



# 2016-2017 Annual Monitoring Report

for Agnico Eagle Mines Limited's Meliadine Gold Mine Project



**Report Title:** The Nunavut Impact Review Board's 2016-2017 Annual Monitoring Report for Agnico Eagle Mine Ltd.'s Meliadine Gold Mine Project (NIRB File No. 11MN034)

**Project:** Meliadine Gold Project  
**Project Location:** Kivalliq Region, Nunavut  
**Land Tenure:** Inuit Owned Land

**Project Owner:** Agnico Eagle Mines Limited – Meliadine Division  
P.O. Box 879  
Rankin Inlet, NU  
X0C 0G0

**Monitoring Officer:** Shanley Thompson

**Monitoring Period:** October 1, 2016 – September 30, 2017

**Date Issued:** November 27, 2017

**Cover Photo Credit:** Agnico Eagle Mines Limited

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## 1.0 INTRODUCTION

The Nunavut Impact Review Board (NIRB or Board) was established through Articles 10 and 12 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada* (Nunavut Agreement). On February 26, 2015 pursuant to Section 12.5.12 of the Nunavut Agreement, the NIRB issued Project Certificate No. 006 (the Project Certificate) for the Meliadine Gold Project (the Project), allowing the Project to proceed in accordance with the terms and conditions issued therein. As per Section 12.7.2, the NIRB is responsible for project monitoring in order to:

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

This report provides findings that resulted from the Board's monitoring program for this Project from October 1, 2016 to September 30, 2017.

### 1.1.PROJECT HISTORY AND CURRENT STATUS

On April 1, 2011 the NIRB commenced screening of the Proponent's proposal for an All-Weather Access Road (AWAR) from Rankin Inlet to the Meliadine site to support exploration and bulk sampling (NIRB File No. 11RN017). On June 10, 2011 the NIRB commenced screening of the Proponent's Meliadine Gold Mine Project Proposal. On July 4, 2011 pursuant to Section 12.4.4(c) of the Nunavut Agreement, the NIRB recommended the proposal for the AWAR be clarified and re-submitted as part of the Meliadine Gold Mine Project. On July 8, 2011 the NIRB determined the proposal for the Meliadine Gold Mine Project should undergo full review by the Board, pursuant to Section 12.4.4(b) of the Nunavut Agreement.

On September 29, 2011 the NIRB received an application from Agnico Eagle requesting that a Phase 1 AWAR be excepted from the review of the Meliadine Gold Mine Project pursuant to Section 12.10.2(b) of the Nunavut Agreement. On February 20, 2012 the Board provided a determination that Phase 1 of the AWAR could proceed independently of the Review of the Meliadine Gold Mine Project, subject to the NIRB's project-specific terms and conditions.

The NIRB Final Hearing was held for the Meliadine Gold Project proposal from August 21-27, 2014 where the Board subsequently approved the Project to proceed in its October 10, 2014 Final Hearing Decision Report. the Minister of Aboriginal Affairs and Northern Development accepted the decision on January 27, 2015, the Board held a Project Certificate Workshop on February 23 and 24, 2015, which led to the issuance of the Meliadine Project Certificate No. 006 on February 26, 2015 to Agnico Eagle Mines Ltd. (Agnico Eagle or the Proponent).

Agnico Eagle then proceeded to submit its Type "A" Water Licence application in June 2015 to the Nunavut Water Board (NWB). On April 15, 2016 the NWB issued the Type "A" Water

Licence (2AM-MEL1631) to Agnico Eagle Mines Limited for a 15 year term. Previously, Agnico Eagle managed site operations under its Type “B” Water Licences (2BE-MEP318, 2BB-MEL1424, 2BW-MEL1525, and 8BC-MEL1516). These licenses covered activities associated with Phase 1 of the AWAR, as well as various exploration, advanced exploration, and pre-development activities such as the construction of service roads, as well as pads and pilings for the permanent camp and infrastructure. Both 2BW-MEL1525 (for the AWAR) and 8BC-MEL1516 (for pre-development activities) have been included within the scope of the Type “A” Water Licence (2AM-MEL1631) and those Type “B” licenses have now been cancelled; Agnico Eagle maintains two (2) active Type “B” licenses (2BE-MEP1318 and 2BB-MEL1424) for exploration purposes.<sup>1</sup>

By July 2017 Agnico Eagle had received all other approvals and permits needed to construct and operate all aspects of the Project, including land leases, right-of-way leases, and quarry permits from the Kivalliq Inuit Association, Government of Nunavut, Fisheries and Oceans Canada, the Hamlet of Rankin Inlet, Transport Canada, and NAV Canada. With the decision of Agnico Eagle’s Board to proceed with the Project in February 2017, the Project can officially be considered to be in the “Construction” Phase.

Activities within the 2016-2017 Monitoring Period included commencement of construction of the Itivia laydown area, the fuel farms, the permanent camp complex, Portal #2, the main industrial pad, the permanent landfill, and the bypass road. Components completed within this period include:

- Freshwater Treatment Plant;
- Sewage Treatment Plant;
- Pad for incinerator;
- Jetties and Dikes at CP-1 and CP-5;
- Pipeline and diffuser installation for the final effluent system;
- Widening of the Itivia barge landing area and placement of seacan dividing wall; and
- Relocation of Rankin Inlet’s shooting range.

## **1.2.PROJECT COMPONENTS**

The approved Meliadine Gold Mine Project consists of mining at five (5) gold deposits (Tiriganiaq, Wesmeg, Pump, F Zone, and Discovery) through a phased approach and processing of the ore at an on-site milling operation at a rate of 8,500 tonnes per day, as well as transportation of the gold bullion south for final refinement and sale. The Project includes the extended exploration, construction, operation, closure, and reclamation of both underground and open-pit mines and associated infrastructure for extraction, processing and transportation of gold. Mining at Tiriganiaq will occur using both above ground and underground methods, with the other four (4) deposits mined using open pit methods. There are three (3) main Project areas: the Tiriganiaq mine site, the Discovery deposit, and the Itivia Harbour.

Transportation of personnel and supplies occurs via a 25 kilometre (km) all-weather access road (AWAR) between Rankin Inlet and the Meliadine site; Phase 1 of the AWAR was approved by

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<sup>1</sup> July 31, 2017. Kharatyan, K. Nunavut Water Board. e-correspondence.

the NIRB in 2012 as an exception to the Review of the Meliadine Gold Mine project. Agnico Eagle anticipates Phase 2 of the AWAR, which would include widening of the existing Phase 1 road, twinning part of the road to separate oncoming traffic, and developing a spur road to the Discovery deposit, to occur in 2024.

Supplies and equipment for the Project have been and will continue to be barged to Rankin Inlet during the open water season only, and staged at the Itivia Harbour at Melvin Bay, near Rankin Inlet. Construction of the Itivia laydown area and fuel tank farm (two (2) fuel tanks storing 33.5 million litres) began in April 2017. Construction of a bypass road from Itivia Harbour to the AWAR began in June 2017, with expected completion in November 2017. The bypass road would enable mine traffic to avoid the community of Rankin Inlet while travelling to the Project mine site.

## **2.0 MONITORING**

### **2.1.GENERAL REPORTING REQUIREMENTS**

Agnico Eagle submitted its 2016 Annual Report to the NIRB on March 31, 2017. The report summarized Project activities undertaken in 2016 and included results of the following programs:

- Air Quality Monitoring;
- Noise Monitoring;
- Annual Geotechnical Inspection;
- Geochemical Monitoring;
- Site Water Quality Monitoring (with reference to Metal Mining Effluent Regulations);
- Aquatic Effects Monitoring Program;
- Wildlife Monitoring; and
- Socioeconomic Monitoring.

The Proponent's 2016 Annual Report also included the following management plan updates:

- Ammonia Management Plan;
- Borrow Pits and Quarries Pit Management Plan;
- Environmental Management and Protection Plan;
- Landfill and Waste Management Plan;
- Noise Monitoring and Abatement Plan;
- Blast Monitoring Program;
- Operation and Maintenance Manual: Sewage Treatment Plant;
- QAQC Plan;
- Roads Management Plan;
- Shipping Management Plan;
- Spill Contingency Plan; and
- Water Management Plan, including the Freshet Action Plan.

## **2.2.COMPLIANCE MONITORING**

Compliance monitoring involves an assessment undertaken by regulators and other agencies to establish whether or not a project is being carried out within the legislation, regulations, instruments, commitments and agreements as such are applicable to certain project activities.

### ***2.2.1. Compliance with the NIRB Screening Decision Report for Phase 1 of the Awar***

Agnico Eagle successfully applied to the NIRB for approval under Section 12.10.2(b) of the Nunavut Agreement to develop Phase 1 of the Awar prior to the completion of the NIRB's review of the Meliadine Gold Mine Project. Terms and conditions of Phase 1 of the Awar were included with the Board's Screening Decision Report on February 20, 2012, which is available from the NIRB's public registry at [www.nirb.ca](http://www.nirb.ca) using any of the following search criteria:

- Project Name: All Weather Road – Underground Exploration and Bulk Sample Program, Meliadine Gold Project
- NIRB File No.: 11RN017
- Application No.: 124108

Phase 1 of the Awar was completed in 2013.

The NIRB's approval of the project was subject to submission and implementation of a dust management plan. During the 2016-2017 Monitoring Period, the NIRB was made aware of ongoing public concerns over dust produced by vehicles along the Awar. During the NIRB's August 2017 site visit, it was not obvious that dust suppressants were sufficiently applied along much of the Awar (see Appendix I).

The Board's approval of Phase 1 of the Awar also required it be operated as a controlled access road only (Condition #43), and the Proponent was instructed to provide an annual report, which contains, among other things, a log of authorized and unauthorized users along the Awar. No such log was included in the Proponent's 2016 Annual Report, although the NIRB's 2017 site visit included a stop at the two (2) manned gatehouses along the Awar where it was observed that a traffic log was being kept. This issue is further discussed below in Section 2.2.2. During the site visit, NIRB staff were also informed that Agnico Eagle was working with the KIA and HTO to construct an ATV/snowmobile trail that would bypass the mine site to avoid having persons drive directly through the mine site.

The NIRB has not noted any other compliance issues related to Phase 1 of the Awar.

