- **13h à 18h30** Shovel 365 builds the mini dike and the infra on the north side of the pad.

Comments :

- Haulage of the contaminated material to the mine (6 loads of 10 wheeler per day).

- Photo #1 – Loading the truck with the non-contaminated material that contain organic soil for the construction of the access road for the pump house.

- Photo #2 – Reparation of an instability on the North-East side of the pad.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-20	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-07
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 18ºC Wind : 5 à 10 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	2
Shovel CAT 320	FGL	5
Bulldozer Komat'su 39px	FGL	4
Operator	FGL	12
Surveyor	FGL	12
Roller compactor Protec Boxer 114	BLCS	0.4
Truck CAT 740	BLCS	114.1 m3
Bulldozer CAT D6T (DOZ09)	AEM	0
Field inspector	Stavibel	12

- **6h30 à 8h30** Shovel 365 builds the mini dike.
- **8h30 à 10h30** Shovel 320 is moving from Baker Lake to the field.
- **10h30 à 14h30** Shovel 320 builds the mini dike and profile the ditch.
- **14h30 à 18h30** Bulldozer 39px places the 0-20mm crushed stone.
- **14h30 à 18h30** Truck CAT 740 places the 0-20mm crushed stone.

Comments :

- Survey of a load of 0-20mm crushed stone to confirm the volume. Recalculation of the volumes with 16.3m^3/load.

	2013-07-15		2013-07-16		2013-07-17		2013-07-20		Cumulative	
	load	volume	load	volume	load	volume	load	volume	load	volume
Muck quarry 1	24	391,2	34	554,2	14	228,2			72	**1173,6**
0-3/4" BLCS		0		0	15	244,5	7	114,1	15	**407,5**

- Photo #1 – There is frost in the north ditch that prevent the excavation to the desired elevation.

- Photo #2 – A bit of water on the pad because of the ditch that is to high. No instability.

- Photo #3 – Placing the 0-20mm crushed stone.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-21	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-08
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 18ºC Wind : 5 à 10 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	0
Shovel CAT 320	FGL	9
Bulldozer Komat'su 39px	FGL	2
Operator	FGL	12
Surveyor	FGL	12
Roller compacter Hamm 3625	FGL	2
Truck CAT 740	BLCS	48.9 m3
Bulldozer CAT D6T (DOZ09)	AEM	0
Field inspector	Stavibel	12

- **6h30 à 15h30** Shovel 320 builds the dike, builds the access road and places the concrete blocks for the pump house.
- **15h30 à 17h30** Bulldozer 39px places the 0-20mm crushed stone.
- **17h30 à 18h30** Shovel 320 digs the ditch.
- **15h30 à 17h00** Truck CAT 740 hauls the 0-20mm crushed stone.

Comments :

- Volumes of material hauled by BLCS :

	2013-07-15		**2013-07-16**		**2013-07-17**		**2013-07-20**		**2013-07-21**		**Cumulative**	
	load	volume	load	volume	load	volume	load	volume	load	volume	load	volume
Muck quarry 1	24	391,2	34	554,2	14	228,2					72	**1173,6**
0-3/4" BLCS		0		0	15	244,5	7	114,1	3	48,9	15	**407,5**

- Photo #1 – Placing the 0-20mm crushed stone. All the 0-20mm is on the field at the end of the day.

- Photo #2 – Excavation of the north ditch at the good elevation to drain the pad infra.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-22	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-09
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 15ºC Wind : 5 à 10 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	0
Shovel CAT 320	FGL	2.5
Bulldozer Komat'su 39px	FGL	0
Operator	FGL	5.5
Surveyor	FGL	5.5
Roller compactor Hamm 3625	FGL	0
Field inspector	Stavibel	12

- **16h à 18h30** Shovel 320 digs the ditch around the pad.

