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## **1.0 Introduction**

In December 2006, pursuant to Section 12.5.2, Article 12, Nunavut Land Claims Agreement (NLCA), the Nunavut Impact Review Board (NIRB) issued a Project Certificate (No. 004) for the Meadowbank Gold Project (Project), allowing the Project to proceed in accordance with the Terms and Conditions issued therein.

The Project involves the construction and operation by Agnico-Eagle Mines Limited (AEM) of an open pit gold mine located in the Kivalliq Region of Nunavut, approximately 70 kilometres (km) north of the Hamlet of Baker Lake on Inuit-owned surface lands. The Proponent estimates the total proven and probable reserves of \$2.7 million ounces, and total construction and operating expenditures of \$304 million and \$100 million per year, respectively (Final Hearing Report, 2006).

In addition to mining activities, further infrastructure associated with the Project is located approximately 2 km east of the Hamlet of Baker Lake, and consists of: barge unloading facilities; a storage and marshalling area; a fuel tank farm; and interconnecting roads. The construction of a 110 km all weather private access road (access road) was completed in March 2008, connecting the mine site and the facilities near Baker Lake.

Supplies are shipped via sealift to Baker Lake where they are offloaded at AEM's marshalling area and transported to the Meadowbank site via truck haul along the 110 km access road.

## **2.0 Monitoring Activities**

According to Article 12.7.1 (NLCA), the terms and conditions contained in a Project Certificate issued by the NIRB, recommendations stemming from Part 4 (NLCA) decisions, and approvals issued by the Nunavut Water Board may all provide for the establishment of a monitoring program for a specific project. The monitoring program may specify responsibilities for the Proponent, NIRB, or Government. The purpose of such a monitoring program as stated in Article 12.7.2 is:

- a. to measure the relevant effects of projects on the ecosystemic and socio-economic environments of the Nunavut Settlement Area;*
- b. to determine whether and to what extent the land or resource use in question is being carried out within the predetermined terms and conditions;*
- c. To provide the information base necessary for agencies to enforce terms and conditions of land or resource use approvals; and*
- d. To assess the accuracy of the predictions contained in the project impact statements.*

As per the Project Certificate (No. 004) issued for the Meadowbank Gold Project, the NIRB is responsible for the monitoring of this Project in accordance with Articles 12.7.1 and 12.7.2 of the NLCA as outlined above.

The Proponent has secured leases from the Government of Nunavut (GN), Department of Community and Government Services for storage and marshalling areas located on Commissioner's lands within the Hamlet of Baker Lake.

Leases required for the access road have been obtained from Indian & Northern Affairs Canada (INAC), the Kivalliq Inuit Association (KivIA), the Hamlet of Baker Lake, and Fisheries and Oceans Canada (DFO).

The commercial and production leases for the Meadowbank site (to include exploration, mining and milling activities, the fuel tank farm, and air strip) have been obtained from the KivIA. The required Type A Water Licence (2AM MEA0815) was issued by the Nunavut Water Board in June of 2008.

## **2.1 Documentation and Reporting Requirements**

In accordance with the Terms and Conditions and Proponent Commitments issued and contained within the NIRB's Project Certificate No. 004 (PC), and project activities occurring throughout the year, the following items were submitted to the NIRB and reviewed by the Monitoring Officer between October 2008 and September 2009:

### October 2008

- 3-Oct: NIRB received minutes from first meeting of the Meadowbank Community Liaison Committee (September 23, 2008);
- 6-Oct: NIRB received notification of caribou death on access road – AEM to develop procedure to ensure wildlife protection protocol being respected;
- 24-Oct: NIRB received AEM response to NIRB's *2008 Site Visit Report*;
- 29-Oct: NIRB request AEM provide a *Noise Abatement Plan* (per Condition 62);

### November 2008

- 5-Nov: NIRB received AEM email commitment to provide a *Noise Abatement Plan* by January 15, 2009;

### January 2009

- 26-Jan: NIRB received Minister of INAC response regarding a public hearing in the Section 12.8.2 NLCA reconsideration of PC Condition 32;
- 29-Jan: NIRB received correspondence from AEM regarding suspension of aerial surveys;
- 30-Jan: AEM provided response to NIRB regarding the Board's recommendations from the *2007-2008 Annual Monitoring Report*;
- 30-Jan: NIRB received AEMs application for the Meadowbank to Vault Winter Road project proposal;

#### February 2009

- 24-Feb: NIRB received AEMs Sand Quarry Right of Way project proposal from the KivIA;

#### March 2009

- 12-Mar: Public Information Session held in Baker Lake explaining the Section 12.8.2 NLCA reconsideration of PC Condition 32;

#### April 2009

- 3-Apr: Regulator's Information Session held in Iqaluit to discuss Section 12.8.2 NLCA reconsideration of PC Condition 32;
- 9-Apr: NIRB received Hamlet of Baker Lake *revised* submission requesting Section 12.8.2 NLCA reconsideration of PC Condition 32;
- 15-Apr: NIRB received AEM *draft Transportation Management Plan: All Weather Private Access Road*;
- 26-Apr: NIRB held public information session and Elders meeting in Baker Lake to encourage participation at the Board's Public Hearing (Apr 28-30);
- 27-Apr: NIRB staff presentation to high school students in Baker Lake regarding Section 12.8.2 NLCA reconsideration of PC Condition 32;
- 27-Apr: NIRB received AEM's *Meadowbank Gold Project 2008 Annual Report*;
- 28-Apr: Public Hearing held in Baker Lake on the Board's reconsideration of PC Condition 32, April 28 – 30, 2009;

#### June 2009

- 1-Jun: NIRB issued the *Hearing Report for the Board's 12.8.2 Reconsideration of Condition 32 of the Meadowbank Gold Mine Project Certificate*;

#### July 2009

- 30-Jul: NIRB received AEM proposal to expand Baker Lake fuel tank farm;

#### August 2009

- 6-Aug: NIRB received NPC conformity determination for proposed Baker Lake fuel tank farm expansion;
- 30-Aug: NIRB received AEM request to change name on PC;
- 31-Aug: NIRB Monitoring Officer site visit of ancillary facilities within Baker Lake;

#### September 2009

- 1-Sept: NIRB Monitoring Officer site visit of Meadowbank facilities and access road;

- 1-Sept: NIRB public information session in Baker Lake – follow up to Section 12.8.2 NLCA reconsideration of PC Condition 32;
- 25-Sept: NIRB issued 12.4.3 exemption to the NWB for AEM's proposed Baker Lake fuel tank farm expansion.

## **2.2 Compliance Monitoring by Authorizing Agencies**

### **2.2.1 Indian and Northern Affairs Canada / Nunavut Water Board**

On July 7, 2008, INAC performed an inspection of the access road and associated quarries. The inspecting officer requested that AEM remove ammonium nitrate and debris from one of the borrow pits. No other issues of non-compliance were reported with respect to the road lease and quarrying lease issued by INAC.

INAC performed a routine inspection of the Meadowbank site water usages in August 2009, in accordance with the 2AM-MEA0815 water license issued by the Nunavut Water Board on June 9, 2008. The inspection report and resulting Inspector's direction(s) can be accessed via the Nunavut Water Board's ftp site at the following link [ftp://nunavutwaterboard.org/PRUC/2%20MINING%20AND%20MILLING/2A/2AM%20-%20Mining/2AM-MEA0815/3%20TECH/0%20SCOPE%20ENFORCE%20\(A\)/](ftp://nunavutwaterboard.org/PRUC/2%20MINING%20AND%20MILLING/2A/2AM%20-%20Mining/2AM-MEA0815/3%20TECH/0%20SCOPE%20ENFORCE%20(A)/).

## **2.3 Wildlife Monitoring**

### **2.3.1 Annual Wildlife Monitoring Summary Report**

In accordance with Condition 55 of the Meadowbank Project Certificate and the Terrestrial Ecosystem Management Plan (TEMP), the Proponent submitted their *2008 Wildlife Monitoring Summary Report* (WMSR) to the NIRB as an appendix to its Annual Report on April 27, 2009. The report was distributed for public comment, and reviewed by the Monitoring Officer.

