December 18th, 2014

Heather Rasmussen
Technical Advisor
Nunavut Impact Review Board
29 Mitik, PO Box 1360
Cambridge Bay, NU
X0B 0C0

Re: File 03MN107 - Response to recommendations in NIRB's 2013-2014 Annual Monitoring Report for the Meadowbank Gold Project and Board's Recommendation

Dear Ms. Rasmussen,

As requested, the following information and comments are intended to address the recommendations outlined in response to the NIRB report dated November 19th, 2014 title '*The Nunavut Impact Review Board's 2013 – 2014 Annual Monitoring Report for the Meadowbank Gold Project and Board's Recommendations'* made in accordance with the conditions of Project Certificate No.004.

Should you have any questions or require further information, please contact Stephane Robert, Ryan Vanengen or Marie-Pier Marcil at marie-pier.marcil@agnicoeagle.com.

Regards,

Agnico Eagle Mines Limited – Meadowbank Division

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1.0 Acid Rock Drainage/Metal Leaching - Project Certificate Condition 15

Summary of NIRB Concern: Condition 15 requires that AEM re-evaluate the characterization of mine waste materials to confirm FEIS predictions and to re-evaluate rock disposal practices.

NIRB Recommendation 1: Recognizing that AEM has re-evaluated the characterization of mine waste materials, the Board now requires that it provide a comparison of its results with the FEIS predictions and an explanation of how it re-evaluated rock disposal practices in order to incorporate preventative and control measures into the Waste Management Plan. It is requested that this information be provided to the NIRB within AEM's 2014 Annual Report.

> ***AEM Response:*** *AEM will provide the requested description and information in the 2014 annual report.*

2.0 Spills - Project Certificate Condition 26

Summary of NIRB Concern: Condition 26 requires that AEM ensure that spills are cleaned up immediately. As reported in the 2014 Site Visit Report, the Monitoring Officer observed that spill pads and drip pans were not in use during refueling of vehicles. AEM staff informed the NIRB that the re-fuelling area was lined and that materials therein would be disposed of during reclamation and closure.

NIRB Recommendation 2: The Board recommends that in addition to the standard spill kits (barrels) AEM has available on site, it also employ the use of additional standard spill containment equipment such as drip pans at all re-fuelling stations. It is requested that a response outlining AEM's plan of action to address this recommendation be provided within 30 days of receiving this correspondence.

> ***AEM Response:*** *In accordance with the Type A license, AEM has a board approved Spill Contingency Plan. One of the main principles in the spill contingency plan is to take the necessary action to prevent spills from occurring. Transport, transfer and storage of materials are performed by trained personnel using secondary containment, with well-maintained equipment and containers. Refueling stations in Baker Lake and at the mine site are equipped with HDPE lined areas to contain any leaks or spills while refueling and there are specialized fittings for bulk fuel transfer to avoid large spills. All spills (regardless of their quantity or location) on the site are reported via our internal reporting system; this surpasses regulatory requirements. Transfer of fuel from tanks to tanker trucks are performed with the aid of fuel pumps and a secondary containment is used at each connection. AEM takes note of the comments from NIRB regarding the use of secondary containment (half barrel) and will continue to adhere to the practices outlined in the Spill Contingency Plan. In addition, AEM enforces a high standard of housekeeping practices for site personnel and contractors, especially in areas such as storage facilities, loading and unloading zones. Site orientations are conducted with all employees and spill prevention and response is discussed in detail. Regular worksite inspections are conducted and the Environmental Department conducts audits of facilities handling or storing hazardous materials to identify measures to minimize the risk of spills according to the approved plan. All personnel are trained to be aware of the potential hazards associated with the fuel/chemicals with which they are assigned to work.*

3.0 Gathering of Traditional Knowledge – Project Certificate Conditions 39 & 40

Summary of NIRB Concern: Pursuant to Condition 39, NIRB is concerned that AEM did not report within one month on the consultation held with the Hamlet and HTO of Chesterfield Inlet in May, 2013, and that AEM did not hold a wider community-level meeting in Chesterfield Inlet in 2013. Pursuant to Condition 40, NIRB is concerned that AEM has not reported any TK collection from Chesterfield Inlet residents since 2010, other than minimal discussion of a hunter harvest survey during May, 2013 consultations.

NIRB Recommendation 3: The Board strongly encourages AEM to undertake additional workshops in Chesterfield Inlet and Baker Lake to annually gather Traditional Knowledge at both the community level and from the Chesterfield Inlet and Baker Lake HTOs. It is requested that a response be provided to the NIRB within 30 days of receiving this correspondence, and that applicable follow-up be included within AEM's 2014 Annual Report to the Board.

> ***AEM Response:*** *AEM held an Inuit Qaujimajatunqagit (IQ) workshop in Chesterfield Inlet for two days on January 26 and 27, 2010. This workshop was focused on gathering information on traditional use and traditional environmental knowledge of Chesterfiled Inlet residents, as well as project-specific effects and mitigation recommendations including search and rescue operations and safety. The second part of the condition 40 is to report to KivIA and NIRB's Monitoring Officer annually on the Traditional Knowledge gathered including any operational changes that resulted from concerns shared at the workshop. Following meetings with Chesterfield residents in 2013, no change in the TK gathered was report to AEM and no operational changes were necessary. AEM believes this complies with the condition 40. AEM will request a discussion with NIRB, at their convenience, to clarify the interpretation of Condition 40.*

4.0 Participation in Surveys – Project Certificate Conditions 51 & 54

Summary of NIRB Concern: NIRB is concerned about the declines in participation reported in hunter harvest and creel surveys in 2013. The NIRB appreciates AEM's efforts to engage local harvesters and encourages it to continue this work, however notes that additional measures may be needed to better understand caribou and creel populations within the LSA.

NIRB Recommendation 4: The Board recommends that AEM consider increasing its efforts to participate in other regional population level studies carried out by the HTO, GN or other agencies to better understand Project-related effects on caribou and creel populations around the Local and Regional Study Areas. It is requested that additional information regarding its efforts and relevant results of further studies be provided within AEM's 2014 Annual Report.