Comments :

- Cross shift. No activity on the field before 16h. I make a roundtrip to Meadowbank to go get the new operator and surveyor.
- Volumes of material hauled by BLCS :

	2013-07-15		**2013-07-16**		**2013-07-17**		**2013-07-20**		**2013-07-21**		**Cumulative**	
	load	volume	load	volume	load	volume	load	volume	load	volume	load	volume
Muck quarry 1	24	391,2	34	554,2	14	228,2					72	**1173,6**
0-3/4" BLCS		0		0	15	244,5	7	114,1	3	48,9	15	**407,5**

- Photo #1 – Excavation of the north ditch to the frost. There is a groundwater artery.

Par : _____
Michaël Racine, tech.

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Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-23	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-10
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	8 à 15ºC Wind : 5 à 10 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	0
Shovel CAT 320	FGL	9
Bulldozer Komat'su 39px	FGL	1
Operator	FGL	12
Surveyor	FGL	12
Roller compactor Hamm 3625	FGL	5
Truck CAT 740	BLCS	32.6 m3
Field inspector	Stavibel	12

- **6h30 à 11h** Shovel 320 places the 0-20mm crushed stone.
- **8h à 9h** Truck CAT 740 hauls the 0-20mm cruched stone.
- **11h à 12h** Bulldozer 39px places the 0-20mm cruched stone.
- **12h à 15h** Shovel 320 finishes the mini dike and builds the key for the membrane.
- **15h à 18h30** Shovel 320 builds the acces road for the pump house.

Comments :

- Volumes of material hauled by BLCS :

	2013-07-15		**2013-07-16**		**2013-07-17**		**2013-07-20**		**2013-07-21**		**2013-07-23**		**Cumulative**	
	load	volume	load	volume	load	volume	load	volume	load	volume	load	volume	load	volume
Muck	24	391,2	34	554,2	14	228,2							72	**1173,6**
0-3/4"					15	244,5	7	114,1	3	48,9	2	32,6	15	**440,1**

- Photo #1 – Overview of the pond ready for the geotextile and the bituminous geomembrane.

- Photo #2 – Small key trench for the membrane.

- Photo #3 – Construction of the access road for the pump house.

- Photo #4 – Arrival of 11 tanks of 100 000L and 2 tanks of 50 000L on the barge.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-24	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-11
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 23ºC Wind : 5 à 20 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	0
Shovel CAT 320	FGL	0
Bulldozer Komat'su D39px	FGL	1
Operator	FGL	12
Surveyor	FGL	12
Roller compactor Hamm 3625	FGL	0
3 labours	FGL	4
2 membrane installers	Texcel	3.5
Shovel CAT 307	AEM	4.5
Field inspector	Stavibel	12

- **6h30 à 7h30** Stand by
- **7h30 à 12h** Shovel 307 cleans the membrane in previson of the reparations between the existing diesel tanks #1 and 2.
- **8h à 12h** 3 labours place the crushed stone 0-20 mm crushed stone to make sure the foundation for the bituminous geomembrane is flat.
- **17h à 18h** Bulldozer 39px places the 0-20mm crushed stone on the access road for the pump house.

Comments:

- The membrane installers arrive at 15h.

Par : _____
Michaël Racine, tech.

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Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-25	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-12
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 24ºC Wind : 5 à 20 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	9
Shovel CAT 320	FGL	0
Bulldozer Komat'su 39px	FGL	0
Roller compactor Hamm 3625	FGL	0
Operator	FGL	12
Surveyor	FGL	12
3 Labours	FGL	12
Vibratory plate (small)	BLCS	1 jour
2 membrane installers	Texcel	12
Field inspector	Stavibel	12

- **6h30 à 11h30** Shovel 365 places the geotextile and failed attempt for the installation of the bituminous geomembrane.
- **11h30 à 16h30** Stand by
- **16h30 à 20h** Shovel 365 places the bituminous geomembrane.

Comments :

- Impossible to place the membrane with the membrane rack available. Waiting for the rack with bearings to roll out the membrane from 11h30 to 16h30. The wasted time is catched up after souper.

- Photo #1 – Compaction of the slopes with the vibratory plate to avoid rock punching in the membrane.