### ***2.2.2. Compliance with the NIRB Project Certificate No. 006***

Appendix II documents Agnico Eagle's compliance achievements with the Project Certificate from 2016 to 2017. In 2017, the Proponent entered the Construction phase and thus terms and conditions are now relevant that may not have been in the Pre-construction stage. The NIRB understands 2017 was the first year in which some key management and monitoring plans will have been implemented (e.g., the Terrestrial Ecosystem Management and Monitoring Plan and the Shipping Management Plan), and expects that planning, consultation, and collaboration to

begin implementing others (e.g., socio-economic monitoring) is well underway. During the 2016-2017 reporting period, the Proponent was successful in having met the majority of the requirements of the NIRB Project Certificate applicable to the Pre-construction and Construction phases. However, as noted in Appendix II, the NIRB expects more detailed reporting from the Proponent in its next annual report for a number of terms and conditions. Additionally, the NIRB notes that Agnico Eagle is not in full compliance with the following Terms and Conditions of the Meliadine Project Certificate:

**Conditions relating to dust:**

- #3: Prior to commencing construction activities the Proponent shall update its dust management and monitoring plan to address and/or include the following additional items:*
- a. Align plan requirements with commitments made in the FEIS and during the Final Hearing to monitor dust along the all-weather access road and associated roads and trails.*
  - b. Verify commitments to the utilization of dust suppressants along the all-weather access road including and associated roads and trails, including a description of the type of suppressant to be utilized, the frequency and timing of applications to be made throughout the various seasons of road use.*
  - c. Outline the specific adaptive management measures to be considered should monitoring indicate that dust deposition is higher than predicted, specifically where traffic along the all-weather access road is greater than initially predicted.*
- #6: The Proponent shall employ appropriate dust suppression measures when conducting activities in the landfill such as topping or capping.*

As mentioned above, the NIRB has heard concerns from the public over dust produced by vehicles along the Awar, and the NIRB staff observed large dust clouds along the Awar and at the mine site during the August 2017 site visit (see Appendix I) – although it should be noted that no observations were made regarding dust at the landfill.

In the Dust Management Plan, the Proponent commits to use water and/or approved chemical dust suppressants as needed. Agnico Eagle informed the NIRB that it began applying dust suppressants (water and/or calcium chloride) along the Awar and along the temporary access route from Itivia in July 2017; however, it was not obvious during the NIRB's site visit that dust suppressants had been applied.

**Conditions relating to the Hunter Harvest Survey:**

- #46: The Proponent shall update its Terrestrial Environment Management and Monitoring Plan (TEMMP) for the Project to include a detailed harvest study prepared in consultation with the Government of Nunavut (GN) and other affected parties. The design of the harvest study should demonstrate consideration for the following:*



- a. *Hiring of a dedicated local survey coordinator through local Hunters and Trappers Organizations (HTOs) and provision of adequate resources for the HTOs to run the program;*
- b. *The potential effects on caribou populations and on caribou behaviour resulting from increased human access caused by the all-weather access road and associated roads and trails; and,*
- c. *Increasing local knowledge of the project development areas, including establishing baseline harvesting levels prior to unrestricted public access on the all-weather access road.*

*#105: The Proponent is strongly encouraged to consider incorporating information obtained from local outfitting and guiding businesses into its Hunter Harvest Survey where possible, and to include these organizations as potential respondents to surveys undertaken.*

In the summer of 2017, the Proponent indicated to the NIRB that the Hunter Harvest Survey would be modeled after the survey in place at the Meadowbank Gold Mine, which was being refined due to decreasing participation. The Proponent noted it hopes to begin implementing the survey at Meliadine in 2018. The NIRB appreciates the efforts of the Proponent to address issues in the survey, and acknowledges that the Proponent plans to develop Phase 2 of the AWAR and the spur road to the Discovery deposit in 2024. However, the NIRB is concerned that with the Hunter Harvest Survey not being completed at present, a gap in available baseline knowledge is developing that needs to be addressed.

#### **Conditions relating to road access management:**

*#48: In consultation with the Government of Nunavut, the Kivalliq Inuit Association, the Kivalliq Wildlife Board and local Hunters and Trappers Organizations, the Proponent shall develop appropriate monitoring and mitigation measures relating to the harvesting of caribou and improved harvesting access granted by the all-weather access road. These measures shall be included within a Road Access Management Agreement that must be in place prior to construction of phase 2 of the all-weather access road. The Road Management Agreement shall include the following specific measures:*

- *During periods when large aggregations of caribou (greater than 50 individuals) are detected within 1 km of the all-weather access road (AWAR), the road will be closed to public access via car and truck by means of a barrier at the southern gate. Public access using all-terrain vehicles (ATVs) will be allowed.*
- *During periods when large aggregations of caribou (greater than 50 individuals) are observed within 1 km of the AWAR, the road will be closed to public access via barriers at bridges on the AWAR to prevent all vehicle access, including ATVs. This will allow ATVs to enter areas previously accessible along existing trails while not facilitating access via bridges constructed specifically for the Project.*

- *Following consultation with the Nunavut Wildlife Management Board, as required under the Nunavut Wildlife Act, it is recommended that a no-shooting zone (1 km wide) on either side of the road should be established as a condition of public access to the AWAR and compliance with this Agnico Eagle policy should be monitored and reported by the Proponent.*
- *Dedicated 'road monitors' should patrol the road to ensure compliance with the provisions of the Road Management Plan (SD 2-9) relating to public safety and wildlife. Monitoring should be increased during periods of road closure when large aggregations of caribou are present.*
- *All incidents of hunting involving shooting along or across the AWAR should be reported by the Proponent to the GN.*
- *During periods when large aggregations of caribou are detected near the Project, harvest monitoring intensity should be increased to ensure that levels of caribou harvesting are properly documented.*

*Commentary:* *The reference in Bullet 3 above to a no-shooting zone as a condition of public access to the AWAR is a reference to a policy of the Proponent and is not a reference to policy requirements of the Nunavut Wildlife Management Board or Nunavut Wildlife Act.*

*#125: The Proponent shall implement all such measures necessary to protect public and mine traffic on all Project roads. The measures undertaken shall include, but are not limited to:*

- a. Prior to expansion of the AWAR, the Proponent shall update its Roads Management Plan to include a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements of AWAR use. The updated Plan is to be submitted to the Nunavut Impact Review Board, Kivalliq Inuit Association, Kangiqliniq Hunters and Trappers Organization, and the Government of Nunavut;*
- b. Prior to the opening of the AWAR to the public, and annually thereafter, advertise and hold at least one community meeting in the Hamlet of Rankin Inlet and Chesterfield Inlet to explain to the community the rules for use of the road;*
- c. Prior to the opening of the AWAR to the public, the Proponent shall address enforcement of health and safety rules for the operation of the road (i.e., no shooting zone) and implement necessary communications with the public (i.e., signage and public meetings), which includes, but is not limited to:*
  - i. Maintaining manned and unmanned gates as proposed along the all-weather access road;*
  - ii. The posting of signs in English and Inuktitut along the road at appropriate intervals (i.e., 10 km and bridge crossings); and*
  - iii. Place notices at least quarterly on the radio and television to explain to the community the rules for use of the road;*
- d. Once the AWAR expansion is completed and the road is opened to the public, the Proponent shall conduct a vehicle survey four times annually (once during the*

*weekdays during the winter season, once during the week end days during the winter season, once during the weekdays during the summer season and once during the week end days during the summer season) to record the number and types of mine vehicles and the number and type of public vehicles using the AWAR over a 12 hour period (8:00 am to 8:00 pm). The vehicle survey data shall be collated as indicated above and provided in the Proponent's Annual Report;*

- e. Prior to the development of the Discovery deposit, the Proponent shall update its Road Management Plan for the planned operation of the twinned road which could include additional rules, Project infrastructure, or other measures designed to maintain safety for employees and the public; and*
- f. Report all accidents or other safety incidents on the road, to the Government of Nunavut, Kivalliq Inuit Association, the Hamlet of Rankin Inlet and the NIRB immediately.*

*Commentary:* *The reference under the Reporting Requirements to “90 days prior to the start of construction” is not intended to be tied to general project construction, but rather is intended to be linked to 90 days prior to the construction associated with the expansion of the AWAR (referred to as “Phase 2 of the AWAR development” in the Proponent's Final Environmental Impact Statement).*

*#126: Prior to expansion of the AWAR, the Proponent shall prepare and add to the finalized Roads Management Plan (SD 2-9), a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements and any limitations on public AWAR use (i.e. the “rules of the road”) and to ensure that this information continues to be clearly communicated on an on-going basis while the public has access to the AWAR.*

The NIRB acknowledges the Proponent's 2017 Roads Management Plan and understands that Agnico Eagle has conducted consultation with various parties while developing this plan. The NIRB also acknowledges Agnico Eagle is currently managing the AWAR as a controlled access road, has installed signage displaying safety and access rules along both the AWAR and the temporary route from Itivia through Rankin Inlet, and is maintaining traffic logs at two (2) manned gates along the AWAR. The NIRB is also aware of Agnico Eagle's plans to construct ATV/snowmobile trails and crossings, including the recently communicated plan to construct a trail that would bypass the mine site to ensure public safety and access in traditionally used areas.

Agnico Eagle has indicated to the NIRB that an updated Roads Management Plan, a Road Access Management Agreement, and a detailed consultation plan will be provided in 2024 when Phase 2 of the AWAR and the spur road to the Discovery deposit are developed. The NIRB notes this timeline for development of Phase 2 of the AWAR and spur road is later than originally indicated, and is concerned that the public is currently accessing and crossing sections of the AWAR on ATV and snowmobile without these finalized plans in place, putting

both the safety of users and the protection of caribou at risk. As some of the Proponent's road access management activities have been modified in scope or timing or are in addition to those indicated in the Proponent's last draft of its Roads Management Plan, the NIRB would like to emphasize the importance of clear and frequent communication with both the Board as well as the public and other parties. Traffic monitoring data, and details of consultation and outreach demonstrating progress towards full compliance with Conditions #48, #125, and #126 have not been provided to the NIRB and the Board is concerned about the lack of transparency and progress reporting.

### **Conditions relating to employment:**

*#93: The Proponent is encouraged to register all trades occupations, journeypersons and apprentices working with the Project and to register any trades occupations listed in its forecast, as well as to provide the Government of Nunavut with information regarding the number of registered apprentices and journeypersons from other jurisdictions employed at the Project during each year of the Project's life.*

*#101: The Proponent shall include with its annual reporting to the NIRB a summary of employee origin information as follows:*

- a) The number of Inuit and non-Inuit employees hired from each of the Kivalliq communities, specifying the number from each;*
- b) The number of Inuit and non-Inuit employees hired from each of the Kitikmeot and Qikiqtani regions, specifying the number from each;*
- c) The number of Inuit and non-Inuit employees hired from a southern location or other province/territory outside of Nunavut, specifying the locations and the number from each; and*
- d) The number of non-Canadian foreign employees hired, specifying the locations and number from each foreign point of hire.*

The NIRB expects the Proponent to be able to report on the qualifications and demographics of its employees in the past year. However, the Proponent's 2016 Annual Report was missing this information.

### **2.2.3. Compliance with Regulations**

As per the *Environmental Code of Practice for Aboveground Storage Tank Systems Containing Petroleum and Allied Petroleum Products*,<sup>2</sup> aboveground fuel storage tanks with capacities of greater than 50,000 L must be placed entirely within a dyked area, with an *impermeable barrier* in the floor of the containment area and in the dyke walls. During the NIRB's 2017 Site Visit (Appendix I), it was observed that the fuel tanks at the temporary fuel farm (which have capacities ranging from 53,000 L to 110,000 L) did not have the required secondary

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<sup>2</sup> Published by the Canadian Council of Ministers of the Environment through its National Task Force on Storage Tanks. Available online at <https://www.canada.ca/en/environment-climate-change/services/canadian-environmental-protection-act-registry/publications/code-practice-storage-tank-systems.html>

containment. Moreover, it is noted that there was a considerable spill at this location in April 2017.