> ***AEM Response:*** *AEM will continue to work with hunters and increase its communication with the HTO related to the Hunter Harvest Study. In 2013, AEM finalized discussions with the GN and entered into a new Memorandum of Understanding (MOU) to commit to another long term (3 year) contribution in support of the regional GN caribou monitoring program. This agreement will*

continue to assist the GN- DOE- Wildlife branch in directing the implementation, data analysis and management of caribou populations in the Kivalliq region. AEM generous contribution to the regional population level studies carried out by the GN demonstrates our commitment to regional studies. We continue to work closely with the GN and other academic researchers to ensure the data that we collect is relevant, that it continues to contribute to the regional understanding of wildlife, and informs wildlife managers. AEM will present relevant and available regional information to regulators in the 2014 annual report; however, it is important to note that in some cases, other agencies and academic institutions have different timelines for publications, which may not coincide with AEM's reporting timelines.

5.0 Provision of Updated Information – Project Certificate Condition 56

Summary of NIRB Concern: NIRB is concerned that maps of caribou migration paths posted in AEM offices are outdated (2010) and do not include information collected from consultation with Elders and local HTOs.

NIRB Recommendation 5: The Board requests that updated maps as presented within AEM's 2013 Annual Report be posted at site and that AEM provide details to clarify whether and how information collected from consultation with Elders and local HTOs has been incorporated into the updated mapping. It is requested that a response be provided to the NIRB within 30 days of receiving this correspondence.

AEM Response: *The updated maps will be posted on the site. AEM continues to meet with the HTO on an annual basis for a site visit at which time we review site wide monitoring. During this review, AEM presents the updated caribou migration maps to the HTO for discussion. Any information that is collected in these meetings is passed on to the GIS consultants who work with the GN Wildlife Biologist to construct and finalize the migration maps. Furthermore, the GN biologist independently consults with hunters and elders to develop the migration maps. AEM will discuss the recommendations of the NIRB with the GN to determine the best path forward to ensure that caribou migration maps continue to integrate elders and local HTO input, that the GN works with AEM to meet our reporting deadlines, and that the maps are to the satisfaction of the NIRB.*

6.0 Socio-economic Monitoring – Project Certificate Condition 64

Summary of NIRB Concern: GN and AANDC acknowledge AEM's participation on the Kivalliq Socio-Economic Monitoring Committee, but indicated this may not fulfill requirements of Condition 64. The NIRB notes that AEM could provide more comprehensive project-specific data with the development of a project specific monitoring program as envisioned by this Condition.

NIRB Recommendation 6: The Board requests that AEM provide the NIRB with its progress to date in developing a project-specific socio-economic monitoring program, and that this is provided within 30 days of receiving this correspondence.

AEM Response: *In 2014, AEM has made progress on developing a socio-economic monitoring program, as per Condition 64. In September 2014, the Socio-Economic Monitoring*

Committee, GN and AEM officials submitted a draft monitoring plan for consideration of the full SEMC. There is a conference call planned in January 2015 to review and approved the draft. AEM is presently collecting AEM's data towards the report (beginning in the year of operations). Once AEM has approval from the SEMC, we intended to communicate with NIRB to advise them of the program, along with a copy of a completed report.

NIRB Recommendation 7: The Board requests that future reporting on socio-economic data include a breakdown of the types of positions held by Inuit beneficiaries and non-Inuit Nunavummiut at the Meadowbank site. It is requested that information be provided in AEM's 2014 Annual Report.

AEM Response: *AEM will provide the requested information in the 2014 annual report.*

NIRB Recommendation 8: The Board requests that future reporting on socio-economic data in AEM's post-environmental assessment monitoring program include percentages of the most common reasons reported for employee voluntary termination. It is requested that information be provided in AEM's 2014 Annual Report.

AEM Response: *AEM will provide the requested information in the 2014 annual report.*

NIRB Recommendation 9: The Board requests that AEM report on its pre-apprenticeship program, including: enrollment numbers; successful completion rates; and how many successful participants found employment with AEM or, if known, other opportunities. Each of these details should include a breakdown of Inuit beneficiaries and non-Inuit Nunavummiut. It is requested that information be provided in AEM's 2014 Annual Report.

AEM Response: *AEM will provide the requested information in the 2014 annual report.*

7.0 Monitoring of Country Foods – Project Certificate Condition 67

Summary of NIRB Concern: In 2012 NIRB invited HC to provide comments on AEM's Wildlife Screening Level Risk Assessment, but HC indicated it did not possess the relevant expertise.

NIRB Recommendation 10: The Board requests that AEM and authorizing agencies, including the Government of Nunavut, Environment Canada, and Health Canada, confirm whether each has the necessary expertise and/or jurisdiction to comment on AEM's wildlife screening level risk assessment. It is requested that this information be provided within 30 days of receiving this correspondence. Note that AEM is not responsible for a response to this recommendation.

8.0 Air Quality Monitoring – Project Certificate Condition 71

Summary of NIRB Concern: The NIRB notes AEM's conclusion in the 2013 AWAR Dustfall Study Report that there is less dust present along the AWAR than predicted in the FEIS, however is hesitant to accept this conclusion with confidence, given the limitations to sample collection as reported by AEM, noting that of 35 canisters set out to sample, only 7 were fit for analysis.

NIRB Recommendation 11: The Board requests that AEM provide study results which corroborate its conclusions, and that it undertake additional sampling in the 2014 year and run additional analyses

with the data collected. It is requested that AEM provide study results corroborating conclusions within the 2013 Annual Report within 30 days of receiving this correspondence and that it report on additional sampling in the 2014 year within its 2014 Annual Report.