- Photo #2 – Placing the geotextile and the bituminous geomembrane.

Par : _____
Michaël Racine, tech.

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Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-26	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-13
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 26ºC Wind: 5 à 20 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	4.5
Shovel CAT 320	FGL	0
Bulldozer Komat'su 39px	FGL	0
Roller compactor Hamm 3625	FGL	0
Operator	FGL	12
Surveyor	FGL	12
3 labours	FGL	12
2 membrane installers	Texel	12
Field inspector	Stavibel	12

- **6h30 à 18h30** 4 labours (FGL) et 2 labours (Texcel) place the bituminous geomembrane.
- **6h30 à 9h** Shovel 365 places the bituminous geomembrane.
- **9h à 12h** Shovel 320 works on another project for the diesel fuel tanks.
- **13h à 15h** Shovel 365 places the bituminous geomembrane.
- **15h à 16h** Shovel 320 works on another project for the diesel fuel tanks.
- **16h à 18h30** Shovel 365 places the bituminous geomembrane.

Comments :

- Photo #1 – Placing the bituminous geomembrane with a geotextile under.

- Photo #2 – Reparation of hole in the bituminous geomembrane.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-27	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-14
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 23ºC Wind : 0 à 10 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	5.5
Shovel CAT 320	FGL	0
Bulldozer Komat'su 39px	FGL	0
Roller compactor Hamm 3625	FGL	0
Operator	FGL	12
Surveyor	FGL	12
3 Labours	FGL	4
Generator 6000 W	BLCS	1 jour
Truck Cat 740	BLCS	55.2 m3
2 membrane installers	Texel	6.5
Field inspector	Stavibel	12

- **6h30 à 12h** Shovel 365 et 2 labours (Texcel) place the bituminous geomembrane.
- **6h30 à 10h30** 3 labours (FGL) place the bituminous geomembrane.
- **13h à 15h** 2 labours (Texcel) test the resistance of the welds in the bituminous geomembrane.
- **13h à 18h30** Operator and surveyor (FGL) stand by.
- **17h à 18h30** Truck CAT 740 hauls the 0-20mm crushed stone.