#### ***2.2.4. Compliance with Permitting***

On May 2, 2017 the NIRB requested that regulatory authorities with jurisdiction at the Meliadine Gold Mine Project provide comments and information with respect to compliance monitoring for the 2016 reporting period. The following is a summary of comments received:

##### Environment and Climate Change Canada (ECCC)

No permits or authorizations have been issued from ECCC for the Meliadine Gold Mine. ECCC completed on-site inspections in February and June 2016 to verify compliance under the *Canadian Environmental Protection Act* and the *Fisheries Act*. ECCC did not identify any compliance issues during the course of these on-site inspections. ECCC also assessed compliance with the *Metal Mining Effluent Regulations* (MMER) for samples from a discharge point into Meliadine Lake that were submitted by the Proponent in the 3<sup>rd</sup> and 4<sup>th</sup> Quarter of 2016. ECCC did not identify any compliance issues.

##### Indigenous and Northern Affairs Canada (INAC)

Indigenous and Northern Affairs Canada has no authority for lands used for the Meliadine project and as such issued no land use permits/authorizations. However, INAC is responsible for inspecting and enforcing the terms and conditions associated with the water licenses issued for the Project. In 2016, INAC's Water Resource Officers conducted seven (7) site inspections: February 12, April 12, May 24, June 6, June 16, July 20, and November 10, and identified issues during the April, May, and November inspections. INAC's directions to Agnico Eagle included the following:

- Take measures to stop release of water from containment pond P1 and the portal surface sump into the receiving environment, update the monitoring and reporting program to include updates and modifications of P1 and associated dykes, and submit a Freshet Action Plan that will address issues related to P1 containment facility and all other water management structures;
- To address issues of sedimentation at water bodies, provide water samples, thermistor data, and associated analyses to the Inspector, and remove snow/material from the shore and surface of the affected lakes and submit a report with pictures upon completion; and
- Provide a revised Freshet Action Plan, a revised Landfarm Management Plan, and modify the monthly monitoring to include characterization of all seepages associated with the waste rock storage facility and to remove the sampling stations at the recycling facility and P1 containment area.

##### Natural Resources Canada (NRCan)

Explosives Factory Licence F76821 issued to the proponent's explosives supplier (Dyno Nobel) is subject to the requirements of the *Explosives Act* and Regulations. Natural Resources Canada's Licensing and Inspection Officers conducted a site inspection in conjunction with this license on August 10, 2016 and there were no compliance issues.

## 2.3.EFFECTS MONITORING

Effects monitoring can be described as an assessment of the measurable change to a particular environmental or socio-economic component, as compared to the potential effects that were predicted to result from a proposed development. In the case of the Meliadine Gold Mine Project, impact predictions and mitigation measures were outlined and developed throughout the environmental review of the Project, and were recorded and presented through the Proponent's Final Environmental Impact Statement and other related documents.

On May 2, 2017 the NIRB requested that regulatory authorities with expertise or jurisdiction at the Meliadine Gold Mine Project provide comments and information with respect to effects monitoring for the 2016 reporting period. Specifically:

- a) Whether the conclusions reached by Agnico Eagle in the 2016 Annual Report are valid;
- b) Whether there are any areas of significance requiring further studies; and
- c) Whether any changes to the monitoring program are required.

The following is a summary of comments received and a summary of Agnico Eagle's responses from July 21, 2017:

### **Government of Nunavut (GN) comments on Agnico Eagle's 2016 Annual Report**

- Clarification is needed regarding the stack emissions testing. Specifically, confirmation that standards are being met since the secondary chamber of the incinerator was modified when previous stack testing revealed exceedances in dioxins and furan emissions.

Agnico Eagle responded that no stack testing had been completed since undertaking maintenance work on the incinerator to reduce emissions, Agnico Eagle noted however, that this was a temporary incinerator. The NIRB acknowledges construction of the permanent incinerator is underway.

### **Environment and Climate Change Canada (ECCC) comments on Agnico Eagle's 2016 Annual Report**

#### *Shipping Management Plan:*

- Bird collisions with ships should be added to the list of possible interactions between shipping and marine wildlife.
- Harlequin Duck should be added to species at risk.
- Marine mammal and seabird monitoring data should be shared with ECCC.

#### *Mine Waste Management Plan:*

- Rock materials should be separated into Potential Acid Generating (PAG) and non-PAG and managed accordingly.
- Distance between Waste Rock Storage Facility (WRSF) toes and adjacent lakes should be specified and adaptive mitigation measures identified that will prevent drainage into the lake.
- Clarification needed on why the bulk density for waste rock and overburden is assumed and not determined.

- Explanation needed of how subsurface conditions interspersed with organic material, sand, and silt will affect the WRSF foundation.
- Breaching the dikes/berm to allow mine effluent to flow freely and directly to the outside environment will result in non-compliance of MMER.

*Water Management Plan:*

- Details should be provided regarding time to fill the saline pond and contingency options in the event that the pond fills before a treatment option is decided on.

*Quality Assurance/Quality Control (QA/QC) Plan:*

- A definition is needed for filter blanks, and trip blanks should be included.

*Aquatic Effects Monitoring Program (AEMP):*

- Additional baseline data should be collected, sampling strategy needs to be clarified, additional statistical analysis is required, and discussion and clarification is needed regarding sampling and analytical errors, sources of bias, reliability of field-measured parameters, and methods for QC.

Agnico Eagle responded that it agreed with ECCC's first three (3) comments regarding shipping and marine wildlife, stating it would provide the requested items and details in next versions of its plans and its next annual report.

Regarding its Mine Waste Management Plan, Agnico Eagle noted that its geochemical characterization indicates all waste rock is non-potentially acid generating. Agnico Eagle also included that as per Water License requirements, a buffer of 31 m will be kept between WRSFs and adjacent lakes and referred to the description of its system of ponds, berms and ditches in its Water Management Plan that will prevent contact water from migrating into adjacent lakes. Agnico Eagle also stated its assumed densities for waste rock and overburden will be validated once the WRSFs are in place. Concerning the future stability of the WSRF foundation, Agnico Eagle noted monitoring will be conducted and mitigation measures put in place if results differ from predictions. Agnico Eagle also clarified that dikes/berms would not be breached until monitoring results demonstrate water quality meets the required limits and guidelines.

In response to ECCC's comment on its Water Management Plan, Agnico Eagle noted that the next revision would clarify that saline management plans are currently being reviewed but prior to being treated, excess saline water could be pumped to additional contact ponds if required and from there be actively evaporated.

Agnico Eagle's response also noted it agreed with ECCC's comments on its QA/QC plan and would provide the requested items and details in the next version of its plan.

Regarding the AEMP, Agnico Eagle noted it would be collecting additional baseline data in 2017 and that its next annual report would include more complete analysis and summary of data and would include data from 2015, 2016, and 2017. Agnico Eagle's response also included details on how sampling areas were selected and commentary on error, confidence, and quality control, with some additional details also to be provided in its next annual report.

### **Indigenous and Northern Affairs Canada (INAC) comments on Agnico Eagle's 2016 Annual Report**

- Results of geochemical sampling should be summarized and discussed in more detail.
- No outstanding issues with the geotechnical inspection report; an adequate summary of the results should be included in geotechnical inspection reports.
- Sampling procedure, locations, dates, etc. need to be provided in order to validate water quality results.
- A summary of the 2,025 page comprehensive Aquatic Effects Monitoring Program would be more appropriate.

Agnico Eagle responded that it agreed with INAC's comments and that it would provide the requested items in its next annual report.

### **Transport Canada (TC) comments on Agnico Eagle's 2016 Annual Report**

- The 2016 Shipping Management Plan should be revised to indicate that accidents or malfunctions will be reported to Transport Canada, and to reference the regulations under the *Canada Shipping Act*.
- The *Marine Transportation Security Act* (MTSA) and the *Marine Transportation Security Regulations* (MTSR) should be referenced in documents such as the Shipping Management Plan.
- The MTSR applies and the Marine Facility Security Plan or Occasional Use Marine Facility Security Procedures must be implemented.

Agnico Eagle responded that it agreed with TC's comments and that the next revision of its Shipping Management Plan would include the suggested modifications. Agnico Eagle also noted that it is working with TC to comply with the MTSA and MTSR, and that TC has conducted an inspection and has proposed to conduct a final inspection in 2018.

## **2.4.SITE VISIT AND COMMUNITY INFORMATION SESSION**

On August 22, 2017 NIRB staff conducted a site visit to visually inspect activities occurring related to the project, and assess compliance to the requirements of the Meliadine Gold Mine Project Certificate. Based on the observations made during this site visit, all sites related to ongoing exploration and sites being prepared for mining development appear to be tidy and well managed. Details provided by Agnico Eagle during the site visit provided NIRB staff with additional information regarding the company's ongoing efforts to ensure compliance with the Project Certificate and minimize impacts to the environment. This site visit report is found in Appendix I.

Associated with the NIRB's 2017 site visit, on August 21, 2017 staff facilitated a community information session in Rankin Inlet. The evening session provided community members with information on the NIRB's ongoing monitoring of the Project and allowed discussion of community concerns. A total of 30 people attended the event, including community members and Agnico Eagle staff. For more details regarding this meeting and its discussions, please refer to Appendix III.



## 2.5.FOLLOW UP TO NIRB'S 2016 RECOMMENDATIONS

As a result of the NIRB's 2016 monitoring program, on November 4, 2016 the Board made seven (7) recommendations to Agnico Eagle to provide guidance on compliance to the Meliadine Gold Mine Project Certificate. The recommendations are outlined below, including updates from the Proponent and the Board's follow up on the items:

**Recommendation 1:** *The Board requests that Agnico Eagle review its spill kit inventory schedule throughout the Project site to ensure all kits are replenished in a timely manner. It is requested that Agnico Eagle provide a response within 30 days of the recommendation's issuance.*

On December 9, 2016, the NIRB received Agnico Eagle's response, which noted that employees and contractors are required to replace spill kit material after their use. Agnico Eagle further noted that it will implement quarterly inspections of spill kits and replenish when necessary. Agnico Eagle also noted that the spill response seacan at the Itivia dock was replenished with absorbent pads in November 2016. During the NIRB's August 2017 monitoring site visit, NIRB staff observed spill kits at Itivia with absorbent materials.

**Recommendation 2:** *The Board requests that Agnico Eagle provide an update on contracted shipper's status and how they were informed of the shipping management plan requirements. It is requested that Agnico Eagle provide a response within 30 days of the recommendation's issuance.*

On December 9, 2016 Agnico Eagle confirmed that the shipper it has currently contracted (Desgagnes Transarctik) is certified by Transport Canada (certificate attached). On October 31, 2017, the NIRB was forwarded a letter sent earlier in the month from Nunavut Sealink and Supply Inc. to Agnico Eagle acknowledging it has and will continue to abide by Agnico Eagle's Shipping Management Plan (March 2017) but if required will deviate from the plan to ensure the safety of the vessel, environment, staff, and others.