The caribou mortality threshold for Meadowbank of one (1) animal was exceeded in 2008, with two caribou having been killed along the access road. At the time of the second caribou mortality, AEM sent notice to the Monitoring Officer advising that they had developed a procedure to ensure AEM personnel were respectful of the wildlife protection protocol. The procedure included a reminder about the speed limit on the road; the animal right of way policy; and the disciplinary measures for non-compliance to the protocol, should negligence be determined to be a cause of the accident upon investigation (AEM email to NIRB, October 6, 2009).

Additionally, where two wolves were killed in 2008, the WMSR indicates that the adaptive management protocol outlined in the TEMP was followed for each instance. As a result of the wolf mortalities, AEM committed to enforcing garbage segregation and increasing monitoring of materials being sent to landfill in 2009.

The WMSR considers the accuracy of impact predictions concerning wildlife mortality associated with problem animals at Meadowbank camp, access road operation, and

unauthorized hunting along the access road. Section 5.17 of the WMSR indicates that the accuracy of other impact predictions will be discussed in increasing detail in subsequent years once mine site construction has been completed and additional data is collected.

## **2.4 General Reporting Requirements**

During the 2008-2009 monitoring period, the Proponent has shown an overall general compliance with reporting requirements imposed through commitments resulting from the Part 5 NLCA Review of the project, including those contained in related reports, plans, and the Project Certificate.

In comments received pertaining to AEM's *2008 Annual Report* however, parties did request that future reporting include a more thorough analysis of the acceptability of the data reported on a more consistent basis, and that it include comparisons to the impacts and/or the absence of impacts that had been predicted in the Final Environmental Impact Statement for the Project. A specific request to have the Proponent submit the reporting required by Condition 69 was also submitted with comments regarding AEM's *2008 Annual Report*.

Furthermore, both EC and DFO indicated in their comments regarding AEM's *2008 Annual Report*, that they had not been involved nor consulted in the Aquatics Effects Management Program that was submitted as part of the annual reporting requirements.

## **2.5 Other Actionable Items**

The following items, including Terms and Conditions contained within the Meadowbank Project Certificate, necessitated action on behalf of the Proponent, the NIRB, and in some cases, third parties.

### Noise Abatement Plan

The Board requested that the Proponent submit a Noise Abatement Plan on October 29, 2008. The plan is a requirement of PC Condition 62. On November 15, 2008, the Proponent committed to providing the Plan by January 15, 2009.

### Access Road

The NIRB received separate requests from the Proponent and from the Hamlet of Baker Lake to reconsider Project Certificate Condition 32 item (a) in order to replace the requirement for locked gates on two bridges with a manned gate and gatehouse and also to allow limited non-mine use of the access road (July 29 and September 25, 2008, respectively). In its consideration of this request for an amendment to Project Certificate No. 004, the Board considered the applications in accordance with Section 12.8.2 of the NLCA. As such, the Board sought comments from an extensive distribution list, including community organizations, government departments, and the Regional Inuit Association. The Board proposed to the Minister of INAC that a public hearing would be important in conducting a thorough reconsideration of the term

and condition in question. In correspondence of January 26, 2009, the Minister concurred with the Board's recommendation and referred the reconsideration back to the NIRB.

In March 2009, staff of the NIRB held a public information session in Baker Lake. The purpose of the information session was to present the Board's reconsideration of Condition 32 of the PC, and to describe the public hearing and encourage the public's participation.

Early in April 2009, staff of the NIRB held a regulator's information session in Iqaluit. This information session was aimed to discuss the reconsideration of Condition 32 with those authorizing agencies having a mandated or jurisdictional responsibility for portions of the all weather access road or its operation.

The NIRB Board met in Baker Lake April 28-30, 2009 and held a public hearing to facilitate its reconsideration of Condition 32. On June 1, 2009, the Board issued to the Minister of INAC its recommendation to amend Condition 32. On June 6, 2009, the NIRB received the Minister of INAC's approval of the Boards' amended Condition 32.

#### Sand Quarry / Vault Haul Road

On February 24, 2009, the NIRB received an application for a sand quarry and winter road route from the Meadowbank site to the Vault pit area. On March 2, 2009 the NIRB issued correspondence which stated that AEM's proposed activities had previously been assessed for potential impacts through the screening and review processes. The sand quarry and vault haul road were exempted from further screening by the NIRB.

#### Baker Lake Fuel Tank Farm Expansion

On July 30, 2009, AEM submitted an application to the NIRB requesting permission to expand its Baker Lake fuel tank farm capacity by a total of 22 million litres. After distributing the proposed renewal and amendment for public comment, the NIRB determined that the proposed expansion did not have the potential to cause significant adverse impacts that had not been previously assessed and mitigated through project specific terms and conditions contained within the Project Certificate and other authorizations, namely through the water licence and through the (confidential) Inuit Impact and Benefits Agreement between the Proponent and the KivIA. While the impacts of the proposed expansion were deemed to have been mitigated by the previous assessment, the potential for additional adverse socio-economic impacts was brought forth by a citizen of the Hamlet of Baker Lake.

### **2.6 Site Visit**

In addition to those documents received and reviewed by the NIRB's Monitoring Officer, a site visit was undertaken August 31 and September 1, 2009. The scope of the visit included the access road, Meadowbank site facilities, and ancillary facilities located within the Hamlet of Baker Lake.



### **2.6.1 Site Visit Observations**

The following outlines the Monitoring Officer's findings as they relate to Project Certificate Terms and Conditions and resulting from the August 31 and September 1, 2009 site visit:

As required by Condition 27, the Proponent appeared to have fuel and hazardous materials contained and stored using safe and environmentally protective methods (dual containment, drip pans, signage and labels posted).

Condition 32 requires that the Proponent take certain measures to limit unauthorized non-mine use of the road. At the time of the site visit, AEM was in compliance with all visibly measurable parts of the Condition. Required signage had been posted along the road route, the gate and gatehouse were operating to regulate traffic utilizing the access road and all recorded unauthorized uses of the road had been submitted to the Monitoring Officer with AEMs *2008 Annual Report*. Speed limit signage and kilometre markers were also noted along the road route.

During the site visit, CB radio traffic confirmed that as is required by Condition 36 and as was confirmed in the *2008 Annual Report*, AEM had employed marine mammal monitors aboard vessels transporting goods between Baker Lake and Chesterfield Inlet.

In accordance with Condition 56, maps outlining caribou migration corridors had been placed and were present in site offices that were visited during the Monitoring Officer's visit.

Condition 81 requires that AEM provide 24 hour security including surveillance cameras and a security office at the Baker Lake storage facility and marshalling area. This Condition also requires that AEM take all necessary steps to ensure the safe and secure storage of any hazardous or explosive components within the Hamlet of Baker Lake boundaries. The Monitoring Officer found during the 2009 site visit that AEM maintains a 24 hour presence at the storage and marshalling facility and that no hazardous or explosive components are stored within the boundaries of the Hamlet Baker Lake. The Monitoring Officer noted no security measures in place at the Baker Lake storage and marshalling area.

The Monitoring Officer noted that AEM was storing fuel at the Nuna M&T "Nova" Camp which had been previously permitted as a temporary camp used to facilitate access road construction.

For a comprehensive review of the Monitoring Officer's site visit and observations, please refer to the NIRB's *2009 Meadowbank Site Visit Report* ([Appendix A](#)).

### **2.7 Follow Up from the NIRB's 2008 Monitoring Program**

The Board made a number of recommendations as a result of the 2008 site visit and overall monitoring efforts of 2008. Table 1 outlines the Board's recommendations which were presented to the Proponent as a result of the NIRB's *2007-2008 Annual Monitoring Report for the Meadowbank Gold Project*.