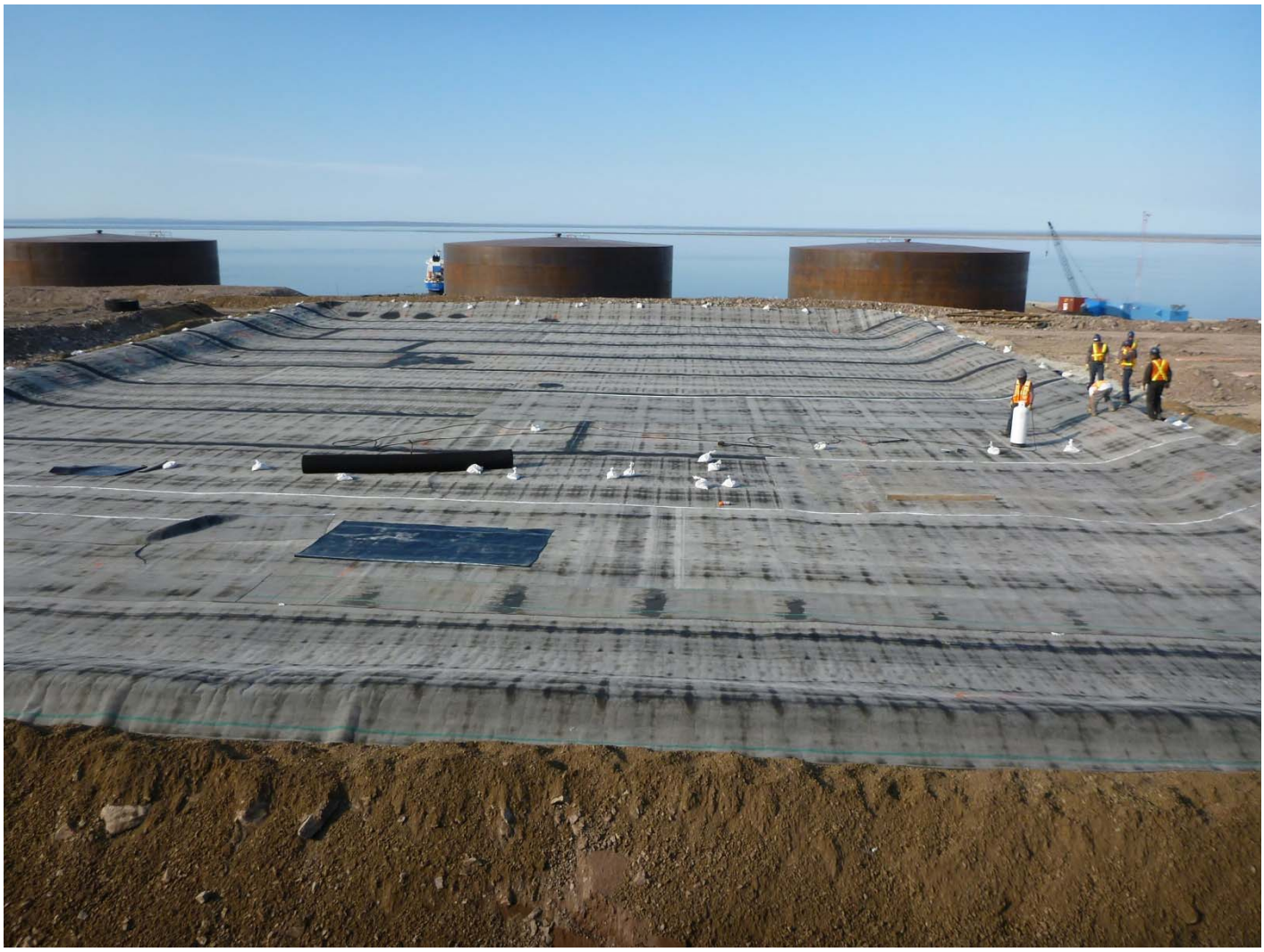
Comments :

- Inspection of the membrane.
- The 0-20 mm crushed stone produce by BLCS for the pad above the bituminous geomembrane is non- compliant. It contains particules up to 1-1/2". The material is rescreened and the placing of the 0-20 mm crushed stone begins at the end of the day.
- I inspect the membrane before filling above to make sure that no hole and no punching remains. Small rocks are detected under the membrane. Pieces of membrane are added on it.