**Recommendation 3:** *The Board requests that Agnico Eagle provides an update on the Marine Mammal and Seabird Observer program for 2016 and review its established data collection and recording protocols for standardization with other regulators. It is requested that Agnico Eagle provide a program update and clarification on how standardized protocols this will be planned and achieved within 30 days of the recommendation's issuance.*

On December 9, 2016 Agnico Eagle noted that the Marine Mammal and Seabird Observer Program was not in operation during the 2016 sealift season. Agnico Eagle also committed to incorporating the "Eastern Canada Seabirds at Sea (ECSAS) standardized protocol for pelagic seabird surveys from moving and stationary platforms" into its Shipping Management Plan, as requested by Environment and Climate Change Canada. The NIRB notes that Agnico Eagle's 2016 Annual Report submitted on March 31, 2017 included an updated Shipping Management Plan that included more detailed survey protocols referencing the ECSAS standard.

**Recommendation 4:** *The Board requests that Agnico Eagle provide details on its change management plan for updating the public of the infrastructure change to site, and requests that Agnico Eagle provide a response within 30 days of the recommendation's issuance.*

In its response to the NIRB on December 9, 2016 Agnico Eagle noted that any infrastructure changes would be incorporated in updated management plans, which are publicly available. Agnico Eagle also remarked that infrastructure changes would be discussed during public meetings and radio appearances.

**Recommendation 5:** *The Board requests that Agnico Eagle provide regular progress updates with respect to document submissions required by the terms and conditions of the Project Certificate. It is requested that Agnico Eagle provide an updated table and summary outlining its expected submission dates for reports and documents for the year, to be provided within 30 days of the recommendation's issuance.*

Agnico Eagle responded on December 9, 2016 with an updated table noting the status of document submissions required by the terms and conditions of the Project Certificate, and a commitment to provide the NIRB with twice-yearly updates of this kind. Agnico Eagle subsequently submitted updated tables to the NIRB in March 2017 (as part of its 2016 Annual Report) and in August 2017.

**Recommendation 6:** *The Board requests that Agnico Eagle provide regular updates on the application and progress of all required federal and territorial permits and other approvals. It is requested that Agnico Eagle provide a response within 30 days of the recommendation's issuance.*

Agnico Eagle responded on December 9, 2016 with an updated table noting the status of all required permits and approvals, and a commitment to provide the NIRB with twice-yearly updates of this kind. Agnico Eagle subsequently submitted updated tables in March 2017 (as part of its 2016 Annual Report), in May 2017 upon request of the NIRB's Monitoring Officer, and proceeded to send copies of various permits in the spring and summer of 2017 as they were acquired.

**Recommendation 7:** *The Board requests that Agnico Eagle provide regular updates on development phases, construction, and any modifications of the Project site. It is requested that Agnico Eagle provide a response within 30 days of the recommendation's issuance, and another within its annual report.*

In its response to the NIRB on December 9, 2016, Agnico Eagle committed to providing the NIRB, KIA, GN, and INAC Inspector with monthly updates on development, construction, and modifications or delays. The report for November 2016 was included in the response. The NIRB has received monthly construction summary reports for each subsequent month through to September 2017, as committed to by Agnico Eagle.

### 3.0 SUMMARY

During the 2016-2017 monitoring period, Agnico Eagle demonstrated compliance with the majority of the applicable requirements of the Project Certificate of the Meliadine Gold Mine Project. The main issues NIRB has identified in this monitoring period were as follows:

1. Ineffective dust control at the mine site and along the AWAR;
2. Inadequate reporting regarding traffic volumes along the AWAR;
3. Inadequate reporting to the NIRB regarding the development of various programs and monitoring plans, and in particular, a lack of reporting regarding consultation and collaboration activities with the public and other key stakeholders in developing those programs and plans (including those related to road access and the hunter harvest survey);
4. Inadequate reporting to the NIRB regarding employment; and
5. Lack of secondary containment at the temporary fuel farm.

Recommendations to address concerns have been provided to Agnico Eagle under separate cover.

Prepared by: Shanley Thompson, PhD  
Title: Technical Advisor II / Monitoring Officer  
Date: November 27, 2017



Signature:

Reviewed by: Kelli Gillard P.Ag.  
Title: Manager, Project Monitoring / Acting Director of Technical Services  
Date: November 27, 2017



Signature:

## **Appendix I: The NIRB's 2017 Meliadine Site Visit Report**

The Nunavut Impact Review Board's  
2016-2017 Annual Monitoring Report for  
Agnico Eagle Mines Limited's  
Meliadine Gold Mine Project

-Appendix I -

## 2017 Site Visit Report

Nunavut Impact Review Board  
File No.: 11MN034  
November 2017



**Full Report Title:** The Nunavut Impact Review Board's 2016-2017 Annual Monitoring Report for Agnico Eagle Mines Limited's Meliadine Gold Mine Project (NIRB File No. 11MN034) -Appendix I - 2017 Site Visit Report

**Project:** Meliadine Gold Mine Project

**Project Location:** Kivalliq Region, Nunavut

**Land Tenure:** Inuit Owned Land

**NIRB File No.:** 11MN034

Meliadine Gold Mine Project Certificate No. 006

**Project Owner:** Agnico Eagle Mines Limited

**Proponent Contact:** Jaime Quesnel

**Telephone:** (819) 759-3555

**Address:** 93 Rue Arseneault  
Val d'Or, QC  
J9P 0E0

**Visit conducted by:** Shanley Thompson, Technical Advisor II  
Sophia Granchinho, Manager, Impact Assessment

**Site visit date:** August 22, 2017

**Last site visit:** August 5, 2016

**Monitoring period:** October 1, 2016 – September 30, 2017

**Report prepared by:** Shanley Thompson

**Contact:** Phone: (867) 983-4607; [sthompson@nirb.ca](mailto:sthompson@nirb.ca)

**Photographs by:** NIRB Staff

**Cover Photograph:** Courtesy of NIRB staff, August 2017

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# **1 Introduction**

## **1.1 Monitoring Objectives**

The Nunavut Impact Review Board (NIRB or Board) was established through Articles 10 and 12 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada* (Nunavut Agreement). On February 26, 2015 pursuant to Section 12.5.12 of the Nunavut Agreement, the NIRB issued Project Certificate No. 006 (the Project Certificate) for the Meliadine Gold Project (the Project), allowing the Project to proceed in accordance with the Terms and Conditions issued therein. As per Section 12.7.2, the NIRB is responsible for the project monitoring in order to:

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

This report provides the findings that resulted from the NIRB's site visit to the Meliadine Project site on August 22, 2017.

## **1.2 Meliadine Gold Mine Project Overview and History**

The Meliadine Gold Mine project, NIRB File Number 11MN034 (the Project or Meliadine project), consists of the construction, operation, closure, and reclamation of five (5) open pit mines and one (1) underground mine and associated infrastructure for the extraction, transportation and shipment of gold from five deposits approximately 24 kilometres (km) northwest of Rankin Inlet, in the Kivalliq Region of Nunavut. The Proponent for the Meliadine project is Agnico Eagle Mines Limited (the Proponent or Agnico Eagle). The year-round mining and milling operation will extract approximately 8,500 tonnes of ore per day, and up to 3.1 million tonnes of ore annually. The gold deposits, specifically Tiriganiaq, Wesmeg, Pump, F Zone and Discovery, would be accessed by open pit mining methods with Tiriganiaq being the only deposit also accessed by underground mining methods. There are three (3) main Project areas: the Tiriganiaq mine site, the Discovery deposit site, and Itivia Harbour, accessible directly from Rankin Inlet by an All-Weather Access Road (AWAR or Road). Phase I includes mining of the Tiriganiaq pits and underground mine, with the other pits to be developed during phase II.

The Phase 1 AWAR, which was required for continued exploration of the area, was approved to proceed prior to the Board completing the Review of the Project proposal and was developed by Agnico Eagle. Construction of the AWAR (single lane) was completed in 2014. The Phase 2 AWAR is associated with development of the Project and involves upgrading and twinning of the existing Phase 1 AWAR, which is approximately 25 kilometres (km) long. Agnico Eagle has confirmed Phase 2 of the AWAR would not be completed until it is ready to develop the Discovery deposit, which is anticipated to be 2024.

Supplies and equipment required for construction and re-supply of the Project will be received during the open water season at the Itivia harbour at Melvin Bay, near Rankin Inlet. The Itivia area will consist of two (2) fuel tanks with a combined capacity of 33.5 million Litres of fuel, and a laydown area to temporarily store materials received during the open water barging season. This area will be connected to the AWAR by a bypass road to facilitate mine traffic avoiding the community of Rankin Inlet on route to the Project mine site.

The NIRB Project Certificate [No. 006] was issued for the Meliadine Gold Mine Project on February 26, 2015. On May 20, 2015 Agnico Eagle submitted its Type “A” Water Licence application with the Nunavut Water Board (NWB). On April 15, 2016 Agnico Eagle received its Type “A” Water Licence (2AM-MEL1631) for a 15 year term. Agnico Eagle originally managed its site operations under its Type “B” Water Licences (2BE-MEP318, 2BB-MEL1424, 2BW-MEL1525, 8BC-MEL1516), which covered activities associated with Phase 1 of the AWAR, as well as various exploration, advanced exploration, and `pre-development` activities such as the construction of service roads, as well as pads and pilings for the permanent camp and infrastructure. Both 2BW-MEL1525 (for the AWAR) and 8BC-MEL1516 (for pre-development activities) have been included within the scope of the Type “A” Water Licence (2AM-MEL1631) and those Type “B” licenses have now been cancelled; Agnico Eagle maintains two (2) active Type “B” licenses (2BE-MEP1318 and 2BB-MEL1424) for exploration purposes<sup>1</sup>.

By July, 2017 Agnico Eagle had received all other approvals and permits needed -including land leases, right-of-way leases, and quarry permits from the Kivalliq Inuit Association, Government of Nunavut, Fisheries and Oceans Canada, the Hamlet of Rankin Inlet, Transport Canada, and/or NAV Canada - to construct and operate all aspects of the Project. With the decision of Agnico Eagle’s Board to go ahead with the Project in February 2017, the Project can officially be considered to be in the Construction Phase.

## **2 Site Visit**

### **2.1 Preparations for the Site Visit**

In preparation for the site visit, the Monitoring Officer reviewed the Meliadine Gold Mine Project Certificate, the NIRB’s 2016 site visit report, Agnico Eagle’s 2016 Meliadine Gold Project Annual Report (the 2016 Annual Report) and associated appendices, and the NWB Type “A” Water Licence.