Table 1: Follow up from the NIRB's 2008 Monitoring Program

<b>Condition No.</b>	<b>Requirement</b>	<b>Recommendation</b>	<b>Follow Up / Status</b>
32 / Transportation Management Plan (Section 2.2)	(b) The posting of signs in English and Inuktitut at each gate, each major ridge crossing, and each 10 kilometres of road, stating that public use of the road is prohibited. (c) The posting of signs in English and Inuktitut along the road route to identify when entering or leaving crown land.	Post signage indicating items in PC Condition 32 (b) and (c) as well as that which indicates the maximum speed limits along the access road.	The NIRB received follow up on January 30, 2009 which indicated the required signage had been posted in October 2008. AEM provided photographs which indicated the signage had been posted.
34	Facilitate the hiring of a full-time road safety, search and rescue position to respond to safety matters arising from mine and unauthorized non-mine use of the all-weather private access road, including consulting with Baker Lake and Chesterfield Inlet Elders to incorporate Traditional Knowledge into search and rescue operations.	Provide the NIRB with a Search and Rescue Plan for the all-weather private access road, and indicate how Traditional Knowledge had been incorporated into search and rescue operations (per Condition 34 of PC).	AEM provided its emergency procedures for the access road in follow up on January 29, 2009.
40	Cumberland shall gather TK from the local HTOs and conduct a minimum of a one-day workshop with residents of Chesterfield Inlet to more fully gather TK about marine mammals, cabins, hunting and other local activities in the Inlet. Cumberland shall report to KivIA and NIRB's Monitoring Officer	Provide NIRB with updated reports regarding TK gathered in Chesterfield Inlet – specifically during the one-day workshop required by the PC – with respect to marine mammals, cabins, hunting, and other local activities in Chesterfield Inlet.	In follow up of January 29, 2009, AEM indicated that “no such workshop has yet been held.” Focus of AEM and residents of Chesterfield Inlet has been to place Elders aboard NTCL tugs transporting freight to Baker Lake. Update promised to NIRB by March 31, 2009. The Monitoring Officer

	annually...		was presented with a letter from NRI and a Scientific Research License (03 020 09N-A) issued for the purpose of an IQ Workshop to be held by AEM in Chesterfield Inlet
51	Cumberland shall engage the HTOs in the development, implementation and reporting of creel surveys within waterbodies affected by the Project to the GN, DFO and local HTO.	Request that AEM initiate the contact outlined in Condition 51 and provide an update to the NIRB.	Follow up of January 29, 2009 indicated that creel data has been included with as part of hunter harvest study and in AEMs annual reporting.
56	...Maps of caribou migration corridors shall be developed in consultation with Elders and local HTOs, including Chesterfield Inlet and placed in site offices and upgraded as new information on corridors becomes available.	Require that AEM place maps outlining caribou migration corridors in Meadowbank site offices, and to submit copies of maps to NIRB.	Follow up of January 29, 2009 indicated AEM had posted updated maps. Copies of mapping included in follow up.
62	...the use of sound metres to monitor sound levels in and around the mine site...	Require AEM provide written indication and photographs of the required sound metres, once installed at site.	Follow up of January 29, 2009 indicated noise monitoring completed by Golder and AEM in September 2008, that metres are temperature sensitive and thus cannot be permanently deployed at fixed stations. No photographs were included.
77	Cumberland shall as soon as possible, review and	Request that AEM provide follow up	Follow up indicated discussions had taken

	coordinate its Emergency Response Plan with the emergency response plans of the Hamlets of Baker Lake and Chesterfield Inlet.	correspondence to the NIRB which documents AEMs concerted efforts to review and coordinate its Emergency Response Plan with those of the Hamlets of Baker Lake and Chesterfield Inlet.	place between AEM and the Hamlet regarding emergency response procedures. AEM has consolidated its procedures into a common plan, and intends to discuss and coordinate plans with the Hamlet again in 2009, following the arrival of the first milling reagents to Baker Lake.
n/a		Request AEM submit to NIRB, a record of all wildlife data recorded to AEM's on-site Environmental officers between June 15 and December 15, 2008.	Follow up January 29, 2009 included the requested reporting of mortality tracking and wildlife sightings along the access road.

### 3.0 Findings

In addition to follow up from the Board's recommendations resulting from the *2007-2008 Annual Monitoring Report*; the Monitoring Officer's 2009 site visit; a review of project related correspondence and documentation; and consideration of Project Certificate Terms and Conditions, the following outlines the Monitoring Officer's findings for 2008-2009.

Certain requirements pertaining to reporting and consultation were identified by third parties as having been deficient or inconsistent during the 2008-2009 monitoring period.

A number of terms and conditions require the Proponent to engage in consultation with Elders, HTOs, and other parties as a means to fulfilling the term or condition in question. A number of these conditions remain outstanding.

Condition 27 requires that the Proponent utilize safe and environmentally protective methods in the storage of fuel and hazardous materials. During the Monitoring Officer's site visit, fuel and hazardous materials appeared to be stored in a safe and environmentally protective manner. Concerns were raised by INAC during the public commenting period regarding the applicability of Environment Canada's *Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations* to the proposed expansion of the Baker Lake fuel tank farm.

With regard for Condition 32, the Proponent has demonstrated compliance with the Board's recommendations following the *2007-2008 Annual Monitoring Report*. Specifically, the manned gatehouse permitted to serve in place of locked gates at bridges 1 and 4 is operational, with the gate serving in a lowered position to stop traffic, and the employee within the gatehouse allowing only authorized users to pass. Additionally, required signage has been posted along the road route as follows, along with additional non-required signage:

- Indicating that unauthorized use is prohibited (required);
- Land tenure identified in English and Inuktitut (required);
- Speed limit along road (required);
- Notification of upcoming 'blind' hills (not required);
- Reminders to change CB radio channels (not required);
- Kilometre identification (not required).

AEM had placed marine mammal monitors aboard vessels moving between Chesterfield Inlet and Baker Lake as is required by Condition 36. Reports submitted by the marine mammal monitors were submitted as part of the Proponent's annual reporting.

In accordance with Condition 39, AEM provided an update of consultative efforts conducted during the 2008 annual meeting in follow up correspondence dated October 24, 2008.

Where Condition 56 requires that maps of caribou migration corridors are placed in site offices, the Monitoring Officer noted that said maps were present in offices during the 2009 site visit. The maps were submitted to the NIRB on January 29, 2009. No updates were received following this initial submission.

Condition 60 requires wherever possible, that the Proponent implement a stop work policy when wildlife in the area may be endangered by the work being carried out. Section 5-18 of the Proponent's *2008 Wildlife Monitoring Summary Report* speaks to adaptive management, and specifically outlined the Proponent's implementation of road closure during periods when high numbers of caribou were present along the road corridor.

In accordance with Condition 62 (item a), the Proponent submitted the results of noise monitoring to the NIRB on January 29, 2009. Noise monitoring is ongoing at the Meadowbank site.

While the NIRB has received the minutes from the Baker Lake Community Liaison Committee, no further follow up regarding socio-economic monitoring has been received. In accordance with Condition 65, the Proponent is specifically required to include in its monitoring program, the collection and reporting of data of community of origin of hired Nunavummiut. The NIRB has not received this information from the Proponent in any formal manner of reporting.

Condition 67 requires the Proponent, in consultation with Health Canada, to develop a program which monitors contaminant levels in country foods and to submit this plan to the NIRB. To date, no such plan has been submitted.

In accordance with Condition 69 an updated baseline report for archaeological sites in the Project area was to be submitted to the GN prior to the commencement of project construction activities. Comments submitted by the GN in response to the Proponent's *2008 Annual Report* indicated that the required report has not been submitted to date.

Condition 77 requires that the Proponent coordinate its Emergency Response Plan with those of the Hamlets of Baker Lake and Chesterfield Inlet. Follow up to the Board's 2008 monitoring recommendations indicated that the Proponent had discussed this coordination with the Hamlet of Baker Lake. Further discussion had been anticipated to occur, following the arrival of milling reagents into Baker Lake sometime in August 2009. No further follow up has been received to date.

Where Condition 81 requires that full 24 hour security be present to ensure safe and secure storage of any hazardous or explosive components within the Hamlet of Baker Lake boundaries, the Monitoring Officer noted that AEM staff were present at the site office located at the fuel tank farm and barge off loading facility for 24 hours per day. While AEM's follow up to the NIRB's 2008 site visit indicated that they intended to install surveillance cameras at the fuel tank farm and barge unloading facility, at the time of the 2009 site visit, no surveillance cameras had yet been installed. The Proponent also indicated that no fuel or hazardous materials are stored within the boundaries of Hamlet of Baker Lake.