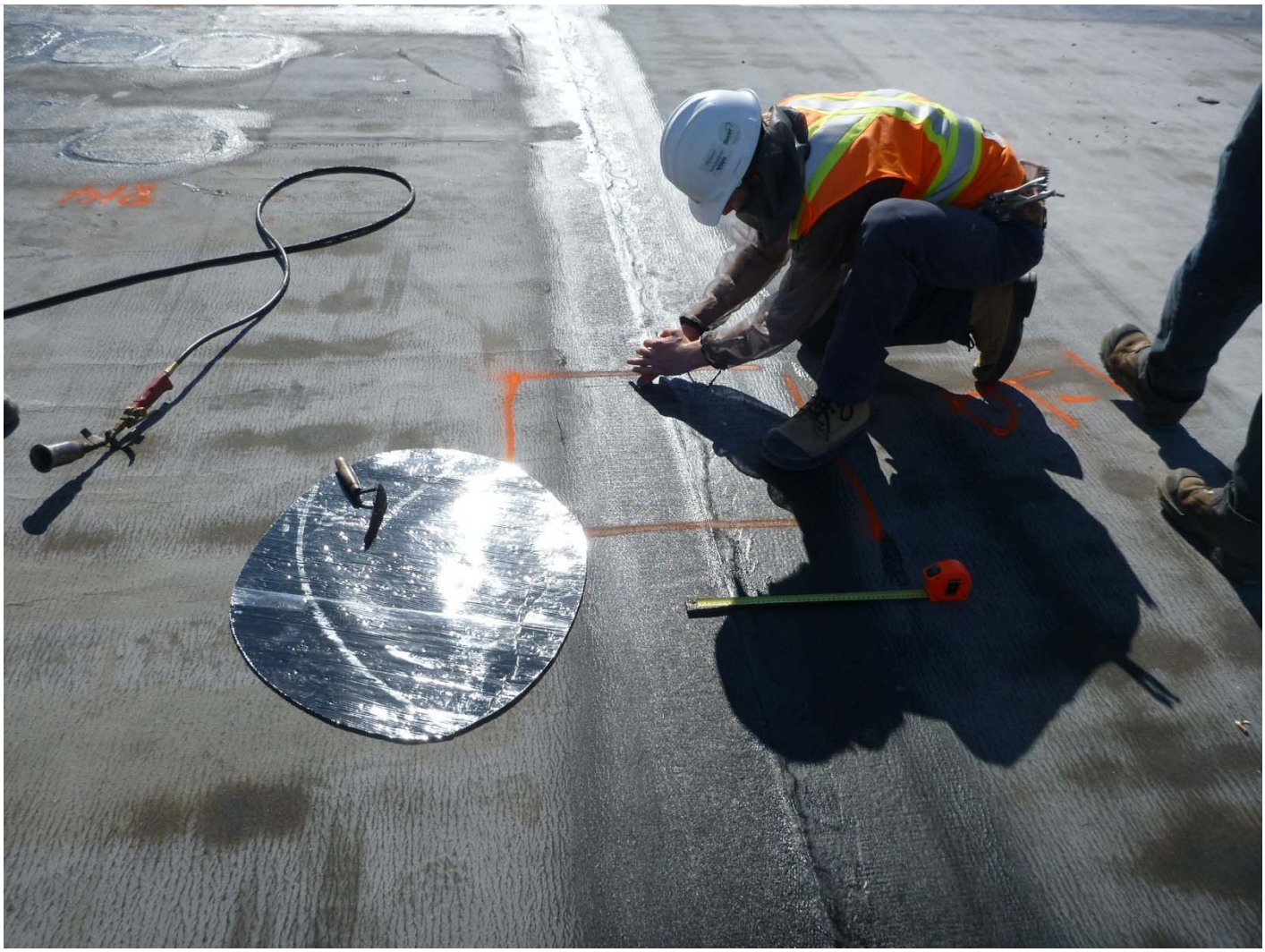
- Survey of a load of 0-20 mm crushed stone. The result is 18.4 m3/load. Here are the corrected quantities according to this new volume:

	0-3/4"		Muck quarry 1	
	load	volume (m3)	load	volume (m3)
2013-07-15			24	441,6
2013-07-16			34	625,6
2013-07-17	15	276	14	257,6
2013-07-20	7	128,8		
2013-07-21	3	55,2		
2013-07-23	2	36,8		
2013-07-27	3	55,2		
Cumulative	30	**552**	72	**1324,8**

- Photo #1 – Installing the bituminous geomembrane with a geotextile under.



- Photo #2 – Sampling of Colétanche in place to test the welds resistance with the tensometer. The results are compliant according to the Texel membrane installers.



- Photo #3 – Inspection of the membrane. Small proeminent rocks (10mm and less) are detected at some place under the membrane. A second tickness of colétanche is added on these spots to make sure there will not be any punching.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-28	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-15
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 23ºC Wind : 0 à 10 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	8
Shovel CAT 320	FGL	0
Bulldozer Komat'su 39px	FGL	2
Roller compactor Hamm 3625	FGL	0
Operator	FGL	12
Surveyor	FGL	12
Truck Cat 740	BLCS	239.2 m3
Shovel Cat 307	AEM	1
Field inspector	Stavibel	12

- **6h30 à 18h30** Shovel 365, Shovel 320 et Bulldozer 39px (alternating) place the 0-20mm crushed stone on the bituminous geomembrane.
- **8h à 18h30** Truck CAT 740 hauls the 0-20mm crushed stone.