### **2.2. Site Visit Overview**

The NIRB site visit was conducted on August 22, 2017 by Shanley Thompson, Technical Advisor and Monitoring Officer for the Meliadine Gold Mine project (the Monitoring Officer), accompanied by Sophia Granchinho, Manager, Impact Assessment and Monitoring Officer for the Meadowbank Gold Mine. The site visit started in Rankin Inlet where the Monitoring Officer was greeted by Ms. Jessica Huza, Senior Environmental Coordinator with Agnico Eagle. The tour included viewing the following:

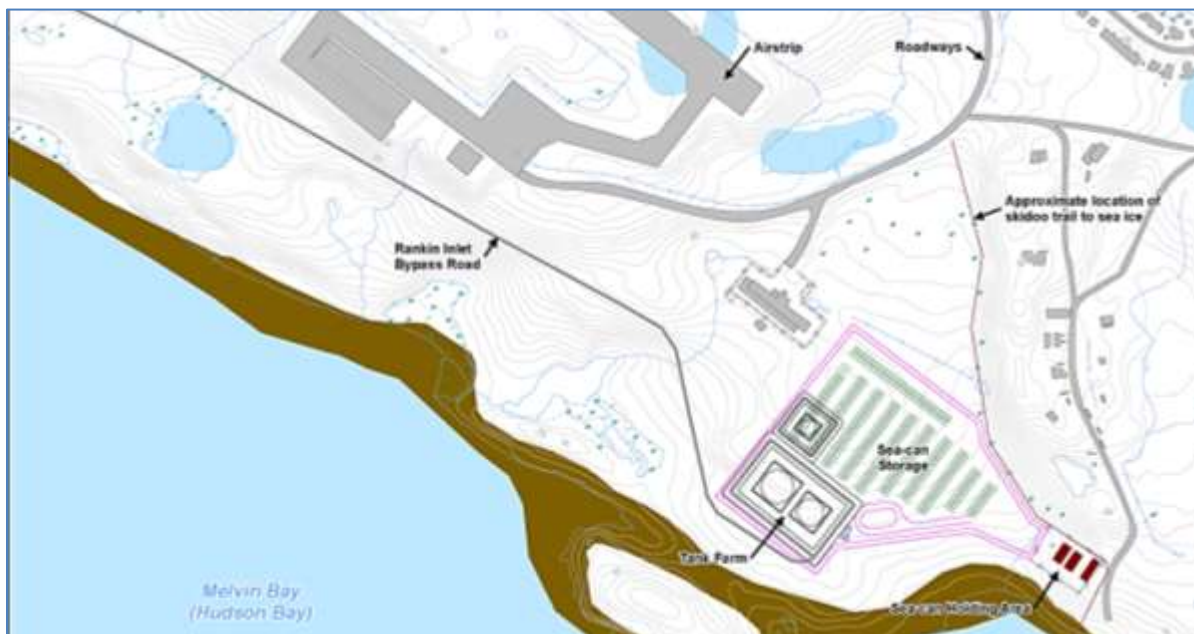
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<sup>1</sup> July 31, 2017. Kharatyan, K. Nunavut Water Board. e-correspondence.

- Tour of Itivia dock, as well as the laydown area and tank farm which were under construction;
- Driving the AWAR with stops at quarries, gatehouses, bridges, dustfall monitoring stations, emergency shelters, and other sites of interest;
- Driving the temporary bypass route connecting Itivia to the AWAR; and
- Tour of mine site and infrastructure including the exploration camp and the nearly-complete permanent camp, the sewage treatment and freshwater treatment facilities, the temporary landfill and waste management areas, the temporary landfarm and fuel farm, the saline water pond and evaporators, and a partisol air monitoring station.

## 2.3 Itivia

The Itivia site consists of a beach area with a gravel ramp, a quarry, a laydown area for seacan storage and a tank farm (both under construction at the time of writing) and a planned snowmobile crossing for the community (Figure 1). Container ships will anchor just inside or just outside of Melvin Bay and dry cargo will be transported to shore on tug-barges then lightered to shore using the gravel ramp in Itivia harbour. Agnico Eagle had originally proposed to lighter cargo to shore from a spud barge but its current plan is to use the existing gravel ramp instead. This ramp is currently used by the Hamlet of Rankin Inlet during the annual sealift.



**Figure 1. Overview of the Itivia site, planned bypass road, and planned community snowmobile trail. Source: Agnico Eagle's Roads Management Plan for Meliadine (March 2017).**

During the site visit, NIRB staff observed the gravel ramp where cargo from ships would be offloaded, and was assured by Agnico Eagle staff that it could accommodate its shipping traffic at the same time as boats belonging to public or used by the Hamlet (Figure 2). Machinery stationed at the dock was observed to have drip trays to catch small fuel leaks. Just north of the water, a wall of seacans had been constructed by Agnico Eagle to demarcate its area of operations and manage access (Figure 3).



Figure 2. Shared gravel ramp / boat launch area at Itivia



Figure 3. Seacan wall at Itivia demarcating public and private areas

NIRB staff were shown the two (2) large fuel tanks currently under construction, and noted the appropriate secondary containment and lining was in place (Figure 4). Agnico Eagle staff

remarked that construction and filling of the smaller of these fuel tanks (13.5 million litre capacity) should be completed before winter.



**Figure 4. Fuel farm at Itivia under construction.**

Agnico Eagle staff also pointed out the location of saw logs and gravel berms at a culvert placed to prevent excess sediment from flooding the land, especially during freshet (Figure 5). NIRB staff were also told that Agnico Eagle conducts water sampling at three (3) to four (4) locations around the Itivia site during freshet.



**Figure 5. Saw logs and gravel berm used to control sediment loading to the terrestrial environment during freshet.**

The NIRB team were also shown where a snowmobile crossing for the community would be constructed (in October 2017) to manage / facilitate access through the Itivia site to the sea ice.



While construction had not yet begun on this crossing, it was noted that the terrain was quite steep and could draw criticism from the community if not constructed with attention to constraints of users with sleds (as has been the case at the Meadowbank Gold Mine project).

In the vicinity of the planned snowmobile trail and crossing, several old and empty fuel barrels were observed on the ground in an area where both Agnico Eagle and the Hamlet of Rankin Inlet have shared responsibility (Figure 6). When asked whether these would be removed, Agnico Eagle responded that there were no plans to do so.

During the 2016 NIRB site visit, the NIRB's Monitoring Officer had observed missing or incomplete spill kits at Itivia; in 2017, spill kits with absorbent materials were observed in multiple locations.



Figure 6. Old, empty fuel barrels near the planned snowmobile crossing at Itivia.

## 2.4 All-Weather Access Road (AWAR)

Leaving Itivia, the group drove the AWAR towards the main mine site. Although the NIRB team was informed that dust suppressants (water and/or calcium chloride) had been applied to the length of the AWAR since July 2017, considerable amounts of road dust were observed to be produced by vehicles along the road (e.g., Figure 7), at times impeding visibility for the monitoring team in the vehicle. During the site visit, NIRB staff learned that Agnico Eagle had also offered to supply the Hamlet with calcium chloride for use on its roads.

Dustfall monitoring stations were observed along the AWAR and NIRB staff are aware that these are providing data for various monitoring and management plans, with dustfall results having been provided by the Proponent in its last Annual Report.



**Figure 7. Dust produced by mine traffic along the Meliadine AWAR.**

The group stopped at two (2) quarries along the AWAR, one (1) of which was active, and the other currently inactive but with the possibility of being used again later this year. Spill kits were observed to be stationed at these quarries.

A stop was made at the two (2) emergency fuel spill seacans stationed along the AWAR. The seacans are kept locked, with Agnico Eagle noting the keys are kept by the environmental department, and they are among the first responders in event of a spill.

Rules of the road are posted on the side of one (1) of the emergency fuel spill seacans (Figure 8). Notably, public use of the road on ATVs or snowmobiles is permissible, while public cars or trucks require authorization. A smaller sign was posted elsewhere on the road (Figure 9).





related traffic entering and leaving the site. The other gatehouse along the Awar maintains a log of mine related traffic and passing ATVs; drivers of ATVs are required to sign in and sign out and they are asked how far they are travelling up the road as there are ATV trails further ahead that intersect the Awar at more than one location. Recognizing safety issues, Agnico Eagle commented to the NIRB staff that they plan to build a dedicated ATV/snowmobile connection trail that would go around the mine site from the gatehouse just south of the mine to the Meliadine Esker which is at the north end of the mine site. Agnico Eagle has indicated discussions are underway with the local Hunters and Trappers Organization for final approval of the route.

## **2.5 Bypass Road**

Construction of the bypass road began in late summer 2017, and is expected to be complete in November or December of 2017. During the site visit, the Monitoring Officer observed the staked route of the Bypass Road and the beginning of work on the road at Itivia. Agnico Eagle also pointed out the community's shooting range just outside of town, which Agnico Eagle would be relocating for safety reasons<sup>2</sup>.

Until the Bypass Road is complete, mine-related traffic is using a temporary bypass route from Itivia to the Awar (Figure 10). The Monitoring Officer notes discussions with a resident of Rankin Inlet in July 2017 who was concerned about the amount of dust being generated on this temporary route. During the site visit in August, the Monitoring Officer confirmed that the majority of this route passes through an industrial area adjacent to the airport, and Agnico Eagle commented that they had recently applied dust suppressant (calcium chloride) on this route. However, if this road is not deactivated next year, dust control will likely be a recurring issue as there is part of the route that passes near homes.

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<sup>2</sup> Agnico Eagle's Construction Update for the month of August that was received by the NIRB on September 13, 2017 confirmed that relocation of the shooting range had been completed.

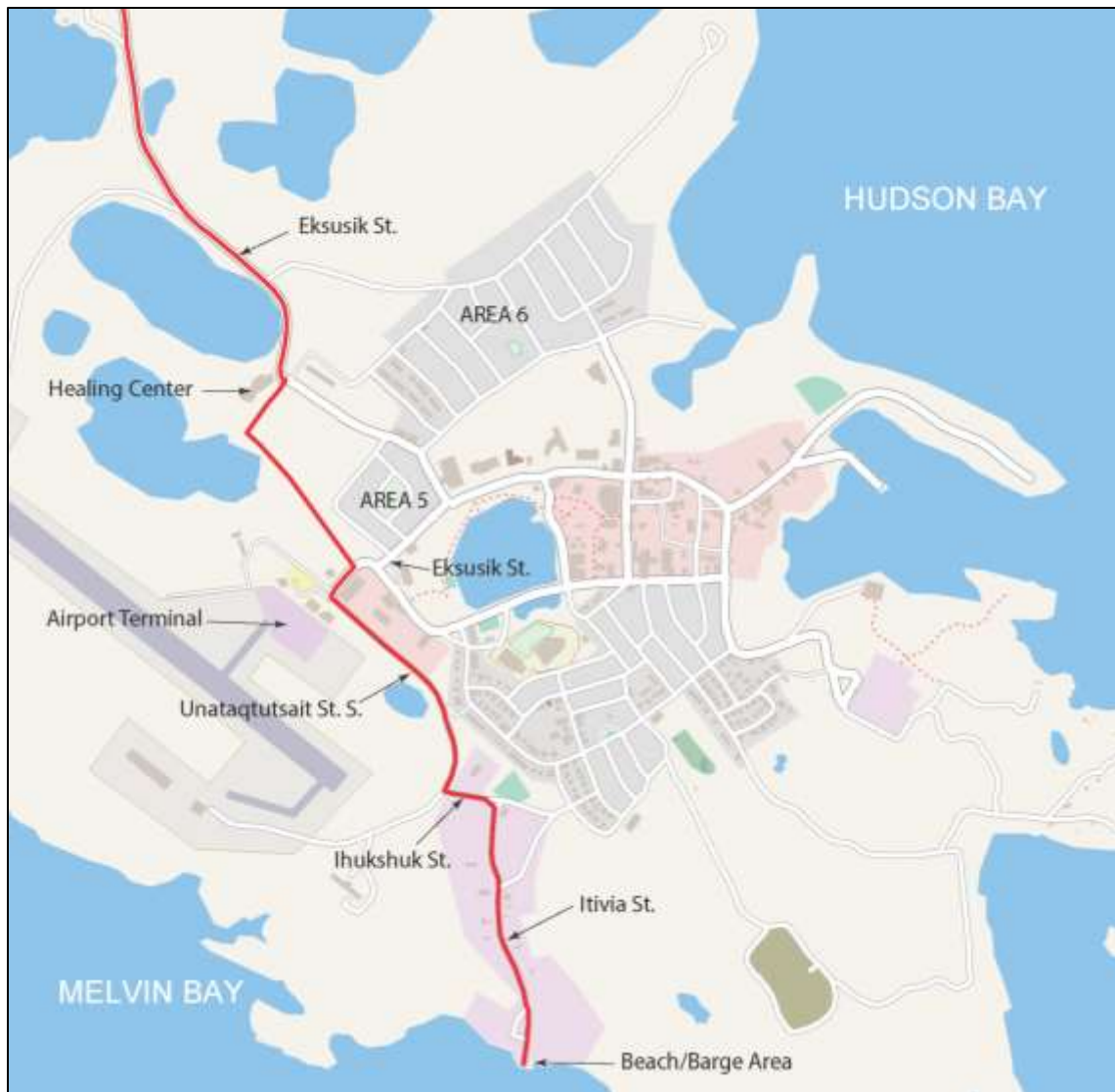


Figure 10. Temporary route linking Itivia to the Meliadine All-Weather Access Road. Available from <http://aemnunavut.ca/community/itivia-project/>