#### **4.0 Summary and Conclusions**

The Meadowbank project has continued its impressive pace of development over the past year, with the most notable changes being the development of the permanent camp facilities, the issuance of the NWB type A water licence and subsequent activities permitted to occur, the change in use permitted to occur along the access road, and the level of diking work completed.

Monitoring efforts become increasingly involved as the project development progresses and the mine reaches operation stage. The Proponent appears to be in compliance with most of the terms and conditions contained within the Meadowbank Project Certificate. There are however, certain areas where non-compliance is evident and which require the Board's consideration. The Monitoring Officer's recommendations have been provided under separate cover for the Board's information and consideration.

Prepared by: Amanda Hanson  
Title: Technical Advisor  
Date: October 16, 2009  
Signature:



Reviewed by: Ryan Barry  
Title: Director, Technical Services

Date: October 19, 2009  
Signature:

A handwritten signature in black ink that reads "Ryan Barry". The signature is written in a cursive style with a long horizontal line extending to the right.

NIRB File No.: 03MN107







## **The Nunavut Impact Review Board's 2009 Site Visit Report for the Meadowbank Gold Project**

Proponent: Agnico-Eagle Meadowbank  
555 Burrard Street, Suite 375  
Box 209, Two Bentall Centre  
Vancouver, British Columbia V7X 1M8

Monitoring Officer: Amanda Hanson  
Contact phone: (867) 983-4615

Site: Meadowbank site facilities; all-weather access road; Baker Lake fuel tank farm, storage and marshalling area

Proponent Contact: Stéphane Robert  
Title: Environment Superintendent  
Contact phone: (819) 763-0229

Visit dates: August 31 – September 1, 2009

Photos: Amanda Hanson, Nunavut Impact Review Board (August 31 – September 1, 2009)

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### **1. Introduction**

In December 2006, the Nunavut Impact Review Board (NIRB) issued a Project Certificate (No. 004) for the Meadowbank Gold Project (Project) in accordance with Section 12.5.2, Nunavut Land Claims Agreement (NLCA).

The project includes a gold mining operation located approximately 70 kilometres (km) north of the Hamlet of Baker Lake, as well as ancillary infrastructure consisting of barge unloading facilities, a laydown storage and marshalling area, a 40 million litre (ML) fuel tank farm, and associated interconnecting roads located approximately 2 km east of Baker Lake. The construction of a 110 km all weather private access road (access road) from the Hamlet of Baker Lake to the Meadowbank mine site was completed in 2008. The access road opened to mine related transportation of materials and personnel in March 2008.

Supplies are shipped via barge from southern origins to Baker Lake where they are offloaded at the laydown and marshalling facilities. From there, materials and fuel are transported to the site via truck haul along the 110 km access road.

At the time of the site visit, no mining activities had yet commenced. Construction of the Meadowbank site and exploration drilling are ongoing, with Agnico-Eagle Mines Ltd (AEM) hoping to begin pre-commissioning of the mine equipment by early 2010.

## **2. Objectives & Focus of Site Visit**

As per the Project Certificate (No. 004) issued for the Meadowbank Gold Project, the NIRB is responsible for the monitoring of this Project in accordance with Articles 12.7.1 and 12.7.2 of the NLCA.

The objectives of the NIRB's site visit were therefore to determine whether and to what extent the land or resource use in question is being carried out within the predetermined terms and conditions (Section 12.7.2 (b), NLCA).

Prior to the site visit, the Monitoring Officer reviewed the following items: Final Environmental Impact Statement, Final Hearing Report, Project Certificate (No. 004), follow up correspondence from the 2008 site visit (attached as [Appendix A](#)), *Terrestrial Ecosystem Management Plan*; *Transportation Management Plan for the Tehek Lake All Weather Private Access Road*; and AEM's 2008 Meadowbank Annual Report. Based on this review, the 2009 site visit focused upon the following parameters:

1. General Observations
2. Water Quality and Waste Management (Conditions 25 and 27)
3. All-Weather Private Access Road (Condition 32)
4. Marine Environment (Conditions 36 and 38)
5. Wildlife and Terrestrial (Conditions 56, 58, and 59)
6. Noise (Condition 62)
7. Human Health (Condition 66)
8. Air Quality (Condition 71)
9. Other (Condition 81)

The observations resulting from this site visit shall, wherever possible, be incorporated into the measurement of the relevant effects of the project, as per Section 12.7.2(a) of the NLCA.

## **3. 2009 Site Visit**

On Monday August 31, 2009 the NIRB staff joined Agnico-Eagle representative Stéphane Robert to tour the ancillary facilities in Baker Lake. The tour included the fuel storage area and barge offloading facilities.

On the morning of September 1, 2009, Stéphane Robert of AEM and NIRB staff Amanda Hanson and Kelli Gillard met in Baker Lake and travelled via the access road to the Meadowbank site.

The site visit included a tour of facilities at the Meadowbank site which comprised: the camp; mill; Goose Bay Dike (north portion); active mine area; air strip; fuel storage area; waste and hazardous materials storage area; and incinerator.

The following observations were made during the site visit:

### **3.1. General Observations**

The following are general observations made during the site visit and do not pertain specifically to any particular terms or conditions of the Project Certificate:

- a.** A meeting with François Landry of AEM at the barge landing and marshalling facility in Baker Lake provided discussion regarding an all-terrain vehicle (ATV) trail along the shoreline of Baker Lake that has been impacted by the presence of AEM's spud barge, fuel transfer pipeline, and barge off-loading equipment (impact initially identified during the Monitoring Officer's 2007 site visit). AEM has since created an area specifically for ATV crossing that does not interfere with any fuel transfer or barge off-loading activities (Photo 1).
- b.** During the drive from the Hamlet of Baker Lake to the Meadowbank site, a number of caribou herds were viewed alongside the access road, ranging in size from a group of four individuals to one of approximately forty. During the visit the Monitoring Officer did not observe the recording or relay of this information to dispatch or to the environmental technician on site as required by the Proponent's management plans (*Terrestrial Ecosystem Management Plan (TEMP)* p 4-16).
- c.** During the drive from the Meadowbank site to the Hamlet of Baker Lake, the touring party observed a grizzly bear and cub walking away from the all-weather access road (Photo 2). Stéphane Robert advised the Monitoring Officer that he would record the sighting and advise appropriate parties.
- d.** Black triangular flags had been installed approximately every 10 metres along the access road, meant to increase visibility – especially during the winter months.
- e.** Stéphane Robert advised that the communications tower installed at the emergency shelter at kilometre 37 along the access road had been outfitted with red lighting at the request of local hunters (Photo 3).
- f.** The Proponent advised that Quarry 22 is serving as a land farm for contaminated soils and as a storage site for used tires.
- g.** On route to the Meadowbank Site, the Monitoring Officer visited Nuna M&T's previously permitted "Nova Camp" (NIRB File No. 06LN086) located approximately 3.5 km north of the Hamlet of Baker Lake. Stéphane Robert advised that no further activities were conducted out of this camp, but that AEM was storing fuel at the Nova Camp (Photos 4 and 5).
- h.** The Meadowbank site employs a dual chamber forced air incinerator for the combustion of all non-hazardous, combustible materials at the site (Photo 6).



Photo 1: ATV crossing at Baker Lake fuel storage and barge landing facility.



Photo 2: Grizzly bear and cub walking northwest, away from the access road.



Photo 3: Communications tower at kilometre 37.



Photo 4: Fuel storage at Nova Camp.



Photo 5: Fuel storage at Nova Camp.



Photo 6: Dual chamber forced air incinerator.

Sections 3.2 through 3.8 relate to those sections of the Meadowbank Project Certificate as indicated, with specific terms and conditions providing a basis for the observations.

### ***3.2. Water Quality and Waste Management***

#### **a. Condition 25**



*“Cumberland shall manage and control waste in a manner that reduces or eliminates the attraction to carnivores and/or raptors. Cumberland shall employ legal deterrents to carnivores and/or raptors at all landfill and waste storage areas...”*

During the 2008 site visit, all domestic and combustible wastes at the Meadowbank site were separated and stored in sea-cans prior to incineration. GN-DoE Conservation Officer Joel Rose stated that keeping wastes inaccessible to wildlife is an acceptable and legal deterrent to carnivores and raptors.