> ***AEM Response:*** *As discussed with the NIRB, AEM completed a full dustfall monitoring study in 2014. It is important to note that since the majority of samples collected in 2013 were compromised due to adverse field conditions, AEM did not make any conclusions about dustfall in the 2013 AWAR Dustfall Study Report, but rather indicated that the study would be repeated using more robust sampling techniques. In 2014 the AWAR dustfall study was completed successfully and all 41 canisters deployed were analyzed.*
>
> *Although the project FEIS does not make quantitative predictions with respect to dustfall specifically, it is stated that "Results from modeling, air monitoring, and snow surveys indicate that most dust particles will settle out within 100 m of the source (BHP, 2000)". Results of the 2014 study indicate that there is approximately a 2x reduction in dustfall from 50 m to 100 m on the downwind (most impacted) side of the road, from an average of 0.94 mg/cm^2/30d to 0.46 mg/cm^2/30d, indicating that the majority of dustfall does settle within the predicted 100 m zone. At distances greater than 100 m from the AWAR, most of the samples were less than the Alberta Environment's recreational area guideline for dustfall (0.53 mg/cm^2/30d). Furthermore, rates of dustfall in 2014 were lower than those reported in 2012 or 2013 for repeat locations. Overall, the results of the dustfall study in 2014 corroborate with the findings in 2012 and 2013; more detailed results will be provided to NIRB in the 2014 annual report.*
>
> *The FEIS identified a 100 m zone of influence (ZOI) for Small Mammals and Other Breeding Birds, beyond which impacts of dustfall on habitat were not expected to be significant (< 1% change from baseline). Preliminary statistical analyses of the data collected from 2 duplicated transects and a reference location indicate that total dustfall rates were only significantly different from background at a distance of 50 or 100 m from the road, depending on location (km 18 or 78). Although studies at Ekati Diamond Mine (Male and Nol, 2005) have identified no effects of haul roads on breeding birds (Lapland longspurs) at higher levels of dustfall, little information is available on deposition rates required to impact Arctic vegetation or wildlife. Therefore, AEM proposes to continue to conduct further dustfall studies, as well as breeding bird surveys in 2015 to increase precision and to determine whether the observed dust deposition rates are within the predicted FEIS levels.*

9.0 On-site Incinerators – Project Certificate Condition 72

Summary of NIRB Concern: The NIRB notes that the incinerator temperature in the secondary chamber was below the recommended 1000 ºC temperature on several occasions, and that a number of entries into the Daily Report Logbook were missing.

NIRB Recommendation 12: The Board requests that AEM provide an explanation for the incinerator having not achieved recommended temperatures in the secondary chamber on multiple occasions in 2012, and that it provide a note of any discussions it has had with Environment Canada or other regulators regarding these occasions. It is requested that this be provided within 30 days of receiving this correspondence.

AEM Response: *AEM recommends the NIRB refer to the document "File 03MN107 - AEM Response to the Nunavut Impact Review Board's 2012 – 2013 Annual Monitoring Report for the Meadowbank Gold Project and Board Recommendations" sent on January 7th, 2013 for the response regarding the 2012 incinerator result. Regarding the 2013 results, AEM had several mechanical issues with the secondary chamber; this altered the operational procedure and resulted in the operators not recording data on a few occasions. This gap in information was brought to the attention of the site services department and AEM has addressed this problem and will improve this in the future. After several attempts to repair and adjust the burner, AEM requested a representative of the burner manufacturer to come on site during the 2014 summer to provide training to the operators and sites services department to complete some maintenance and adjustment on the burner. Further to the training received, AEM will put in place some correctives action: the temperature set point in the secondary chamber will be increase to make sure that the recommended temperature average was always reached and an alarm on the sites services computer will be set up when the temperature of the secondary chamber was below 1000°C. This alarm will allow AEM to accurately verify the system on time and do maintenance or repairs if needed. AEM is confident that with the new measures put in place, the majority of the burn will reach the recommended temperature.*

In 2012, AEM provided responses to Environment Canada regarding some of the incinerator comments. They are presented in the "Meadowbank Mine: NIRB 03MN107 Comments on Agnico-Eagle Mines Ltd.'s (AEM) Meadowbank Gold Project 2012 Annual Report" submitted to NIRB on July 19th, 2013. AEM encourages NIRB to refer to this document for further details. Due to the operational nature of the problems, AEM continued to work with the manufacturer and their representatives in 2013 and 2014 to solve the problems.

NIRB Recommendation 13: The Board requests that Environment Canada provide comments on the information contained within AEM's 2013 Incinerator Daily Report Logbook, including whether it agrees to the continuation of biennial incinerator stack testing, given the reported instances of lower than optimal secondary chamber burn temperatures and the number of daily log insertions that were missed within its 2013 Incinerator Daily Report Logbook. It is requested that this be provided within 30 days of receiving this correspondence. Note that the Board will be inviting Environment Canada to comment on this matter under separate cover, and that AEM is not responsible for a response to this recommendation. It has been included here for information only.

10.0 Suppression of Surface Dust – Project Certificate Condition 74

Summary of NIRB Concern: Condition 74 directs the Proponent to employ environmentally protective techniques to suppress any surface road dust. During the 2014 site visit, AEM confirmed that no dust suppressants were currently in use along the all-weather access road (AWAR). The NIRB recognizes the efforts made by AEM to suppress dust around the Meadowbank and Exploration Camp sites, however reminds AEM of commitments made during the NIRB's Review of the Meadowbank project and furthermore, of condition 74 of the Project Certificate which requires the application of dust suppression measures along project roads. The NIRB notes that AEM has been in non-compliance with this condition since the Project entered operations.

NIRB Recommendation 14: The Board reminds AEM that its Access and Air Traffic Management Plan (2005) indicated that dust control measures on the roads, including the AWAR, would include

regularly watering during the dry periods and the application of calcium chloride if necessary. The Board requests that AEM provide a plan of action for dust suppression along the AWAR during dry periods to be undertaken during 2014 and all remaining years of Project life. It is requested that a response be provided within 30 days of receiving this correspondence.

> ***AEM Response:*** *In accordance with Condition 74 (not specified in the "All Weather Road" section of the Project Certificate), AEM has applied environmentally protective techniques including the enforcement of speed limits along the AWAR, and the routine use of water trucks, calcium chloride and other dust suppressants around the mine site (specifically on the Vault haul road), as well as on sections of the AWAR where the heaviest traffic occurs (i.e. between the exploration camp and the mine site). Air quality modelling in the FEIS identified concerns of increased fugitive dust that could potentially impact areas nearest to haul roads or the mine site; these impacts were not predicted along the AWAR. Furthermore, the Access and Air Traffic Management Plan (2005) indicates that "Dust control on the roads will be achieved through regular watering during the dry periods…" AEM believes that this general description was intended to apply to on-site haul and service roads, as indicated in the Air Quality and Noise Management Plan, which states: "To mitigate potential atmospheric impacts of the proposed project during operation, the following measures will be considered: …Apply dust suppressants (water, calcium chloride) to haul and service roads during dry weather to mitigate fugitive dust."*
>
> *Nevertheless, to date, AEM has completed a series of dustfall studies (described in Section 8.0 of this document) to quantitatively assess the accuracy of FEIS predictions regarding impacts of dust on wildlife and wildlife habitat around the mine site and along the AWAR. As previously described, to date, the results of the dustfall study are consistent with the FEIS predictions. AEM will continue to conduct these monitoring studies to inform future decisions regarding dust suppression along the AWAR.*

11.0 Accidents and Malfunctions – Project Certificate Condition 75

Summary of NIRB Concern: Condition 75 requires that the Proponent provide a complete list of possible accidents and malfunctions for various Project components which includes an assessment of the accident risk and mitigation developed in consultation with Elders and potentially affected communities. In its 2013 Annual Report, AEM complied with most of this condition, including the provision of a list of possible accidents and malfunctions, although it is unclear in the submitted management plans whether and how these were developed in consultation with Elders and potentially affected communities.