## 2.6 Mine and camp infrastructure

The tour included a stop at the exploration camp as well as at the permanent camp. The permanent camp is only partially complete, but can currently accommodate 350 people (with 200 people still at the exploration camp).

The NIRB staff observed the saline water management pond, which stores saline contact water from underground operations (Figure 11). Saline water is currently being pumped to one of the P-Area Containment Ponds where three (3) evaporators are being used to maintain capacity. As described in Agnico Eagle's 2016 Annual Report, the P-Area Containment Ponds were an unplanned addition to the original set of Containment Ponds and were built in spring 2016 to ensure runoff would be contained during freshet. During the site visit, Ms. Huza noted Agnico

Eagle's plans to use a saline water treatment facility next year with the evaporators potentially used elsewhere on-site.



**Figure 11. Saline water pond, which temporarily stores saline water from underground operations the Meliadine Gold Mine Project.**

At the temporary landfill, many wooden pallets were observed, and these seemed to be untreated wood suitable for burning or recycling (Figure 12). Ms. Huza was not aware of any plans to direct these elsewhere, but was receptive to the idea upon hearing that some wooden pallets from the Meadowbank Mine have been donated to the community of Baker Lake.

The NIRB team observed waste not suitable for the landfill or for incineration was sorted appropriately (e.g., sewage treatment sludge, batteries, electronics) for shipment to an appropriate facility in the south (Figure 13 and Figure 14).



Figure 12. Temporary landfill at the Meliadine mine site.



Figure 13. Wastes unsuitable for the landfill are sorted and stored prior to being shipped south to an appropriate waste management facility.





Figure 14. Hazardous materials are stored prior to being sent south to an appropriate treatment facility.

The site visit also included a stop at the temporary fuel farm and landfarm. The temporary fuel farm is approximately 15 aboveground storage tanks, which load from either the top or the bottom (Figure 15). The storage capacity of these tanks ranges from 53,000 L to 110,000 L. Agnico Eagle described an incident on April 8, 2017 when a valve on one of the bottom loading tanks did not close properly and the entire contents of the tank spilled out. The contaminated soil has been removed and placed in a temporary lined landfarm along with any other contaminated soils, and rainwater that collects in the landfarm is manually pumped to an adjacent tank. NIRB staff noted the liner was exposed and ripped in sections. Although the use of these fuel tanks is temporary (until the permanent fuel farm has been constructed), and although use of the bottom-loading tanks has been discontinued, it was noted that there was no secondary containment in this area. As per the *Aboveground Storage Tank Systems Containing Petroleum and Allied Petroleum Products* (Canadian Council of Ministers of the Environment), aboveground fuel storage tanks with capacities of greater than 50,000 L must be placed entirely within a dyked area, with an impermeable barrier in the floor of the containment area and in the dyke walls. It was observed however that smaller fuel storage tanks located at various locations across the site do have appropriate secondary containment (Figure 16).

Agnico Eagle also pointed out the location of an area known as the “snow cell”; here contaminated melt water from a diesel spill on snow over the winter is stored in a lined area and will be treated this fall.



Figure 15. Temporary fuel farm at the main mine site. No secondary containment was evident here.



Figure 16. Fuel storage at the main mine site

### **3 Site Observations Based on NIRB Project Certificate No. 006**

Appendix IA summarizes observations made during the site visit that pertain specifically to terms and conditions of Project Certificate No. 006 relevant to the pre-construction and construction phase.

### **4 Findings and Summary**

NIRB staff observed a busy site with considerable construction activity underway. Details provided by Agnico Eagle during the NIRB's monitoring visit provided NIRB staff with information regarding the company's ongoing efforts to ensure compliance with the Project Certificate and minimize impacts to the environment. Based on the observations made during this site visit, Agnico Eagle appeared generally in compliance with terms and conditions of the Meliadine Gold Mine Project Certificate and the associated AWAR Phase I Exception. However, dust management along the AWAR continues to be a concern, and additional or more frequent dust suppression is needed. The other major concern is the lack of secondary containment at the temporary fuel farm at the main mine site, where a recent spill resulted in considerable amounts of contaminated soil.

**APPENDIX IA. 2017 NIRB SITE VISIT OBSERVATIONS PERTAINING TO PARTICULAR TERMS AND CONDITIONS FOR THE MELIADINE GOLD MINE PROJECT**

Term & Condition from Project Certificate* or Decision Regarding Phase 1 Exception Application†	Site Visit Observations
<p><b>PC #1.</b> <i>Prior to commencing construction activities, the Proponent shall update its Air Quality Monitoring Plan, and shall consider installing two real-time air monitoring stations in advance of mining operations. The updated plan shall include, but is not limited to, details regarding the following:</i></p> <ul style="list-style-type: none"> <li><i>a. Description of real-time air monitoring stations including proposed timing of installation, location, and any factors considered with regards to planning for the installation;</i></li> <li><i>b. Plans for the collection of total suspended dust samples year round, including sampling for metals content relevant to the Project;</i></li> <li><i>c. Description of snowpack surveys and dustfall collectors;</i></li> <li><i>d. Description of lichen surveys;</i></li> <li><i>e. Identification of near field, far field and reference sites that are located with consideration of ambient wind conditions;</i></li> <li><i>f. Baseline data collected prior to significant construction activity; and</i></li> <li><i>g. A description of the proposed annual reporting mechanism and response framework.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Multiple dustfall monitoring stations along the AWAR were observed</li> <li>• Agnico Eagle staff noted two new dustfall stations: one (1) in a contractor's yard at Itivia, and one (1) at the Agnico Eagle office in Rankin Inlet</li> <li>• Observed one (1) of two (2) partisol stations measuring particulate matter</li> <li>• Vehicles were observed to produce large amounts of dust along the AWAR</li> <li>• Dust less evident through the Hamlet and on the temporary bypass road</li> <li>• No excessive idling noted by vehicles on site</li> <li>• Speed limits observed</li> </ul>
<p><b>PC #2</b> - <i>The Proponent shall demonstrate through monitoring of air quality at the aboveground emissions points at the mine site and at the Tiriganiaq site that sulphur dioxide (SO<sub>2</sub>) and nitrous dioxide (NO<sub>2</sub>) emissions remain within predicted levels and, where applicable, within limits established by all applicable guidelines and regulations. In cases where exceedances occur, the Proponent shall provide an explanation for the exceedance, a description of planned mitigation, and shall conduct additional monitoring to evaluate the effectiveness of mitigative measures.</i></p>	
<p><b>PC #3</b> - <i>Prior to commencing construction activities the Proponent shall update its dust management and monitoring plan to address and/or include the following additional items:</i></p>	



Term & Condition from Project Certificate* or Decision Regarding Phase 1 Exception Application†	Site Visit Observations
<p>a. <i>Align plan requirements with commitments made in the FEIS and during the Final Hearing to monitor dust along the all-weather access road and associated roads and trails.</i></p> <p>b. <i>Verify commitments to the utilization of dust suppressants along the all-weather access road including and associated roads and trails, including a description of the type of suppressant to be utilized, the frequency and timing of applications to be made throughout the various seasons of road use.</i></p> <p>c. <i>Outline the specific adaptive management measures to be considered should monitoring indicate that dust deposition is higher than predicted, specifically where traffic along the all-weather access road is greater than initially predicted.</i></p>	
<p><b>PC #25.</b> <i>The Proponent shall provide to the NIRB, a saline water management plan which includes, but is not limited to, mitigation measures designed to address the potential for higher-than-predicted volumes of saline water inflows into the underground mine, treatment and disposal methods, and details of its plan to monitor saline water at site.</i></p>	<ul style="list-style-type: none"> <li>• A saline water management plan has not yet been submitted. Saline water is currently being pumped to a containment pond with water levels managed using evaporators.</li> </ul>
<p><b>PC #16, #28, and #32:</b></p> <p><i>The Proponent shall finalize and implement a comprehensive erosion management plan to prevent or minimize the effects of destabilization and erosion resulting from Project activities.</i></p> <p><i>The Proponent shall develop and implement a sediment and erosion management plan to prevent or minimize the effects of destabilization and erosion that may occur due to Project activities. The plan should also detail sediment control plans to prevent and/or mitigate sediment loading into surface water within the Project area.</i></p> <p><i>Prior to the commencement of construction, the Proponent shall submit to the NIRB, a Site Drainage and Silt Control Plan.</i></p>	<ul style="list-style-type: none"> <li>• Agnico Eagle pointed out saw logs at culvert outflows and other areas to prevent excess sedimentation during freshet</li> </ul>
<p><b>PC #48.</b> <i>In consultation with the Government of Nunavut, the Kivalliq Inuit Association, the Kivalliq Wildlife Board and local Hunters and Trappers Organizations, the Proponent shall develop appropriate monitoring and mitigation measures relating to the harvesting of caribou</i></p>	<ul style="list-style-type: none"> <li>• Signage on the AWAR states: <ul style="list-style-type: none"> <li>○ Wildlife has right of way on the road and no harassment of wildlife is allowed</li> <li>○ No hunting from the road</li> </ul> </li> </ul>