During the 2009 site visit, all domestic, hazardous, and combustible wastes were observed to be segregated and stored in sea-cans prior to incineration or shipment to approved disposal facilities (Photos 7 and 8).

No carnivores or raptors were sighted near the mine site camp or other facilities during the 2009 site visit.



Photo 7: Kitchen waste segregated and secured.



Photo 8: Waste segregation and storage area.

**b. Condition 27**

*“Cumberland shall ensure that the areas used to store fuel or hazardous materials are contained using safe, environmentally protective methods based on practical, best engineering practices.”*

As evidenced by the 2009 site visit, AEM appears to be storing all fuel and hazardous materials associated with the Meadowbank project in a safe and environmentally protective manner (i.e. secondary containment of fuel storage areas, secure containment of hazardous materials) (Photo 9).





Photo 9: Baker Lake fuel tank farm.

### **3.3. All-Weather Private Access Road (AWPAR)**

#### **a. Amended Condition 32**

*“AEM shall operate the all-weather road as a private access road, and implement all such measures necessary to limit non-mine use of the road to authorized, safe and controlled use by all-terrain vehicles for the purpose of carrying out traditional Inuit activities. The measures AEM shall undertake include, but are not limited to:*

- a. Maintaining a gate and manned gatehouse at kilometer 5 of the Private Access Road;*
- b. In consultation with the Hamlet of Baker Lake, the local HTO, and the KivIA, update the All-Weather Private Access Road Management Plan to set out the criteria and processes to authorize and ensure safe and controlled non-mine use of the road by all-terrain vehicles for the purpose of carrying out traditional Inuit activities, and measure to limit all other non-mine use of the road. The updated*

- Plan is to be submitted to the GN, INAC, and KivIA for approval no later than one (1) month after the approval of revised Condition 32;*
- c. The posting of signs in English and Inuktitut at the gate, each major bridge crossing, and each 10 kilometres of road, stating that unauthorized public use of the road is prohibited;*
  - d. The posting of signs in English and Inuktitut along the road route to identify when entering or leaving crown land;*
  - e. Prior to opening of the road, and annually thereafter, advertise and hold at least one community meeting in the Hamlet of Baker Lake to explain to the community that the road is a private road with non-mine use of the road limited to approved, safe and controlled use by all-terrain vehicle for the purpose of carrying out traditional Inuit activities;*
  - f. Place notices at least quarterly on the radio and television to explain to the community that the road is a private road with non-mine use of the road limited to authorized, safe and controlled use by all-terrain vehicles for the purpose of carrying out traditional Inuit activities;*
  - g. Record all authorized non-mine use of the road, and require all mine personnel using the road to monitor and report unauthorized non-mine use of the road, and collect and report this data to NIRB one (1) year after the road is opened and annually thereafter; and*
  - h. Report all accidents or other safety incidents on the road, to the GN, KivIA, and the Hamlet immediately and to NIRB annually.”*

The Proponent has installed and is maintaining, a gate and manned gatehouse at kilometre 5 of the access road (Photo 10). The gatehouse is manned while the road is in operation for mine related traffic, with the gate in a lowered position and all traffic (both north and south bound) being required to check in with the employee at the gatehouse before proceeding.

The required signage was posted following the Monitoring Officer's 2008 site visit, and is currently in good condition.



Photo 10: Gate and gatehouse looking south toward Baker Lake.

### **3.4. Marine Environment**

#### **a. Condition 36**

*“Cumberland shall ensure the placement of local area marine mammal monitors onboard all vessels transporting fuel or materials for the Project through Chesterfield Inlet.”*

During the site visit, CB radio traffic indicated that marine mammal monitors from Chesterfield Inlet had arrived in Baker Lake and were awaiting turnaround on another vessel back to Chesterfield Inlet.

### **3.5. Wildlife and Terrestrial**

#### **a. Condition 56**

*“Cumberland shall plan, construct, and operate the mine in such a way that caribou migration paths through the Project, including the narrows west of Helicopter Island are protected. Maps of caribou migration corridors shall be developed in consultation with Elders and local HTOs, including Chesterfield Inlet and placed in site offices and upgraded as new information on corridors becomes available. Information on caribou migration corridors shall be reported to the GN, KivIA and NIRB’s Monitoring Officer annually.”*

The Monitoring Officer noted that the required maps outlining caribou migration corridors were posted in the site office of the Environmental Superintendent and other employees.

### **3.6. Human Health**

#### **a. Condition 66**

*“Cumberland shall establish a nursing station and hire a registered on-site nurse.”*

Stéphane Robert provided verbal indication that a nursing station had been established on site, and that AEM was employing a full time medic to staff the station, rather than a registered nurse.

### **3.7. Air Quality**

#### **a. Condition 71**

*“Cumberland shall, in consultation with EC, install and fund an atmospheric monitoring station to focus on particulates of concern generated at the mine site. The results of air-quality monitoring are to be reported annually to NIRB.”*

At the time of the site visit, the atmospheric monitoring station had not yet been set up. Stéphane Robert indicated that the station would be installed following discussions with EC regarding an optimal location.

### **3.8. Other**

#### **b. Condition 81**

*“Beginning with mobilization, and for the life of the Project, Cumberland shall provide full 24 hour security, including surveillance cameras and a security office at the Baker Lake storage facility/marshalling area, and take all necessary steps to ensure the safe and secure storage of any hazardous or explosive components within the Hamlet of Baker Lake boundaries.”*

The Monitoring Officer met with François Landry of AEM at the marshalling facility in Baker Lake where a security office had been set up near the dock (Photo 11). At the time of the site visit, no visible security measures had been implemented at AEM’s marshalling and storage area. No signage was posted indicating AEM’s ownership of the site, nor had any fencing or surveillance measures been put into place.

François Landry indicated that AEM employees are present at the security office and marshalling area 24 hours per day.

Stéphane Robert indicated that no hazardous or explosive materials are stored within the Hamlet of Baker Lake boundaries, rather, that all materials are sent immediately via truck to the Meadowbank site.



Photo 11: Security office at Baker Lake marshalling area, spud barge in background.

#### **4. Findings**

Neither sound metres nor atmospheric monitoring equipment had been installed on site at the time of the site visit as per Conditions 62 and 71, respectively. Sound monitoring has been undertaken during the 2008 reporting period, with results having been submitted as part of the Proponent's 2008 Annual Report. According to the report, sound metres cannot feasibly remain in place for an indeterminate period of time, but rather the metres are put into place when data collection is to take place. Relating to Condition 71, the Proponent indicated that the necessary equipment had been received with the 2008 barge supplies, and that the placement of atmospheric monitoring equipment would follow discussion with Environment Canada.

Where Condition 81 requires that full 24 hour security be present to ensure safe and secure storage of any hazardous or explosive components within the Hamlet of Baker Lake boundaries, the Monitoring Officer noted no security measures in place at the Baker Lake storage and marshalling area.

#### **5. Summary**

The Meadowbank site has grown significantly during the 2008-2009 season, with the most notable changes being the establishment of the primary crusher, storage, and mill buildings, the heightened number of employees working at the site, the ongoing diking of Second Portage Lake, and blasting activities taking place in the active mine site area.

Overall, the Proponent appears to be in compliance with a majority of the terms and conditions contained within the Meadowbank Project Certificate and reviewed during the NIRB's 2009 Site Visit. There are however, certain areas in which the Proponent appears to be non-compliant and which may require the Board's consideration.

Prepared by: Amanda Hanson  
Title: Monitoring Officer  
Date: October 16, 2009  
Signature:

A handwritten signature in cursive script, appearing to read "A. Hanson".

Reviewed by: Ryan Barry  
Title: Director, Technical Services  
Date: October 19, 2009  
Signature:

A handwritten signature in cursive script, appearing to read "Ryan Barry", followed by a long horizontal line.