NIRB Recommendation 15: The Board requests that AEM provide within its 2014 annual reporting, further discussion as to how various management plans relating to accident risk and mitigation have been developed in consultation with Elders and potentially affected communities.

> ***AEM Response:*** *AEM will provide the requested information in the 2014 annual report.*

12.0 Appendix D and the Annual Report (PEAMP)

Summary of NIRB Concern: The NIRB found that the discussion and analysis within the PEAMP could have been more comprehensive, particularly as related to observed effects, accuracy of

predictions and monitoring protocol and mitigation measures. Furthermore, given the current presentation of data, it was difficult for the NIRB to ascertain whether trends of effects over time may be resulting from, or associated with, the Meadowbank Project.

NIRB Recommendation 16: The Board clarifies for AEM that as a part of its reporting on the post-environmental assessment monitoring program (PEAMP), references are to be made with respect to observed impacts over time, and furthermore, the Board requests that the Proponent include in future reporting, a measurement of the effects of the project as well as information used to reach any relevant conclusions.

> ***AEM Response:*** *AEM believes this is accomplished in the PEAMP and that the objectives of the NIRB Project Certificate Appendix D have been met. In all cases a detailed description of monitoring and measurements of effects overtime are provided in other sections of the annual report. AEM takes note of NIRB's recommendations and will discuss ways to improve the presentation of information, without creating redundancy in the annual report.*

NIRB Recommendation 17: The Board requests that the Proponent continue to provide tables as presented in its 2013 discussion of the PEAMP and that it further include columns identifying project-related effects or measurement values as predicted within the FEIS for each VEC or VSEC, as well as observed measurement values and/or effects as noted in the previous and current monitoring years (e.g., in its 2014 Annual Report, AEM should include data on effects observed and/or measured values in 2013 and 2014 in addition to values and effects as predicted within the FEIS).

> ***AEM Response:*** *AEM believes this is accomplished in the PEAMP and that the objectives of the Project Certificate Appendix D are met. AEM takes note of NIRB's recommendations and will discuss ways to improve the presentation of information, without creating redundancy in the annual report.*

NIRB Recommendation 18: The Board requests that the Proponent provide a summary description of any changes between proposed monitoring measures as included within its FEIS and the measures it has actually employed within its evaluation of the effectiveness of project monitoring procedures and plans.

> ***AEM Response:*** *AEM notes NIRB's recommendation. AEM will continue to work closely with applicable agencies and reviewers to develop and update monitoring plans that reflect changes to the mine planning, are effective and meet the conditions of our authorizations, licenses and permits. The rationale for improvements and changes in monitoring procedures and plans are discussed with the relevant regulatory bodies (i.e. reviewed by the NWB as a condition of the Type A License and is a condition of the DFO authorizations) and the changes made to monitoring plans are described in the document control section of the revised plans.*

13.0 Noise Quality Monitoring

Summary of NIRB Concern: In 2013, the Board requested that AEM provide a discussion regarding the potential impacts of noise to human health at site. AEM anticipated that project-related noise levels would decrease with increasing distance from noise monitoring stations at site, and noted that it would continue to conduct annual monitoring at stations located at various distances from the mine

footprint area. Within its 2013 Annual Report AEM noted that noise related health impacts to on-site workers would be under the purview of the Health and Safety department and should not be discussed under the environmental monitoring program.

Within its comment submission regarding AEM's 2013 Annual Report, the Government of Nunavut (GN) noted that it disagreed with AEM's conclusion that the Project did not exceed the threshold in Section 4.4.2.2 of the Terrestrial Ecosystem Management Plan (TEMP), specifically that mine related activities would not preclude caribou and muskoxen from using suitable habitats beyond 500 metres (m) of mine buildings, facilities and roads. The GN further noted that the presence of caribou within this 500 m buffer is not indicative of the Project having had no noise-related effect on wildlife and recommended that AEM further investigate mine related disturbance. AEM responded to the GN's comments on noise related effects on wildlife and noted that its noise target levels are based on recommendations made by Environment Canada's "Environmental Code of Practice for Metal Mines". It further noted that as no equilibrium sound pressure levels (Leq) in 2013 exceeded target sound levels of 55 decibels (dBA) during the daytime and 45 dBA during the nighttime, that mine activities did not preclude caribou from using suitable habitat near the mine site.

NIRB Recommendation 19: The Board requests that AEM confirm which agency or government department oversees its noise related health impacts on-site, particularly as related to Condition 62 of the NIRB Project Certificate, and what, if any, monitoring and reporting of these impacts are required. It is requested that this information be provided within 30 days of receiving this correspondence.

> ***AEM Response:*** *AEM is required to comply with two sets of regulations "General Safety Regulations (RRNWT 1990, c. S-1) Section 30 and 31, Schedule A" and the "Mine Health and Safety Regulations, R-125-95 Section 9.19-9.26, Schedule 5" regarding the noise related health impact on-site which are enforced under the Mine's Act by the mine's inspector which is a representative of the Workers Safety and Compensation Commission. The onsite Health and Safety department will continue to ensure the safety of employees under the Mine's Act.*

NIRB Recommendation 20: The Board encourages AEM and the Government of Nunavut to work together to investigate mine related disturbance on caribou and wildlife and report back to the NIRB on the progress of these discussions. It is requested that a response be provided within 90 days of receiving this recommendation. The Proponent is expected to include any further investigation into noise monitoring within its annual reporting to the NIRB.