Term & Condition from Project Certificate* or Decision Regarding Phase 1 Exception Application†	Site Visit Observations
<p><i>and improved harvesting access granted by the all-weather access road. These measures shall be included within a Road Access Management Agreement that must be in place prior to construction of phase 2 of the all-weather access road. The Road Management Agreement shall include the following specific measures:</i></p> <ul style="list-style-type: none"> <li>• <i>During periods when large aggregations of caribou (greater than 50 individuals) are detected within 1 km of the all-weather access road (AWAR), the road will be closed to public access via car and truck by means of a barrier at the southern gate. Public access using all-terrain vehicles (ATVs) will be allowed.</i></li> <li>• <i>During periods when large aggregations of caribou (greater than 50 individuals) are observed within 1 km of the AWAR, the road will be closed to public access via barriers at bridges on the AWAR to prevent all vehicle access, including ATVs. This will allow ATVs to enter areas previously accessible along existing trails while not facilitating access via bridges constructed specifically for the Project.</i></li> <li>• <i>Following consultation with the Nunavut Wildlife Management Board, as required under the Nunavut Wildlife Act, it is recommended that a no-shooting zone (1 km wide) on either side of the road should be established as a condition of public access to the AWAR and compliance with this Agnico Eagle policy should be monitored and reported by the Proponent.</i></li> <li>• <i>Dedicated ‘road monitors’ should patrol the road to ensure compliance with the provisions of the Road Management Plan (SD 2-9) relating to public safety and wildlife. Monitoring should be increased during periods of road closure when large aggregations of caribou are present.</i></li> <li>• <i>All incidents of hunting involving shooting along or across the AWAR should be reported by the Proponent to the GN.</i></li> <li>• <i>During periods when large aggregations of caribou are detected near the Project, harvest monitoring intensity should be increased to ensure that levels of caribou harvesting are properly documented.</i></li> </ul>	<ul style="list-style-type: none"> <li>○ No shooting across the road and hunting not allowed within 1 km of the road</li> </ul>
<p><b>PC #62.</b> <i>The Proponent shall protect any nests found (or indicated nests) with a buffer zone determined by the setback distances outlined in its Terrestrial Environment Mitigation and Monitoring Plan (TEMMP), until the young</i></p>	<ul style="list-style-type: none"> <li>• The Proponent informed the NIRB that a migratory bird nest was found at the Itivia site in June 2017. The Proponent noted it contacted the Conservation</li> </ul>

Term & Condition from Project Certificate* or Decision Regarding Phase 1 Exception Application†	Site Visit Observations
<i>have fledged. If it is determined that observance of these setbacks is not feasible, the Proponent will develop nest-specific guidelines and procedures to ensure bird's nests and their young are protected.</i>	officer and the nest was avoided and monitored until successful hatching. The NIRB expects this and any other such observations to be reported on in the Proponent's 2017 Annual Report.
<b>PC #74.</b> <i>The Proponent's Terrestrial Management and Monitoring Plan (TEMMP) shall include mitigation measures implemented to prevent the use of water attenuation ponds by waterfowl and waterbirds and monitoring that assesses whether the mitigation measures are working or revised or further deterrent measures are required.</i>	<ul style="list-style-type: none"> <li>• Use of bird deterrents was discussed during the site visit. Agnico Eagle reported that bird deterrents were previously used but were not effective. As such, bear bangers have been bought for this use but will only be deployed if necessary.</li> </ul>
<b>PC #75.</b> <i>The Proponent shall implement mitigation measures and monitoring programs to limit the attraction of predators and scavengers to Project facilities in the TEMMP and other plans such as the Landfill and Waste Management Plan as appropriate.</i>	<ul style="list-style-type: none"> <li>• In response to incidents on site such as employees feeding wildlife and wildlife getting into garbage, during the site visit NIRB staff were told about a new Wildlife Policy that all of Agnico Eagle's staff on site must be aware of.</li> <li>• Wastes not appropriate for the landfill were sorted and secured in seacans or other closed containers</li> </ul>
<b>PC #77.</b> <i>The Proponent shall ensure that it maintains the necessary equipment and trained personnel to respond to all sizes of potential spills associated with the Project in a self-sufficient manner.</i>	<ul style="list-style-type: none"> <li>• Spill kits were observed at various locations across the Project area, including at road-side quarries and adjacent to fuel storage areas.</li> <li>• Agnico Eagle trucks were equipped with spill response materials</li> <li>• Visited two (2) seacans with materials to response to large fuel spills along the AWAR</li> </ul>
<p><b>PC #125.</b> <i>The Proponent shall implement all such measures necessary to protect public and mine traffic on all Project roads. The measures undertaken shall include, but are not limited to:</i></p> <p><i>a. Prior to expansion of the AWAR, the Proponent shall update its Roads Management Plan to include a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements of AWAR use. The updated Plan is to be submitted to the Nunavut Impact Review Board, Kivalliq Inuit Association, Kangiqliniq Hunters</i></p>	<ul style="list-style-type: none"> <li>• Observed two(2) signs in English &amp; Inuktitut indicating access and safety requirements of AWAR</li> <li>• Observed speed limit signs</li> <li>• Two (2) manned gates were operational and recording traffic</li> <li>• Agnico Eagle's in-vehicle radios were noted to broadcast the coming and going of ATVs to alert others</li> </ul>

Term & Condition from Project Certificate* or Decision Regarding Phase 1 Exception Application†	Site Visit Observations
<p><i>and Trappers Organization, and the Government of Nunavut;</i></p> <p><i>b. Prior to the opening of the AWAR to the public, and annually thereafter, advertise and hold at least one community meeting in the Hamlet of Rankin Inlet and Chesterfield Inlet to explain to the community the rules for use of the road;</i></p> <p><i>c. Prior to the opening of the AWAR to the public, the Proponent shall address enforcement of health and safety rules for the operation of the road (i.e., no shooting zone) and implement necessary communications with the public (i.e., signage and public meetings), which includes, but is not limited to:</i></p> <ul style="list-style-type: none"> <li><i>i. Maintaining manned and unmanned gates as proposed along the all-weather access road;</i></li> <li><i>ii. The posting of signs in English and Inuktitut along the road at appropriate intervals (i.e., 10 km and bridge crossings); and</i></li> <li><i>iii. Place notices at least quarterly on the radio and television to explain to the community the rules for use of the road;</i></li> </ul> <p><i>d. Once the AWAR expansion is completed and the road is opened to the public, the Proponent shall conduct a vehicle survey four times annually (once during the weekdays during the winter season, once during the week end days during the winter season, once during the weekdays during the summer season and once during the week end days during the summer season) to record the number and types of mine vehicles and the number and type of public vehicles using the AWAR over a 12 hour period (8:00 am to 8:00 pm). The vehicle survey data shall be collated as indicated above and provided in the Proponent's Annual Report;</i></p> <p><i>e. Prior to the development of the Discovery deposit, the Proponent shall update its Road Management Plan for the planned operation of the twinned road which could include additional rules, Project infrastructure, or other measures designed to maintain safety for employees and the public; and</i></p> <p><i>f. Report all accidents or other safety incidents on the road, to the Government of Nunavut, Kivalliq Inuit Association.</i></p>	
<p><b>P1Exception #43.</b> <i>The Proponent shall operate the all-weather road as a controlled access road only, and shall implement such control measures as necessary to prevent</i></p>	

Term & Condition from Project Certificate* or Decision Regarding Phase 1 Exception Application†	Site Visit Observations
<p><i>unauthorized use of the road. The measures that the Proponent shall undertake will include, but are not limited to:</i></p> <ul style="list-style-type: none"> <li><i>a. Maintaining a gate and manned gatehouse at the southern end of the Phase 1 all-weather access road, beyond the Char River bridge;</i></li> <li><i>b. The posting of signs in English and Inuktitut at the gate, each major bridge crossing, and each 10 kilometres of road, stating that unauthorized use of the Phase 1 all-weather road is strictly prohibited;</i></li> <li><i>c. Prior to opening of the road, and annually thereafter, advertising and holding at least one community meeting in the Hamlet of Rankin with the express purpose of explaining to the community that the Phase 1 all-weather road is a private road and that unauthorized use of the road is prohibited.</i></li> <li><i>d. Placing notices at least quarterly on the radio and television to explain to the community that the Phase 1 all-weather road is a private road and that unauthorized use of the road is prohibited.</i></li> <li><i>e. Requiring all Project personnel and contractors using the road to monitor and report unauthorized use of the road, with AEM providing a report to the NIRB detailing such incidences one (1) year after the road is opened and annually thereafter; and;</i></li> <li><i>f. Reporting all accidents and other safety incidents on the road to the Hamlet and the Kivalliq Inuit Association immediately, and to the NIRB annually.</i></li> </ul>	

\*PC = NIRB Project Certificate No. 006 (Feb. 2015), † P1Exception = NIRB Decision regarding Phase 1 Exception Application (Feb. 2012), applicable to Phase 1 of the All-Weather Access Road

**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's  
Meliadine Gold Mine Project Certificate (No. 006).**

**APPENDIX II: COMPLIANCE OF AGNICO EAGLE MINES LTD. WITH THE NIRB'S MELIADINE  
GOLD MINE PROJECT CERTIFICATE**

**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<b>AIR QUALITY</b>		
<p><b>1:</b> Prior to commencing construction activities, the Proponent shall update its Air Quality Monitoring Plan, and shall consider installing two real-time air monitoring stations in advance of mining operations. The updated plan shall include, but is not limited to, details regarding the following:</p> <p>a. Description of real-time air monitoring stations including proposed timing of installation, location, and any factors considered with regards to planning for the installation;</p> <p>b. Plans for the collection of total suspended dust samples year round, including sampling for metals content relevant to the Project;</p> <p>c. Description of snowpack surveys and dustfall collectors;</p> <p>d. Description of lichen surveys;</p> <p>e. Identification of near field, far field and reference sites that are located with consideration of ambient wind conditions;</p> <p>f. Baseline data collected prior to significant construction activity; and</p> <p>g. A description of the proposed annual reporting mechanism and response framework.</p>	<p>The updated plan should be submitted to the NIRB at least 90 days prior to the start of construction, with results submitted annually thereafter or as may otherwise be required.</p>	<p>In compliance. See:</p> <ul style="list-style-type: none"> <li>• Air Quality Monitoring Plan, Version 1 (November 2015)</li> <li>• Terrestrial Environment Management and Monitoring Plan (TEMMP), Version 2 (November 2015)</li> </ul> <p>The NIRB's 2017 site visit included stops at several dustfall monitoring stations and one (1) active real-time air monitoring station.</p>
<p><b>2:</b> The Proponent shall demonstrate through monitoring of air quality at the aboveground emissions points at the mine site and at the Tiriganiaq site that sulphur dioxide (SO<sub>2</sub>) and nitrous dioxide (NO<sub>2</sub>) emissions remain within predicted levels and, where applicable, within limits established by all applicable guidelines and regulations. In cases where exceedances occur, the Proponent shall provide an explanation for the exceedance, a description of planned mitigation, and shall conduct additional monitoring to evaluate the effectiveness of mitigative measures.</p>	<p>Not specified</p>	<p>In compliance. See Agnico Eagle's Meliadine Gold Project 2016 Annual Report (Appendix A – Air Quality Monitoring Report), in which it is noted that the measured annual average concentrations were well below the Government of Nunavut Ambient Air Quality Standards, and FEIS maximum predicted values.</p>
<p><b>3:</b> Prior to commencing construction activities the Proponent shall update its dust management and monitoring plan to address and/or include the following additional items:</p> <p>a. Align plan requirements with commitments made in the FEIS and during the Final Hearing to monitor dust along the all-weather access road and associated roads and trails.</p> <p>b. Verify commitments to the utilization of dust suppressants along the all-weather access road including and associated roads and trails,</p>	<p>The updated plan should be submitted to the NIRB for review and comment at least 60 days prior to commencement of construction activities.</p>	<p>Partially in compliance. See:</p> <ul style="list-style-type: none"> <li>• Air Quality Monitoring Plan, Version 1 (November 2015)</li> <li>• Dust Management Plan (Appendix C of the Roads Management Plan, Version 4, April 2015) – produced for the NWB Type “A” Water License Application</li> <li>• Dust Management Plan (Appendix C of the Roads Management Plan, Version 5, March 2017)</li> </ul>