## APPENDIX A

*Correspondence from Agnico-Eagle Mines Ltd – Follow Up to the 2008 Site Visit Report*



**AGNICO-EAGLE MEADOWBANK**  
555 Burrard Street, Suite 375  
Box 209, Two Bentall Centre  
Vancouver, British Columbia V7X 1M8  
Tel. 604.608.2557 Fax. 604.608.2559  
  
agnico-eagle.com

October 24, 2008

*Via email and Xpresspost*

Ms. Amanda Hanson  
Monitoring Officer  
Nunavut Impact Review Board  
P.O. Box 1360  
Cambridge Bay, Nunavut X0B 0C0  
(867) 983-4615

Dear Ms. Hanson,

**Re: AEM Response to the Meadowbank 2008 Site Inspection Report – Project Certificate No.004**

The following information and comments are intended to address the observations and findings noted in section 4.0 of the document '*Monitoring Officer's 2008 Site Visit Report for the Meadowbank Gold Project*' made in relation to the conditions of Meadowbank Project Certificate No.004. Please note that there are four appendices attached to this letter.

**Condition 22:**

*The proponent has not met the requirements of Condition 22, that a lab be installed on site prior to the commencement of the Project. At the time of the site visit, no lab or related equipment were on site. The proponent indicated that these have been purchased and are expected to arrive with the 2008 barge supplies.*

**AEM Response**

AEM disagrees with the NIRB inspector's observation that the on site lab was not installed prior to the "commencement of the Project". AEM understood that NIRB intended that this condition required the installation and operation of the on-site lab before the commencement of any production mining (i.e., Project commencement). A laboratory has infrastructure requirements in order to operate, including but not limited to, engineered construction of buildings, adequate power, etc. thus AEM understood that commencement meant before production mining not project construction. This condition would otherwise be impossible to achieve.

The assay lab components were shipped to the Meadowbank site during the summer sea lift of 2007 but the barge containing the lab components had to overwinter in Rankin Inlet when ice formation in the narrows leading into Baker Lake prevented delivery into



Baker Lake. The lab arrived at Baker Lake with the 2008 sea lift and is currently under construction at the Meadowbank site (see attached photos in Appendix A). The lab is expected to be operational by the end of 2008. AEM is currently sending all of its environmental samples to an accredited external lab.

### **Condition 32**

*The proponent has not proven to be compliant with items a, b, or c of Condition 32 with respect to the all-weather private access road. Cumberland shall operate the all-weather road as a private access road, and implement measures to limit public access to the road, including:*

- a. The installation of locked gates at bridges 1 and 4;*
- b. The posting of signs in English and Inuktitut at each gate, each major bridge crossing, and each 10 kilometres of road, stating that public use of the road is prohibited;*
- c. The posting of signs in English and Inuktitut along the road route to identify when entering or leaving crown land;*

### AEM Response

Condition 32a: AEM made written application to NIRB on July 29, 2008 requesting that the condition requiring locked gates at the first two bridges be amended. AEM requesting that its current road access control procedures that involve use of a manned gatehouse that is already installed at Km 5 on the AWPAP to limit unauthorized access be sanctioned by NIRB in lieu of the two locked gates. This application is still pending a response from NIRB.

Condition 32b and c: These signs were ordered in both languages by AEM in July and have recently arrived on the 2008 sealift. They will be installed by the end of October. The sign wording and location is provided in Appendix B.

### **Condition 34**

*No road safety, search and rescue person had been hired by the proponent as is required by Condition 34. AEM has indicated that the Safety Superintendent and site Security team of the Meadowbank Project would be responsible for the duties of the road safety, search and rescue position.*

### AEM Response

AEM has established emergency procedures for the AWPAP which include safety, search and rescue included as Appendix C. The procedure involves the following elements:

- i) All authorized vehicles using the road are equipped with two way radios set to designated road frequencies that allow communication between vehicles and a central dispatch point at all times;
- ii) AEM has hired several local people who are assigned as the road dispatcher who control all authorized access on the road through the gatehouse and monitor via the radio all authorized activity on the to hired. This dispatch position is staffed 24/7;

iii) AEM has installed equipped emergency shelters (constructed from 20 foot long seacan containers painted bright orange) sited at 10 km intervals along the AWPAP;

iv) AEM has hired security personnel for the mine who patrol the mine site facilities and the road. These security personnel are on call 24 hours per day and carry radios set to the road frequencies. Dispatch would contact security in the event of an emergency on the road and security would then initiate a response, such as search and rescue or response to an accident. Security can access the site emergency teams, be it fire, medical or mine rescue or the RCMP as necessary.

### **Condition 36**

*Rachel Gould provided the Monitoring Officer an update with regard to Condition 36 (Appendix D), noting that three Elders had been successfully commissioned as marine monitors aboard NTCL barges. The NIRB anticipates receiving reporting to this effect.*

#### AEM Response

With assistance from the Hamlet of Chesterfield Inlet, in 2008 AEM retained the services of three elders from Chesterfield Inlet to act as wildlife monitors on the AEM chartered tugs and barges traveling past Chesterfield Inlet to Baker Lake. These three elders spent a total of 35 person days fulfilling this role. The wildlife monitors provided verbal reports to AEM's Community Liaison Officer in Baker Lake who then prepared a written trip report noting the findings as provided verbally by the elders. AEM found it necessary to fly these elders either to Baker Lake or Rankin Inlet to board the tugs. Transfer from a moving boat in the ocean as the tugs passed Chesterfield Inlet proved too great a safety risk. Copies of these reports are included as Appendix D.

### **Condition 39**

*With respect to Condition 39, the proponent filed the first Chesterfield Inlet information meeting annual report on August 10, 2007. In accordance with Condition 39, the annual meeting for 2008 to be held in Chesterfield Inlet is scheduled to take place September 22. The NIRB anticipates receiving the consultation report from the Proponent following this meeting.*

#### AEM Response

AEM met with the Hamlet Council in Chesterfield Inlet on the evening of September 22, 2008. The three wildlife monitors were also present to bring their observations to the Hamlet council. AEM provided the Hamlet with an update on the project including a PowerPoint presentation, and held an open question period. The meeting lasted about 2.5 hours. The Hamlet and the Wildlife elders presented their observations on the 2008 sealift and general consensus was that things went much smoother in 2008. Main concerns raised were as follows: questions on employment opportunities for people from Chesterfield Inlet, provision of gas for people who were ferrying the wildlife monitors out to the tugs, agreement that it was preferable to fly the elders to Baker Lake or Rankin Inlet to get on and off the NTCL tugs, work schedules for local employees who were to work at Meadowbank. During this same visit we met with the class of adults going through the Mine Preparatory Skills Upgrading training program underway at the adult education center and gave them a presentation on future opportunities at Meadowbank.

**Condition 40**

*In August 2007 the Proponent indicated that Andre Tautu had been contracted to conduct the Traditional Knowledge workshop in Chesterfield Inlet as per Condition 40. No meetings with the HTO had been held as of the site visit, and the Proponent indicated a difficulty in establishing formal contact with the HTO in Chesterfield Inlet (Appendix C).*

**AEM Response**

AEM has been unable to make any forward progress on this condition despite several attempts. We will try again in early 2009.

**Condition 56**

*No maps outlining caribou migration corridors were present in site offices. In addition to Condition 56 of the PC, Section 3.4.2.6 of the TEMP also requires that the Proponent ensure the placement of said maps.*

**AEM Response**

AEM has commissioned Gebauer & Associates to research and map the caribou migration corridors in the location of the Meadowbank Gold Project, including the area adjacent to Chesterfield Inlet. This information will be included in the Meadowbank Annual report, and maps will be displayed at the mine site as soon as possible (anticipated by the end of the year).

**Condition 62**

*No sound metres were installed on site at the time of the site visit as per Condition 62. The Proponent indicated that the necessary equipment was scheduled to arrive with the 2008 barge supplies.*

**AEM Response**

As part of the noise management plan, a noise monitoring program is required to collect noise information at noise-sensitive receptor locations during both the construction and operational phase. The noise monitoring was done by Golder and AEM at the beginning of September. Five stations were monitored over a 24 h period. A report will be produced by Golder and included in the Meadowbank Annual Report.