> ***AEM Response:*** *AEM believes that they are fulfilling noise and wildlife monitoring requirements as described in the Noise Monitoring and Abatement Plan and Terrestrial Ecosystem Management Plan, with few exceedances of established thresholds. Nevertheless, AEM will have further communications with the GN to better understand their concerns regarding mine related disturbance on caribou and wildlife.*

14.0 General Clarification

Summary of NIRB Concern: In Table 7.1 of its 2013 Annual Report regarding spills, AEM did not include the unit numbers for quantities of spills which makes it difficult to provide consideration of these incidents.

Furthermore, the NIRB noted potential discrepancies and ambiguity within AEM's 2013 Annual Report as to which of the four monitoring locations were used for noise sampling. For instance, in Table 8.37, results were provided from monitoring stations R2, R3, R4, and R5 while in the discussion of its Post Environmental Assessment Monitoring Program, AEM discussed sound levels relating to monitoring stations R1, R2, R3, and R5.

Relating to the AWAR, Condition 32 (c) of the Project Certificate requires that the Proponent post signs in English and Inuktitut at the gate, each major bridge crossing, and at every 10 kilometres along the road, stating that unauthorized public use of the road is prohibited. The Monitoring Officer observed that no signage was present on the sea-can at the bridge crossing located at approximately kilometre 23.

NIRB Recommendation 21: The Board requests that AEM provide a revised Table 7.1 from its 2013 Annual Report which includes units of each spill incident. It is requested that this revised table be provided within 30 days of receiving this correspondence, and that in future years, AEM ensure that similar tables presented within its annual reporting include quantitative measurements or other essential details to enable clear understanding of materials presented.

> ***AEM Response:*** *You will find below the revised Table 7.1 - 2013 Reported Spills Revised. All reported spills are express in Liters (L) for liquid substance spilled and in Kilogram (Kg) for solid substance spilled. This was a clerical error and AEM takes note of the NIRB's recommendation and will make sure to include units of measurement in the 2014 annual report and future reports.*

Table 7.1 - 2013 Reported Spills Revised

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-01-09	Hydraulic oil	60 L	Waste dump	Hydraulic Hose Broke	Upon noticing the spill, the Haul Truck was stopped. Spill was contained and absorbant pads were placed on the spill. Hose was fixed and contaminated soil was cleaned up.	No
2013-01-09	Hydraulic oil	40 L	Top parking on South Pit Ramp	Hydraulic Hose broke	Upon noticing the spill, the drill was stopped and the hose was replaced. Absorbant pads were placed on the spill.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-01-12	Hydraulic oil	10 L	Hazmat area	Hydraulic filter was lose when equipment was picked up from the Maintenance shop	Notified Site Service supervisor than began to place absorbant pads on the ground to absorb the leaking oil	No
2013-01-14	Compressor oil	20 L	Pattern 5116418	Spill from compressor area. Most probable busted hose.	Drill was shut down immediately and spill pads were laid down on spill.	No
2013-01-14	Hydraulic oil	20 L	Shop Yard	Broken Hydraulic Hose causing T04 Oil to spill onto ground.	Site Service picked up contaminated soil	No
2013-01-16	Engine oil	10 L	Pattern 5116418 entrance ramp	A rock hit the engine oil pan	Engine was turned off.	No
2013-01-22	Anti-freeze	20 L	AWPR, MB tank farm, MB gatehouse	Lower rad hose cracked and was leaking. Most of the spill was at the MB tank farm when pumping of fuel.	None. Repaired on site.	No
2013-01-23	Hydraulic oil	20 L	Incinerator	Hyster was losing hydraulic fluid from wheel bearing.	Was cleaned by SS but was never reported	No
2013-01-26	Hydraulic oil	15 L	Open Pit Meadowbank	When noticing that the hydraulic cylinder of the excavator broke, the operator stopped the equipment. The mechanic contained the spill with a plastic bucket and absorbing towels. They replaced the cylinder on site.	They picked up and disposed following AEM procedure. Contaminated material was brought to CSP.	No
2013-02-05	Hydraulic oil	2 L	Sana garage	Leaking machine, unknown reason (maintenance) on loader 980	Contaminated soil was collected	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-02-12	Hydraulic oil	10 L	Goose Pit pattern 5102532	Hydraulic hose ruptured on IT14 loader #2	Oil spill was picked up and brought to the incinerator	No
2013-02-15	Compressor oil	20 L	Drill and Blast Mine Meadowbank Pit A Pattern 5095329	The cooler busted on a drill	Drill was shut down immediately and spill pads were laid down on spill.	No
2013-02-16	Hydraulic oil	20 L	Inventory seacan pad	Zoom Boom operator when lifting the boom, the cylinder cracked and oil leaked out of the cylinder, on the ground cover snow	Operator called Site services; oil was on the snow and pick up by the Backhoe bucket.	No
2013-02-16	Glycol	5 L	Camp genset #02	The engine is just being rebuilt and due to the extreme temperature. The entire joints are leaking. They will leak as long as we don't put heat on the engine and on the radiator. It should be fixed on Monday 18-02-2013	None. At Genset start. Will be monitored	No
2013-02-16	Diesel fuel	5 L	MB fuel farm	Poor fixation fastener of loading arm by previous filling tanker (SANA) and pipe was emptied on ground.	Fixation was fixed WO created. Written on report : As we will discuss making a tray attached to the end of the loading arm and is the Drip charchement when the tray	No
2013-02-16	Hydraulic oil	2 L	Sana Yard	Breakage of a plug on the oil reservoir that caused a small leak of oil on fuel truck unit #0121	Spill was contained. Absorbant diapers were placed on the excess oil on the ground and then collected and disposed of.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-02-17	Hydraulic oil	70 L	Mine Meadowbank	The cylinder (top one) of the boom of the excavator broke in two pieces and a quantity of hydraulic oil spilled onto the working pad.	Upon noticing that the cylinder broke off, operator put bucket down and called supervisor, who called mech. dept. The spill got contained by placing absorbent diapers onto it. The said diapers were then disposed of.	No
2013-02-17	Hydraulic oil	5 L	Sana Yard	Leak coming from connection of hydraulic hose on loader	Spill was contained and absorbent diapers were placed on the excess oil. They were collected and disposed of.	No
2013-02-18	Hydraulic oil	10 L	Laydown 4	Broken gasket on the boom of the Hyster Handler. Normal use of the equipment.	Put some absorbent pad on the spill and loader pick up the rest of the spill on the snow and bring in the contaminated bin.	No
2013-02-19	Engine oil	10 L	Maintenance Yard	Engine was left running to prevent freezing. Oil came from engine oil leak.	Once drill was brought into shop, spill was picked up and brought to incinerator roll-off	No
2013-02-20	Hydraulic oil	78 L	At the T to go to white coverall	Crack in the hydraulic tank of BAC11	Contaminated snow has been pick-up and brought to the contaminated Soil area on the Feb 21 2012	No
2013-02-23	Hydarulic oil	85 L	Vault road Y	Breakage on an anti-freeze line on a 100 tons (terex) vehicle.	Repaired on site.	No
2013-02-24	Hydraulic oil	50 L	Kitchen pad	Busted hydraulic oil on zoom boom TPA04.	Zoom-Boom was stopped immediately. Pads were laid on zoom-boom and on ground to contain oil.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-02-26	Glycol	15 L	Production Geology Meadowbank	Drove into a dip in the road and the truck bottomed out causing damage to the transmission cooler	Absorb the fluid with pads and send it to HAZMAT	No
2013-02-26	Glycol ELC coolant	10 L	Camp Genset 03	Hose on the rad broke due to cold weather and slowly run out of the Container	Radiator hose being changed on both engine with old hoses. WO 769898	No
2013-02-27	Hydraulic oil	10 L	Goose Pit 5102532	Broken hydraulic hose on backhoe 09	Contaminated soil was collected	No
2013-03-07	Power steering	1 L	Contractor Mine Meadowbank; Vault road Km 4	Pick up went off road and hit a rock	Cleaned-up contaminated soil	No
2013-03-08	Hydraulic oil	80 L	Open Pit Meadowbank. Bay Goose pit 5102530	Broken hydraulic line	Contained the spill and brought the material to the landfarm	No
2013-03-08	Hydraulic oil	50 L	Open Pit Meadowbank, Bay Goose Pit	Broken pilot line	Contained the spill picked up contaminated soil and brought it to the landfarm	No
2013-03-09	Hydraulic oil	5 L	Meadowbank; low grade stock pile	Hydraulic hose broke on the Tamrock drill	Placed absorbent pads on the ground upon noticing the spill. Picked up absorbent pads and placed inside quatrex bag, shovelled contaminated snow and placed inside yellow roll-off bin by the incinerator	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-03-13	Oil and grease mix with water	60 L	Maintenance Meadowbank: White Coverall	The RH 120 ignite and the ERT extinguished the fire with water, oil and grease were released and mix with the water. About 60 L went out of the coverall	Got frozen, shovelled and brought to the landfarm	No
2013-03-14	Compressor oil	25 L	Drill and Blast Mine Meadowbank; Pit A Pattern 5088320	Mechanical troubles.	Drill was shut down immediately and spill absorb pads were laid down on spill. Spill was picked up and brought to incinerator. Drill will be assessed and brought to the shop.	No
2013-03-24	Engine oil	20 L	Procurement and warehouse Meadowbank; Laydown #1	Zoom Boom Fork went thru the tote inside c-can.	Put spill pad in seacan and we put snow also in the seacan Oil on floor of c-can, left-over from tote, spill pads and contaminated snow were disposed in 205 liters drums to be handled with hazmat.	No
2013-03-28	Cyanide	22 Kg	Operation Process Plant Meadowbank	Reagent operator (Louis P.Breton) open sea can of cyanide and it's have some 2x6 hood in front of cyanide box, Louis take the zoom boom and try to remove this 2x6 but he hit one cyanide box. The box rip and 50lbs of solid cyanide briquettes drop outside of the sea can	We talk with the operator to change the procedure to remove the wood 2x6 in front of the cyanide box	Yes