Comments :

- After comparison of the specs of the shovel CAT 307 and the bulldozer Komat'su 39px, we decide to use the bulldozer instead of the shovel 307. The ground pressure is 33.34 kPa (with the bulldozer) instead of 32.3 kPa (with the shovel).
- Big waiting time for the BLCS material. Only 1 truck. Around 2 loads/hour.

- Summary of the volumes hauled by BLCS (18.4 m^3/load) :

	0-3/4"		Muck quarry 1	
	load	volume (m3)	load	volume (m3)
2013-07-15			24	441,6
2013-07-16			34	625,6
2013-07-17	15	276	14	257,6
2013-07-20	7	128,8		
2013-07-21	3	55,2		
2013-07-23	2	36,8		
2013-07-27	3	55,2		
2013-07-28	13	239,2		
Cumulative	43	**791,2**	72	**1324,8**

- Photo #1 – Sreening of the 0-20mm and loading of the trucks at the Nuna Pad (BLCS).

- Photo #2 – Placing the 0-20mm above the bituminous geomembrane. A geotextile is place before.

Par : _____
Michaël Racine, tech.

_____
Richard Marcoux, ing.
No OIQ : 38724
Project manager

AGNICO EAGLE

RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-29	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-16
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 17ºC Wind : 20 à 30 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	7.5
Shovel CAT 320	FGL	0
Bulldozer Komat'su 39px	FGL	3.5
Rolle compactor Hamm 3625	FGL	0
Operator	FGL	12
Surveyor	FGL	12
Truck Cat 740	BLCS	257.6 m3
Shovel Cat 307	AEM	0
Field inspector	Stavibel	12

- **6h30 à 18h30** Shovel 365 et Bulldozer 39px (alterning) place the 0-20mm on the bituminous geomembrane.
- **7h à 18h30** Camion CAT 740 hauls the 0-20mm.

Comments :

- Big waiting time for the BLCS material. Only 1 truck. About 40 minutes between loads.
- The BLCS crusher is out of use. The 0-20mm will be make entirely by the screener.

- Summary of the volumes hauled by BLCS (18.4 m^3/load) :

	0-3/4"		Muck quarry 1	
	load	volume (m3)	load	volume (m3)
2013-07-15			24	441,6
2013-07-16			34	625,6
2013-07-17	15	276	14	257,6
2013-07-20	7	128,8		
2013-07-21	3	55,2		
2013-07-23	2	36,8		
2013-07-27	3	55,2		
2013-07-28	13	239,2		
2013-07-29	14	257,6		
Cumulative	57	**1048,8**	72	**1324,8**

- Photo #1 – Lot of particules bigger than 20mm in the 0-20mm brought by BLCS. We advise BLCS to check the sreener. Indeed, there was a gap on the side of the sreen because of a missing inner bar. After the reparation of the screener, there is still presence of particules up to 100mm in the material from an unknow source. We remove them by hand on the field, but there is still a lot of rocks around 1 1/2" big.

- Photo #2 – Placing the 0-20mm above the bituminous geomembrane. A geotextile is placed before.

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RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-30	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-17
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 17ºC Wind : 20 à 30 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	7
Shovel CAT 320	FGL	0
Bulldozer Komat'su 39px	FGL	4
Roller compactor Hamm 3625	FGL	0
Operator	FGL	12
Surveyor	FGL	12
Truck Cat 740	BLCS	202.4 m3
Shovel Cat 307	AEM	0
Field inspector	Stavibel	12

- **6h30 à 18h30** Shovel 365 and Bulldozer 39px (alterning) place the 0-20mm on the bituminous geomembrane.
- **8h à 18h00** Truck CAT 740 hauls the 0-20mm.

Comments :

- Big waiting time for the BLCS material. Only 1 truck. About 40 minutes between loads.
- The BLCS crusher is out of use. The 0-20mm will be make entirely by the screener.
- Taking of 2 samples of 0-20mm on the field and 1 more sample in the BLSC stockpile at the Nuna Pad.