**Condition 77**

*Condition 77 requires that the Proponent review and coordinate their Emergency Response Plan with those of the Hamlets of Baker Lake and Chesterfield Inlet. Information received from the Proponent is conflicting and therefore not indicative of whether or not this Condition has been met.*

**AEM Response**

AEM has not yet formally coordinated emergency response procedures with the Hamlets of Baker Lake and Chesterfield Inlet. This issue has been discussed between AEM and the Hamlet of Baker Lake with both sides agreeing to move forward on this coordination when possible. AEM has updated its Emergency Response Plans during the summer of 2008 combining all of the previous plans (the AWPAP, the Meadowbank marshalling facility and the exploration camp) into a single coordinated emergency response plan. This revised response plan is currently before the NWB for review and AEM is awaiting

Plan approval. It should be noted that none of the milling chemicals have yet been shipped to site. The first shipments will arrive in the summer of 2009.

It should also be noted that AEM's emergency response plans are designed to start on arrival of materials in Baker Lake. NTCL has its own response plan dealing with emergency during marine transport when these materials are under their control. Copies of the NTCL plans have been submitted to the NWB and are referenced in the AEM Plan.

**Condition 81**

*Where Condition 81 requires that full 24 hour security be present to ensure safe and secure storage of any hazardous or explosive components within the Hamlet of Baker Lake boundaries, the Monitoring Officer noted no security measures in place at the Baker Lake storage and marshalling area.*

**AEM Response**

All hazardous commodities with the exception of diesel fuel are transferred from the unloading area direct to the Meadowbank Site. During the unloading of these commodities, 24 hour surveillance is occurring. AEM is planning to install a security camera for the tank farm and the barge unloading area.

Should you require any further information please contact me directly via email [stephane.robert@agnico-eagle.com](mailto:stephane.robert@agnico-eagle.com) or via telephone at 819-759-3700 ext. 814.

Regards,

A handwritten signature in black ink, appearing to read 'Stéphane Robert', with a long horizontal flourish extending to the right.

Stéphane Robert  
Environment Superintendent

## **Appendix A:**

### **Photos – Installation Of On-site Assay Lab in Early October 2008**

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**Appendix B:**

**Road Signs**

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[illegible]

**Private Road – No Public Access or Use is Permitted**  
**All Vehicles and People must report to Gate before entering road**

## Meadowbank Division

$$\frac{\Delta_{\sigma} \Delta_{\rho}}{(\Delta_{\sigma})^2 + (\Delta_{\rho})^2} = \frac{\Delta_{\sigma} \Delta_{\rho}}{(\Delta_{\sigma})^2 + (\Delta_{\rho})^2}$$

**Private Road – No Public Access or Use is Permitted**

Sign #3 – 3 required to be installed as follows: northbound at km 26.5, southbound at km 80.5 and southbound at km 7.5



**AGNICO-EAGLE MINES LTD.**  
**Meadowbank Division**

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**Leaving Inuit Owned Land  
Entering Crown Owned Land**



၎င်းတို့သည် နယ်လွှာများကို အောက်ဖော်ပြပါအတိုင်း ဖြည့်စွက်ရမည်။  
 ၁။ နယ်လွှာများကို အောက်ဖော်ပြပါအတိုင်း ဖြည့်စွက်ရမည်။

## Leaving Crown Owned Land Entering Inuit Owned Land

Sign #5 – 1 required to be installed as follows: southbound at km 0



**AGNICO-EAGLE MINES LTD.**  
**Meadowbank Division**

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**Leaving Crown Owned Land**  
**Entering Hamlet Land**

[illegible]

**Leaving Hamlet Land  
Entering Crown Owned Land**

$$\frac{\Delta_{\text{H}_2\text{O}}^{\text{H}_2\text{O}}}{\Delta_{\text{H}_2\text{O}}^{\text{H}_2\text{O}}} \approx 1$$

**Danger**  
**Snowmobile Crossing Ahead**

$$\frac{\Delta_{\text{A}} \Delta_{\text{B}}}{\sigma_{\text{A}} \sigma_{\text{B}}} = \frac{\Delta_{\text{A}} \Delta_{\text{B}}}{\sigma_{\text{A}} \sigma_{\text{B}}}$$

**Danger**  
**Look out for Wildlife on Road**  
**Wildlife have the right of way**



## **Appendix C:**

### **AWPAR Road Safety Procedure**

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## MEADOWBANK ALL-WEATHER PRIVATE-ROAD (AWPR)

PROCEDURE NUMBER: **MBK-HS-2007-001-rev. 4**

People concerned	• Agnico-Eagle employees and contractors employees working on the Meadowbank site, • Visitors on site	Prepared by	Health and Safety
		Approved by	Neil Kuisma, Health and Safety Superintendant
Issuing date :	2008-10-18		
Date in effect :	2008-10-18	Revision date :	2008-10

This procedure corresponds to the required minimum standard. Each and everyone also have to comply with the rules and regulations of the Nunavut Government in terms of health and safety at work.

1. Agnico-Eagle Mines Limited Meadowbank Division (AEM-Meadowbank) is the owner of the AWPR between Baker Lake and the Meadowbank mine site. Depending on climate and road conditions, AEM-Meadowbank will decide whether the AWPR must be opened or closed. The road supervisor is responsible for informing concerned parties about the status of the AWPR.
2. Information on the road conditions
  - a) AEM-Meadowbank road supervisors will contact Baker Lake and verify that the road conditions between Baker Lake and Meadowbank site are satisfactory.
  - b) Every morning, before 0700, the AEM road supervisor will email the status of the road.
  - c) The status of the road will be posted in the kitchen at Meadowbank and in the office in Baker Lake.
  - d) Any personnel (AEM or contractor) who want to know the status of the road must consult the boards at Baker Lake of Meadowbank or get in touch with Dispatch.
  - e) Important phone numbers (and/or road channel):
    - i. AEM Baker Lake Office (867) 793-4610, ext 6610
    - ii. Road Supervisors Number Channel 9 or ext. 6735
    - iii. Road Supervisors Vehicle Channel 9
    - iv. After working hours Channel 9
    - v. Dispatch Ext. 6628 or 6646
3. Nobody is allowed on the AWPR when the road is closed.
4. Whenever the AWPR is closed, AEM-Meadowbank road supervisor will notify the RCMP by telephone at 867-793-0123.

**Vancouver Office:**  
555 Burrard, Suite 375  
Two Bentall Centre  
Vancouver, British Columbia V7X 1M8  
Tel: 604-608-2557 Fax: 604-608-2559

**Baker Lake Office**  
General Delivery  
Baker Lake, Nunavut X0C 0A0  
Tel: 867-793-4610 Fax: 867-793-4611





## ***MEADOWBANK ALL-WEATHER PRIVATE-ROAD (AWPR)***

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5. Use radios as follows:
  - a) While in Baker Lake, use RD Baker Channel. (AEM Handheld radio Channel 14), and when traveling towards Meadowbank.
  - b) When you reach the signs to switch channels, switch to RD KL037 (15).
  - c) When you reach road sign KM 77 change to RD MBANK (AEM Handheld radio channel 16) and remain of this channel until your reach Meadowbank camp.
  - d) While in Meadowbank, use proper channel according to the area, Channel 9.
  - e) While traveling from Meadowbank to Baker Lake, use RD MBANK (16) until Km77 and then switch to RD KL037 channel (15) until you reach Baker Lake.
  - f) While in Baker Lake, use proper channel according to the area.
  - g) Radio use must be kept to a minimum in order to maximize access to radio system for safety and emergency use.
6. Before using the AWPR from Baker Lake or the mine site, every user must check the status of the road (conditions, road open or closed and traffic) with the AEM dispatch and get authorization to use the road. Upon arrival at Baker Lake or at the mine site, every user must inform the AEM dispatch of arrival.
7. All vehicles using the road shall have the following items, VHF Radio, or Satellite telephone. A full tank of fuel, a spare tire, jack and wrenches and a winter survival kit (Survival kits can be picked up at Baker Lake Gatehouse and Meadowbank Camp Security Office). These kits must be returned to the location where they were picked up at. For one way travel kits may be dropped off at either Baker Gatehouse or Meadowbank at the Camp Security Office. Vehicles with no communications must be escorted by a vehicle with a means of communications.
8. The AEM-Meadowbank road supervisor will be responsible to determine when vehicles must travel in convoys.
9. A pilot vehicle is required of all oversize loads; it must travel 500 meters ahead of the oversize loads and could be another tractor/trailer unit providing it is not oversized.
10. Overtaking another vehicle is authorized under the following conditions.
  - a) Radio communications has been established with the operator of the vehicle you intend to overtake.
  - b) You must wait for the operator's signal before overtaking.
  - c) Unless these 2 conditions have been met, overtaking or passing is not permitted.