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-04-10	Diesel fuel	20 L	Auxiliary Equipment Meadowbank	A rock contacted the fuel truck operating tank, therefore scratching the tank and making small puncture holes.	When noticing fuel leak fuel man stopped truck at fuel farm. Applied absorbing diapers and advised his supervisor of the small fuel leak. He then left to go to the garage where he placed a retention bin under the tank. Loader went to tank farm to pick up rags and brought contaminated material at csp.	No
2013-04-10	Slurry	2000 L	Operation Process Plant Meadowbank	Tailings pipe flange broke inside of Mill building. Slurry leaked outside garage door A and went towards Assay Lab building.	Slurry was contained with snow berms. Berms and contaminated material to be move throughout the next 24 hours. Material that can be returned into the circuit will be placed back in the mill. If it cannot the material will be scraped up and hauled to the TSF.	Yes
2013-04-17	Diesel fuel	5 L	Meadowbank, near blast panel	Valve on Fuel truck went into open position due to machine vibration	Spill pads were used to clean up spill. Metal bracket was welded on to keep valve position at closed and from moving into open position.	No
2013-04-18	Hydraulic oil	15 L	Open Pit Meadowbank, pattern #5046PS250, Pit B	Hydraulic line ruptured.	Drill was shut down immediately and spill pads where used to clean up/absorb the spill.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-04-22	Petroleum products	10 L	Maintenance Meadowbank Parking Lot Bay 4	Mechanic was doing test outside of the shop. Compressor tank was overfilled.	Equipment was stopped and picked up immediately with skid steer. Contaminate soil was put in a waste disposal drum. We asked maintenance that spills of this nature be taken to the contaminated soil pad in the future.	No
2013-04-24	Hydraulic oil	40 L	Open Pit Meadowbank, Pit B	Busted hose	Picked up contaminated material and brought it to the landfarm	No
2013-04-27	Hydraulic oil	40 L	Open Pit Meadowbank, bottom of waste dump ramp	Busted hose	Pick it up and brought to landfarm	No
2013-05-18	Diesel fuel	4 L	Haul truck tank farm	The quick coupler was not working properly, the labor try to make it work with a bar, the fuel came out fast and he got some on him and on the ground.	Spill was contained with snow. Coupler was fixed	No
2013-05-19	Oil	25 L	Maitenance Parking Lot Inuksuk Side	The final drive broke on haul truck 20. When removing the cover - the oil spilled onto the ground. Absorbent pads and drums were placed on and under the areas where oil continued to leak.	Site Services has been notified and will pick up the soil and deposit at the contaminated soil pad.	No
2013-05-21	Oil	15 L	Pushback pattern #5109421	Hose on Turbine broke causing spill	The operator shut down the equipment and contained the spill. Absorbent pads were used on the spilled oil.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-05-22	Propane	575 L	Behind old warehouse	Regulator Valve on propane tank stuck causing the release of propane.	ERT was called to the spill. A propane specialist was also on site to assess and stop the spill.	Yes
2013-05-24	Oil	25 L	East end of maintenance shop	A fitting on the oil tank inside Lube Truck 39 came loose causing a spill. It is unknown if the fitting was improperly connected or if it came loose due to vibration.	Mechanic laid down absorbent pads and taped/barricaded the area. The mechanic then inspected the oil tank fitting and made the proper connection.	No
2013-05-24	Hydraulic oil	10 L	Booster pump	Hydraulic hose as broken and it spill of the ground	Put some spill kit absorbent, took the absorbent at the incinerator and shoveled material and bring it to the land farm.	No
2013-05-27	Antifreeze	10 L	AWPAR	Arctic Fuel truck going off road on the AWPR.	Cleaned-up contaminated material	No
2013-06-06	Hydraulic oil	60 L	Goose pit parking	While removing a pump from the component, the remaining oil from the system spilled to the ground	When removing components, will ensure they are properly drained and place oil pans under equipment to catch draining oil	No
2013-06-06	Diesel	10 L	AWPAR Km 39 Switchback	Some fuel was left inside one of the four compartments which was not being used waiting for new valve to come in. 3 of the 4 compartments were used during transporting of diesel	Tanker has been removed from service on the AWPAR until it has been repaired	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-06-06	Diesel	40 L	Sana garage yard	Compressor, stored inside c-can was leaking fuel. Some went on ground.	Leak was stopped.	No
2013-06-12	Antifreeze	2 L	Pushback pit	An air compressor caught fire. It created a small leak on the antifreeze system.	A bucket was placed under the air compressor to contain the leak. The antifreeze collected was disposed of properly.	No
2013-06-14	Brake fluid	2 L	Environment office	When brake fluid was refilled on mule, fluid came out by broken line at front left wheel.	Mule was brought to maintenance for repair.	No
2013-06-15	Diesel	210 L	Camp genset tank #1	Workers in the area noticed that fuel was overflowing from top of tank and notified their supervisor. Environment and Power Plant staff went to access situation. The overflow is due to expansion caused by temperature.	The tank level will be lowered. Spill is contained in the tank pad soil. Once the tanks is emptied and lifted, the contaminated soil underneath the tank will be removed. It will be disposed of at our contaminated soil pad.	Yes
2013-06-16	Petroleum products	5 L	Camp Genset 2	A flange on the line between the main tank and Camp Gen 2 day tank was leaking.	The flange was tightened and the material on the ground was collected to estimate the amount of fuel spilled. The pipe will be changed in the near future. The pipe bent when it was hit with a loader over the winter.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-06-17	Fuel	10 L	Baker Lake Fuel Farm	Due to the warm weather, the fuel expansion caused the valve to leak.	A bucket was placed under the leaking valve. A work order to replace the gasket in the valve has been put through (W/O 820572).	No
2013-06-17	Grey Water/Sewage	94 L	Under Arctic Corridor leading to Service Building	A fitting was coming loose and causing pipe to leak.	Pipe was repaired	No
2013-06-27	Hydraulic oil	80 L	Pit B Blast #5053259	Hydraulic hose busted on Haul truck #2	Contaminated soil picked up with FGL loading equipment	No
2013-06-30	Heating oil	10 L	Laboratory next to Q SANA office	45 gallon drum lying on its side leaking through pump connection	Upon being advised, drum was put back standing up right. Contaminated soil was picked and brought to the yellow roll-off bin by the incinerator. Drum was removed from the area and placed inside Qamanittuaq SANA garage	No
2013-07-14	Jet A	100 L	Baker Lake Temporary Jet A Pad	Cause of spill is unknown. During the construction of the new Jet A pad - fuel odors where present when the Jet A tanks and steel footings where removed.	Material is being shipped to the contaminated soil pad at Meadowbank	No
2013-07-15	Sulphur prills	65 Kg	Overpad	An operator punctured a seacan containing sulphur prills	Clean-up of contaminated material	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-07-24	Diesel	400 L	Spill containment Baker Lake Tank Farm Tank #3	Due to expansion by hot weather, pipe moved and put pressure on the flex pipe causing it to brake	Installed 2 caps on the pipe, to be evaluated next day. A new flex pipe installed	No
2013-07-29	Seepage	NA	Portage RSF into NP2	Seepage coming from Portage RSF is seeping into NP-2	Containment of seepage.	Not officially by spill report
2013-08-03	Fuel	90 L	Exploration camp GEN26 fuel tank	Tank overfilled causing fuel to spill	Cleaned-up and brought contaminated soil to the Landfarm behind Water treatment plant. Review current operating methods with all fuel truck operators.	No
2013-08-04	Fuel	50 L	AWPAR Km 66	Broken clamp on grader's transfer fuel hose	Shovelled contaminated soil, brought soil to Meadowbank site using Arctic fuel truck. Spill rags disposed of at incinerator.	No
2013-08-30	Transmission Oil	3 L	Vault road	Crane (80T) broken hose	Driver stopped crane and put pads underneath crane.	No
2013-09-04	Oil	25 L	Hazmat Storage Area	When moving sea cans for hazmat sorting, Hyster operator noticed oil on ground underneath	Soil with oil was collected and brought to yellow roll-off, 3 buckets of loader was collected.	No
2013-09-04	Glycol	85 L	Back Entrance to gym	When opening the valve for the wing, the hose inside the tank came out of the tank the moment the pressure was turned on.	Valve was closed and repaired so hose would not come out of tank when pressure was turned on.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-09-04	Oil	35 L	Hazmat Storage Area	When moving pallets of oil drums for hazmat sorting work, a 40 liter pail fell at the back of the sea can. Lid was not closed properly and product leaked inside sea can. 20 liters inside sea can – 15 liters outside	Absorbent pads were placed inside and outside of sea can to contain and collect spill.	No
2013-09-18	Petroleum products	80 L	Baker Lake fuel farm	Overflow while filling the tanker	Stop the pump and pick up the contaminated soil	No
2013-09-24	Diesel	200 L	Open Pit	Tanker's fuel tank punctured by a rock	Repair the fuel tank and pick up the contaminated soil and brought it to the soil pad	Yes
2013-09-28	Mill Slurry	<100 L	Outside leach can, near sea can	Hole in a pressured line, sprayed out	Remove contaminated material and brought back into the circuit.	No
2013-10-02	Oil	60 L	Container inventory pad	A drum in a sea can coming from Becancour had existing small hole mid-way thru the drum.	We took out all the drums from the container, cleaned the floor and scraped all ground gravel and disposed in an empty drum.	No
2013-10-05	Oil	90 L	Baker Lake spud barge	Hazmat contractor, who prepared the containers, forgot to put the cap on one of the 1040 Liters totes. When the container was move with the container handler, oil spilled out of the tote. About 200-300 liters was spilled but only 90 went outside sea can.	Sea can was put on ground and pads were put to contain spill. Sea can was emptied.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-10-09	Oil	1 L	Dorm 12	Steering hydraulic filter from a Kubota was not tight.	Stopped the Kubota, called maintenance and cleaned up the spill. The contaminated material was brought in the contaminated soil roll off.	No
2013-10-16	Diesel	30 L	Meadowbank refueling station	Unknown. Probably overfilling.	Cleaned up contaminated material	No
2013-10-22	Hydraulic oil	80 L	Waste dump PAG side	Broken hydraulic hose on 980 loader.	Equipment was shut down and hose was repaired. Contaminated Material was picked up with the 980 Loader and taken to the contaminated soil pad.	No
2013-11-01	Coolant	20 L	Sana Yard in front of garage	Coolant hose broke/crack on tractor.	Contaminated snow/soil was collected and taken to yellow roll off container.	No
2013-11-02	Oil	200 L	New Transit Lay Down	When removing drums in sea-can, the forklift operator punctured the oil drums.	Ground was scraped with the bucket and materiel was disposed in the yellow roll-off container.	Yes