- Summary of the volumes hauled by BLCS (18.4 m^3/load) :

	0-3/4"		Muck quarry 1	
	load	volume (m3)	load	volume (m3)
2013-07-15			24	441,6
2013-07-16			34	625,6
2013-07-17	15	276	14	257,6
2013-07-20	7	128,8		
2013-07-21	3	55,2		
2013-07-23	2	36,8		
2013-07-27	3	55,2		
2013-07-28	13	239,2		
2013-07-29	14	257,6		
2013-07-30	11	202,4		
Cumulative	68	**1251,2**	72	**1324,8**

- Photo #1 – I mesured the mesh size of the BLCS screener. The opening of 30mm explain the presence of particules higher than 20 mm. BLCS affirmed that they don't have a smaller screen on July 27th when they change the screen. Also, there is still several rocks up to 100 mm in the 0-20 mm. We remove them by hand on the field.

- Photo #2 – Placing the 0-20mm above the bituminous geomembrane. A geotextile is placed before.

- Photo #3 – Compaction test with the roller compacter Hamm 3625 on low vibration directly on the 0-20mm uncompacted and without any covering above. Not any hole nor any deformation are noticed on the bituminous geomembrane. The decision is taken to use the roller compactor for the compaction of the pad above the Colétanche membrane.

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RAPPORT DE VISITE DE CHANTIER

STAVIBEL

Title of project :	Baker Lake Jet-A Fuel Farm	Date : 2013-07-31	
Project # :	OP-84541-J /VD3356	Doc #:	VD3356-003-RV-18
Prepared by :	Michaël Racine	Contractor :	Fernand Gilbert Ltée
Verified by :	Richard Marcoux, ing.	Temperature :	15 à 17ºC Wind : 20 à 30 km/h

Object : Contractor's schedule (approximative hours)

Labour and machinery	**Company**	**Working hours**
Shovel CAT 365C L	FGL	5
Shovel CAT 320	FGL	4.5
Bulldozer Komat'su 39px	FGL	1.5
Roller compactor Hamm 3625	FGL	2
Operator	FGL	12
Surveyor	FGL	12
Truck Cat 740	BLCS	33.8 m3
Water tanker	Hamlet	2
Shovel Cat 307	AEM	0
Field inspector	Stavibel	12

- **6h30 à 10h** Shovel 365 and Bulldozer 39px (alterning) place the 0-20mm on the bituminous geomembrane.
- **8h30 à 10h30** Water tanker moistens the 0-20mm using a total of 15234 L of water.
- **10h30 à 13h30** Compactor compacts the pad of 0-20mm.
- **10h à 14h** Shovel 365 moves the contaminated stockpile to profile better the ditch.
- **14h à 18h30** Shovel 320 backfills the small key trench for the bituminous geomembrane and installs a steel pipe for the electric wire feeding the pump house..

Comments :

- Departure of the field inspector (myself) on August 1st around 7h.

- Survey of 42 loads of 0-20mm in place uncompacted. Here is the summary of the volumes haules by BLCS (estimate with an average of 16.9 m^3/load) :

	0-3/4"		Muck quarry 1	
	load	volume (m3)	load	volume (m3)
2013-07-15			24	405,6
2013-07-16			34	574,6
2013-07-17	15	253,5	14	236,6
2013-07-20	7	118,3		
2013-07-21	3	50,7		
2013-07-23	2	33,8		
2013-07-27	3	50,7		
2013-07-28	13	219,7		
2013-07-29	14	236,6		
2013-07-30	11	185,9		
2013-07-31	2	33,8		
Cumulative	70	**1183**	72	**1216,8**

- Photo #1 – Moistening and compaction of the 0-20mm. Compaction: 2 static passes, 1 vibratory pass in each direction and 2 last static passes.

- Photo #2 – Installation of a steel pipe with a rope inside in prevision of passing the electric wire to the pump house.

- Photo #3 – Overview of the second containment system ready to take the Jet-A tanks.

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