**Vancouver Office:**  
555 Burrard, Suite 375  
Two Bentall Centre  
Vancouver, British Columbia V7X 1M8  
Tel: 604-608-2557 Fax: 604-608-2559

**Baker Lake Office**  
General Delivery  
Baker Lake, Nunavut X0C 0A0  
Tel: 867-793-4610 Fax: 867-793-4611

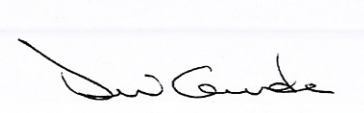


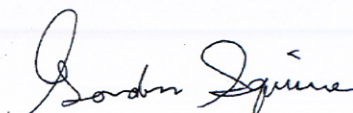


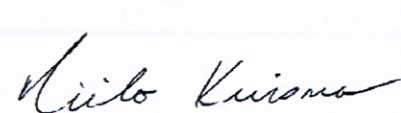
## MEADOWBANK ALL-WEATHER PRIVATE-ROAD (AWPR)

11. Right of way priorities on the AWPR are in the following order:
  - a) Wildlife
  - b) Emergency vehicles with flashing lights and sirens
  - c) Crew buses
  - d) Explosives Vehicles
  - e) Loaded Haulage Trucks
  - f) Freightier trucks
  - g) Fuel Trucks
  - h) Pick-up Trucks
  - i) Snowmobiles/All terrain
12. All vehicles shall yield based on the above priority list. The yielding vehicle shall stop on the side of the road leaving enough space to let the priority vehicle pass. The priority vehicle shall reduce speed to maximum 20 km/hr to pass.
13. Maximum speed on the AWPR is 50 km/hr.
14. No vehicle shall leave the road to pass or overtake another vehicle.
15. The following emergency radio communication applies to all vehicles using the AWPR

EMERGENCY RADIO COMMUNICATIONS	
<ul style="list-style-type: none"><li>• CODE ONE</li><li>• EMERGENCIES INJURIES</li></ul>	<ul style="list-style-type: none"><li>• Call for Emergency on your radio frequency. Repeat the following: Code 1, Code 1, Code 1, your name, your exact location and state the nature of the emergency. All activity on the road should come to halt, except for the responder.</li></ul>
	<ul style="list-style-type: none"><li>• Inform him what the problem is. He will assess the situation and contact help. The closest responder will go to the emergency location to help you.</li></ul>
	<ul style="list-style-type: none"><li>• If the surface rescue team is required they will be dispatched from the Meadowbank site.</li></ul>

  
Meadowbank General Manager

  
OHS Committee

  
OHS Superintendent

October 18, 2008  
Approval Date

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**Appendix D:**

**Wildlife Monitor Reports (Elders from Chesterfield Inlet) for 2008 –  
Verbal reports transcribed and translated into English by Michael  
Haqpi**

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27 August 2008.

Report by; Titi Kadluk  
Wildlife Monitor/aboard NTCL fuel barge.  
Chesterfield Inlet, Nunavut

August 22

Boarded the fuel barge in Chesterfield Inlet.

Barge left for Baker Lake.

In the area of Kagvik saw some herds of Bull Caribou.

Near the South Channel on the main land he saw some Bull Caribou.

He saw around 10 bull caribou on the islands between North and South Channels.

In the same general area he saw 2 Seals going about their business.

No negative impacts to the caribou and seals.

Around the Ingnirit Point, saw 2 caribou, no negative impacts.

In Baker while the fuel was being pumped, no negative impacts.

NTCL crew and Agnico-Eagle staff very helpful and pleasant to work with.

Tried leaving today 28<sup>th</sup> August, but they plane did not land.

His full address is;

Titi Kadluk

P.O.Box 95

Chesterfield Inlet, Nunavut

X0C 0B0

Eli Kimaliarjuk  
Wildlife Monitor  
Chesterfield Inlet, Nunavut

July 31, 2008.

Met with Eli on 30 July 2008 at Martin Kreelak's house where he was staying. Met him about 7:30, but had met him earlier, but he had to observe the unloading of barge.

He had left the community of Chesterfield Inlet on July 28, 2008, around 10:00 p. m.

His first concern was that the barge was moving, it was not stop. He had a local person take him to the Barge. The barge was about 2 or 3 miles distance from the town.

While Boarding he had to climb up the Rope ladder and the barge crew had lifted him up to get on board. He had immediately started to observe for any Wildlife. He noticed that it was mainly foggy. Most of the time he had observed by site and binoculars.

The first sighting was near the Island of North and South Channel, just when approaching south channel. It was possibly a Loon, and was flying. That was the only wildlife that he had seen. Up to near the North and South Channel, it had been mainly foggy.

The crew and the captain of the barge had been very helpful all the way through

trip. In Baker Lake he stayed at one of his relatives and had enjoyed the trip by Barge.

At this time his request is, in Chesterfield the monitors had asked a local hunter to take Him to the barge. The monitors will probably use that person to take them to the Barge. Barge is usually some distance from town. The last time it had been between 2 and 3 miles away from the town of Chesterfield Inlet. He is suggesting that 2 or 3 drums of gasoline be given to one local hunter to take the monitors to and from the barge while in Chesterfield.

Today he will go back and forth to the barge and report further if needed. The barge up to the morning of 31 July had unloaded the fuel and there are Heavy freight to unload. The NTCL workers are good workers.

He would like to thank Agnico – Eagle Mines Ltd. for the chance to be a Wildlife Monitor. He also would like to thank NTCL for their helpfulness and the trip On the barge.

August 05, 2008

Eli went on the Tugboat due to go back to Chesterfield Inlet on August 03, 2008. On the way back to Chesterfield Inlet they met another Barge on its way to Baker Lake at the mouth of “Uvajik” stream or river. This is about half point between Baker Lake and Chesterfield Inlet, on the Channel.

The tugboats switched loads and the tugboat which Eli was on, went back to Baker Lake and arrived August 05<sup>th</sup>, 2008.

All the while in Baker Lake, NTCL workers were very helpful with everything. Also the Agnico – Eagle workers were very helpful and they made him comfortable.

While observing for Wildlife on the Channel, Eli saw a Bull Caribou on the north side Of the Channel, around the Uvajuk area.

At around the same general area he saw a female polar bear with two (2) cubs swimming. They were in the water near the north shore of the Channel.

The animals he saw were not distressed, they were casually moving as they should.

While on the Channel, he saw more Sea Gulls flying about, probably looking for fish, to catch, as the fish, (probably Char) are on the move.

On August 04<sup>th</sup>, 2008, he went sight seeing to Meadowbank Camp. He was very impressed with the work up there. Everybody seem to be very aware of what they were doing and he also felt very comfortable. Very interesting place.

He would like to express his appreciation for the trip to Baker Lake to the NTCL crew and to the Agnico – Eagle staff and workers for their helpfulness and he felt welcomed.

Leo Mimialik  
Wildlife Monitor  
Chesterfield Inlet, Nu (867) 898-9827

In Chesterfield Inlet while the Tug was moving he was transported to the barge by 2 local Inuit hunters. This was on Saturday, August 02, 2008 at about 6:30 p.m. He had no transport and the barge was some distance from the shore due to High and Low tide.

Most of the time on their way to Baker Lake, it was foggy. He had observed all the way. The tug with the load had stopped overnight or about near Helicopter Island. The captain had waited for the High tide to come so that they could go through the South Channel near the end of the Lake Baker.

Just before arriving Helicopter Island he saw 3 Caribou on the north side of the Channel on the main land. He thinks that there could have been more caribou as they were going behind a hill. He had seen these caribou by binoculars. No sightings of animals in the water.

While on transit he had observed by sight some sea gulls flying about. Also while on approach to Helicopter Island he had seen what looked like a loon or old squaw duck, it was in flight.

Those were the only sightings of animals while on transit and looked like it was routine sightings and not negative impacts.

He feels that the unloading might be business as usual, he might check now and then, while in Baker Lake.

Francoise Robillard thinks that the barge will be unloaded by Friday, August 08, 2008.