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-11-02	Lube oil	40 L	Maintenance Shop East End	An improperly connected fitting at the oil tank inside the lube truck 39 container box. It could be cause by vibration, very rough road.	Mechanic immediately installed absorbent pads to soak up the oil as well as taped and barricaded the area. Mechanic advised supervisor of the incident. The mechanic then inspected the attachment of the oil tank for proper connection. Site Services has been advise to come and pick up the contaminated soil first thing on beginning of day shift.	No
2013-11-04	Coolant	40 L	Fuel Farm Truck Parking	While machine RH120 was cooling off, a coolant hose clamp became loose causing spill.	Absorbent pads were placed on the ground.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-11-07	Seepage	> 5000 L	In front of Assay Lab	Probably Process water	Samples of seep have been taken and sent to accredited lab for RUSH analysis. Investigation continues. Containment is built to hold any further seepage from migrating. Next step will be to create sump to catch any seepage. Once this is completed, the source of the seepage will be delineated. Once source is found, and action plan will be created to stop the source and to clean contaminated ice. (If necessary) Any contaminated ice and snow will be removed and taken to the Tailings Storage Facility. Further follow-up information and updates will be providing as the investigation moves forward.	Yes
2013-11-14	Hydraulic oil	3 L	Vault heated coverall	Hydraulic Cylinder Seal leaking on the Zoom Boom TL-943.	Scrapped up the contaminated area and disposed into the yellow roll off designed for contaminated soil.	No
2013-11-18	Transmission Oil	10 L	Maintenance shop	Equipment failure.	Advised Site Services to pick up spill spot.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-11-29	Glycol	5 L	6163 Genset 7	Water pump plug let go and the engine glycol went on the floor. Since the floor is not water tight, there is a small quantity that went on the ground by the sump overflow and by the cable hole.	Glycol on floor was cleaned up and plug was put back on equipment.	No
2013-12-02	Oil	1 L	Cat dome contractor Maintenance	When plumber went to start the Kubota, he noticed a small pool of oil on the ground. Oil pan was checked and seal on the oil pan was damaged.	Oil was cleaned up with pads and shovels and disposed at the incinerator.	No
2013-12-02	Hydraulic oil	15 L	Behind batch plant	When moving 200 ton crane - hydraulic hose broke and hydraulic oil spilled onto the ground.	Machine was stopped and hose was repaired. Contaminated snow was collected and sent to yellow roll off bin.	No
2013-12-02	Diesel	2 L	Inuksuk side parking area	Accidentally powered diesel pump tank.	Tank was unplugged and spill was collected. Contaminated material sent to the incinerator.	No
2013-12-03	Antifreeze	10 L	Baker Lake gate house	Radiator hose clamp failure.	Cleaned up the contaminant and checked all clamps.	No
2013-12-13	Glycol	60 L	Vault parking lot	Rupture of the glycol heater inside the generator enclosure.	Leak was isolated by closing 2 ball valves, 6182 Gen-02 was locked-out for repairs. Glycol was collected and sent to the TSF.	No
2013-12-14	Diesel	20 L	Refuelling station - haul trucks	HTR01 Wiggin plunger was stuck while refueling.	Contaminated snow picked up and disposed of into the yellow roll-off bin.	No

