



July 8, 2022

NWB File No. 2AM-MEA1530
NIRB File No. Project Certificate No.004

Nunavut Impact Review Board
P.O. Box 1360 (29 Mitik)
Cambridge Bay, NU X0B 0C0

Re: Operational Update Regarding Additional Fuel Tank at Meadowbank Mine

Dear Mr. Morrison,

On June 28, 2022, Agnico Eagle Mines Limited (Agnico Eagle) informed the Nunavut Impact Review Board (NIRB) of an operational update and associated monitoring regarding the addition of a 3.3 ML fuel tank at the Meadowbank Mine. Following the submission, on July 5, 2022 the NIRB requested additional information to evaluate how the increased fuel storage may affect the project certificate and monitoring. Agnico Eagle thanks the NIRB for this opportunity to provide additional clarification regarding this Operational Update. The following five questions were requested of the NIRB and Agnico Eagle's responses are provided below.

1) More detail on the methodology in AEM's self-determination this represented an insignificant change

Agnico Eagle considered the additional fuel tank and the potential impacts in relation to s. 90 of NuPPAA, using the self-assessment steps, as summarized in the table below. In consideration of the scope of the changes compared to what is approved by the NIRB and licensed by the Nunavut Water Board (NWB), Agnico Eagle is of the view that the proposed changes are non-significant.

NuPPAA Section 90 Factors	Results of Agnico Eagle Self-assessment
(a) the size of the geographic area, including the size of wildlife habitats, likely to be affected by the impacts;	The additional fuel tank is inside the Meadowbank Mine footprint and current disturbed area. Fuel will be transported along the approved All-weather Access Road (AWAR) from the approved Baker Lake Fuel Storage Facility to Meadowbank Mine; both within the same approved geographic area. As a result, the additional fuel tank results in no additional impacted geographic area.
(b) the ecosystemic sensitivity of that area	The additional fuel tank does not cause impacts to an ecosystemically sensitive area.
(c) the historical, cultural and archaeological significance of that area	The additional fuel tank will not result in changes to impacts to an area of historical, cultural or archaeological significance.
(d) the size of the human and the animal populations likely to be affected by the impacts	The additional fuel tank will not result in changes that will have impacts on human and animal populations.

NuPPAA Section 90 Factors	Results of Agnico Eagle Self-assessment
(e) the nature, magnitude and complexity of the impacts	The additional fuel tank will result in a negligible change to the predicted environmental impacts, including the nature, magnitude and complexity of the impacts.
(f) the probability of the impacts occurring	There will be negligible change to the probability of impacts occurring as per the existing Project Certificate and Water Licence.
(g) the frequency and duration of the impacts	There will be negligible change to the frequency and duration of the impacts.
(h) the reversibility or irreversibility of the impacts	There will be no change to the reversibility or irreversibility of the impacts as per the existing Project Certificate and Water Licence.
(i) the cumulative impacts that could result from the impacts of the project combined with those of any other project that has been carried out, is being carried out or is likely to be carried out	There will be no change to the cumulative impacts.
(j) any other factor that the Board considers relevant to the assessment of the significance of impacts	Agnico Eagle does not consider any additional factors; however, is to be determined by the NIRB.

2) What changes to the trucking/transport schedule are being proposed, including:

a. Changes in volume of trucking during intervals when refueling the large tank is being conducted,

The trucking volume is dependent on the fuel consumption on-site and not on the total storage capacity. Adding more storage will not result in more traffic (total). The fuel consumption is not planned to change; therefore, the traffic will be the exact same overall. The difference with this new tank is on the distribution of the traffic through the year. The tank will allow Agnico Eagle to distribute and spread the traffic more evenly through the non-migratory seasons. Agnico Eagle does not need this tank from a strictly operational standpoint. Agnico Eagle is constructing it to reduce potential impacts on caribou during migration. Increased storage capacity at Meadowbank will reduce the need of fuel convoys during migrating season. This solution was brought forward by the Terrestrial Advisory Group.

b. Potential changes in dust generation due to a potentially more intense trucking interval, and

As outlined in 2a) the overall traffic numbers will remain the same and the peak traffic will not be increased; therefore, there are no anticipated changes to dust generation.

c. Potential changes in employee job schedules (re trucking), if any

Agnico Eagle does not anticipate a change in workforce as there is no change in number of trucks associated with this activity.

3) Construction schedule for the new tank (i.e., how long to complete and commission)

Once approval to construct is received, the construction will start. It is planned to last for approximately 1.5 to 2 months. Our objective would be to receive approval soon enough so installation of the tank and re-fueling of the tank can be completed prior to the Fall 2023 migration.

4) Any changes in employment due to construction/operation; and

Temporary contractor workforce will be used for the 1.5 to 2 months construction period. The civil work portion will employ existing contractor at Meadowbank while the tank erection portion will require an addition of approximately 5 specialized employees.

In operation, the new tank will not result in additional workforce (no change in traffic).

5) Any changes to marine shipping or overall quantity of fuel brought into Baker Lake during sealift.

There is no change in overall fuel consumption; therefore, the total volume ordered in the sealift seasons will be the exact same whether or not this new tank exists.

Closure

We trust the above addresses the NIRBs concerns. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,



Manon Turmel
Permitting Technical Advisor
Agnico Eagle Mines Limited