Date of Spill	Hazardous Material	Quantity	Location	Cause of spill	Clean-up action taken	Reported to Spill Hot Line
2013-12-24	Motor oil	1 L	Mine dry parking	During transport of passengers to Mine Dispatch - a rock struck the pickup truck oil pan and created a small crack. Oil from the pan began to leak out.	Spill was cleaned up with rags and pick-up truck was sent to maintenance for repair. Contaminated rags disposed into the bin at the maintenance shop	No

NIRB Recommendation 22: The Board requests that AEM clarify within its future annual reporting which sampling sites are included as reference sites only, which are active sampling sites, and which were not included in data collection. Discussion within its post environmental assessment monitoring program (PEAMP) should also provide a clear description of results, ensuring that any anomalies or changes to the monitoring program are identified.

> ***AEM Response:*** *AEM believes this is accomplished in the PEAMP and that the objectives of the Project Certificate Appendix D are met. AEM takes note of NIRB's recommendations and will discuss ways to improve the presentation of information, without creating redundancy in the annual report.*

NIRB Recommendation 23: The Board reminds the Proponent to ensure that signs are posted at each major bridge crossing, in both English and Inuktitut, and that the sea can at kilometre 23 be outfitted with appropriate signage. It is requested that a response outlining action taken by AEM with respect to this recommendation be provided within 30 days of receiving this correspondence.

> ***AEM Response:*** *AEM will order new signage to identify the sea can at kilometer 23 and will make sure that signs are posted at each major bridge crossing.*