**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b><u>TERM &amp; CONDITION</u></b> <b><u>(NIRB PROJECT CERTIFICATE NO. 006)</u></b>	<b><u>REPORTING</u></b> <b><u>REQUIREMENTS</u></b>	<b><u>COMPLIANCE ACHIEVEMENT</u></b>
<p><i>including a description of the type of suppressant to be utilized, the frequency and timing of applications to be made throughout the various seasons of road use.</i></p> <p><i>c. Outline the specific adaptive management measures to be considered should monitoring indicate that dust deposition is higher than predicted, specifically where traffic along the all-weather access road is greater than initially predicted.</i></p>		<p>In the Dust Management Plan, the Proponent commits to use water and/or approved chemical dust suppressants as needed. The NIRB understands the Proponent began applying water and calcium chloride along the AWAR in July 2017. However, as described in the NIRB's 2017 Site Visit Report, dust suppression along the AWAR and at site did not appear to be effective.</p> <p>The NIRB expects the Proponent to assess and report on the effectiveness of dust suppression efforts to date, and to demonstrate adaptive management including consideration for the use of alternative dust suppressants and more frequent application. The dust management plan should be revised to include these details.</p>
<p><b>4:</b> <i>The Proponent shall develop and implement an Incineration Management Plan that takes into consideration the recommendations provided in Environment Canada's Technical Document for Batch Waste Incineration (2010).</i></p>	<p><i>The updated plan should be submitted to the NIRB for review and comment at least 60 days prior to commencement of construction activities.</i></p>	<p>In compliance. See:</p> <ul style="list-style-type: none"> <li>• <i>Incineration Management Plan, Version 4 (April 2015)</i></li> </ul>
<p><b>5:</b> <i>The Proponent shall provide all stack testing conducted on temporary or permanent incinerators operated for the Project to the NIRB in the annual report for that year.</i></p>	<p><i>Stack test results are to be reported to the NIRB and to Environment Canada annually, or as may otherwise be required.</i></p>	<p>In compliance. Incinerator stack testing was conducted in October 2016 and results were included in the Proponent's <i>Meliadine Gold Project 2016 Annual Report</i> (March 2017). Exceedances in emissions of dioxins and furan were detected. Agnico Eagle performed maintenance to enhance gas burning in the incinerator in order to reduce emissions of dioxins and furans. No stack testing was completed after this; however, the Proponent notes this was a temporary incinerator. The NIRB acknowledges construction of the permanent incinerator is underway.</p>
<p><b>6:</b> <i>The Proponent shall employ appropriate dust suppression measures when conducting activities in the landfill such as topping or capping.</i></p>	<p><i>Not specified</i></p>	<p>Compliance unknown. The NIRB acknowledges the landfill was under construction as of September 2017. The NIRB expects the Proponent to report on any dust suppression activities at the (temporary and/or permanent) landfill in</p>

**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
		all future reports. See also Condition #3.
<b>CLIMATE AND METEOROLOGY</b>		
<b>7:</b> <i>The Proponent shall provide within its annual report to the NIRB, calculations of greenhouse gas emissions generated by activities at the Itivia port and other Project sources including mine-related road traffic and aircraft associated with the Project. Calculations shall take into consideration, fuel consumption as measured by the Proponent's purchase and use as well as the fuel use of its contractors and sub-contractors.</i>	Not specified	In compliance. See Agnico Eagle's Meliadine Gold Project 2016 Annual Report (Appendix A – Air Quality Monitoring Report).
<b>8:</b> <i>To actively engage Inuit in initiatives related to climate change, where it is feasible, the Proponent shall endeavour to include the participation of Inuit from affected communities when undertaking climate-change related studies and research.</i>	Not specified	Not yet achieved/not yet applicable. The NIRB encourages the Proponent to consult with or actively involve local Inuit and/or Inuit Qaujimajatuqangit in climate change research or monitoring studies, and to report on this.
<b>9:</b> <i>Prior to the commencement of operations, the Proponent shall develop a Greenhouse Gas Emissions (GHG) Reduction Plan which includes, but is not limited to:</i> <i>a. An estimate of the Project's GHG baseline emissions;</i> <i>b. A description of monitoring measures to be undertaken, including the methods, frequency, parameters, and a description of data analysis; and,</i> <i>c. A description of mitigative and adaptive strategies planned, and taken, toward reducing the Project-related emission of greenhouse gases over the Project's life.</i>	<i>The plan should be submitted to the NIRB at least 90 days prior to the commencement of operations.</i>	Not yet achieved. The Proponent expects to provide a Greenhouse Gas Emissions Reduction Plan in the second quarter of 2019.
<b>NOISE AND VIBRATION</b>		
<b>10:</b> <i>The Proponent shall further develop and implement its noise abatement plan to protect people and wildlife from mine activity noise, including, blasting, drilling, equipment, vehicles and aircraft. The noise abatement plan will be developed in consultation the Government of Nunavut, Environment Canada and Health Canada as appropriate, and at a minimum is to include:</i> <i>a. Restrictions on blasting and drilling when migrating caribou, birds or local carnivores may be affected;</i> <i>b. The establishment of strict standards for noise levels; use of equipment and vehicles with the best noise attenuation devices;</i> <i>c. When practical, the use of fences or berms around noisy machinery or sites;</i>	<i>The finalized noise abatement plan should be submitted to the NIRB at least 90 days prior to the commencement of construction.</i>	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Noise Abatement and Monitoring Plan, Version 2 (March 2017)</i></li> <li>• <i>Terrestrial Environment Management and Monitoring Plan (TEMMP), Version 2 (November 2015)</i></li> </ul>

**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<p>d. Flight corridor restrictions over sensitive areas with known concentrations of wildlife and birds whenever possible;</p> <p>e. Requiring with the exception of take-off and approach for landing, a minimum flight altitude of 300 metres above ground level when flights to and from the mine site are passing near sensitive wildlife and bird areas; and,</p> <p>f. The incorporation of the use of sound metres to monitor sound levels at locations in and around the mine site and local study area. The location and design of the sound metres shall be selected in consultation with EC and set up immediately upon issuance of the Project Certificate for the purpose of obtaining baseline data, and shall be maintained for data collection during and after operations.</p>		
<p><b>11:</b> The Proponent shall conduct noise and vibration monitoring at Project accommodations sites located at the Tiraginiaq mine site. Sampling shall be undertaken during the summer and winter months during all phases of Project development, with reporting of results and implementation of associated mitigation measures as necessary reported to the NIRB.</p>	Not specified	In compliance. Noise monitoring results included in Agnico Eagle's Meliadine Gold Project 2016 Annual Report – Appendix C: Noise Monitoring Report (March 2017). Vibration monitoring results from surface blasting expected in the Proponent's 2017 Annual Report. See Blast Monitoring Program, Version 1 (March 2017).
<b>TERRESTRIAL ENVIRONMENT</b>		
<p><b>12:</b> The Proponent shall conduct further permafrost mapping to document permafrost temperature, thickness of seasonal thaw and amount of ground ice in the Project development area, with such information to be available to inform the detailed design of Project infrastructure (i.e., dikes and tailings storage facility designs and talik predictions for lakes that are to be dewatered or used for saline water storage).</p>	Not specified	In compliance. See Agnico Eagle's Meliadine Gold Project 2016 Annual Report – Appendix D: 2016 Annual Geotechnical Inspection (February 2017).
<p><b>13:</b> The Proponent shall undertake additional geotechnical investigations as required to identify sensitive landforms, modify engineering design for Project infrastructure (i.e., dikes, tailings storage facility, waste rock pile and landfill), and develop and implement preventative and/or mitigation and monitoring measures to minimize the impacts of the Project's activities and infrastructure on sensitive landforms. Plans for the investigations, mitigative and monitoring measures are to be included within an updated Environmental Protection Plan.</p>	<p>The updated plan is to be submitted to the NIRB within 90 days of the issuance of a Project Certificate, with annual reporting requirements to be determined following approval of the Project by the Minister</p>	<p>In compliance. The Proponent submitted an updated Environmental Management and Protection Plan within 90 days of issuance of the Project Certificate (Version 4 - April 2015), and has included an updated plan annually since then. Agnico Eagle's Meliadine Gold Project 2016 Annual Report – Appendix D: 2016 Annual Geotechnical Inspection (February 2017) includes recommendations for additional mitigation and the Proponent's implementation plan to address the recommendations. The NIRB expects the</p>

Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate

TERM & CONDITION (NIRB PROJECT CERTIFICATE NO. 006)	REPORTING REQUIREMENTS	COMPLIANCE ACHIEVEMENT
		<p>Proponent's 2017 Annual Report to include discussion of if and how these and any other mitigative measures were implemented to minimize impacts to sensitive landforms.</p> <p>The NIRB also encourages the Proponent to report on how it has considered or how it plans to consider minimizing adverse impacts to the aesthetics of the landscape and to the use of natural landforms for navigation.</p>
<p><b>14:</b> <i>The Proponent is encouraged to conduct more detailed thermal analysis to support detailed design of the dikes and the tailings storage facility, including seepage and stability analysis, and shall incorporate the results of the analysis into Project design. Details of the thermal analyses undertaken are to be provided to the NIRB.</i></p>	<p><i>Details are to be provided to the NIRB at least 60 days prior to the commencement of construction, with annual reporting requirements to be determined following approval of the Project by the Minister</i></p>	<p>In compliance. See Agnico Eagle's Meliadine Gold Project 2016 Annual Report – Appendix D: 2016 Annual Geotechnical Inspection (February 2017).</p>
<p><b>15:</b> <i>The Proponent shall assess the potential environmental effects of a post-closure failure of the geomembrane of the Tailings Storage Facility while tailings are in a thawed state. This assessment shall include, at a minimum:</i></p> <ul style="list-style-type: none"> <li><i>a. A description of the potential environmental effects of such a failure;</i></li> <li><i>b. Identification of the monitoring measures employed to detect environmental changes that could result;</i></li> <li><i>c. Identification of proposed mitigation measures to address any changes identified during monitoring; and</i></li> <li><i>d. Updated Risk Management Plan and Closure and Reclamation Plan reflecting changes which result from the post-closure failure assessment.</i></li> </ul> <p><i>A summary of the results from this assessment and implications to project infrastructure and operational plans shall be provided to the NIRB.</i></p> <p><b>Commentary:</b> <i>The NIRB recognizes that as the initial submission of updated plans will be within 6 months of the issuance of the Project Certificate, it is expected that the level of detail of the Proponent's initial submission will be largely conceptual and will be supplemented and updated over time.</i></p>	<p><i>A summary of the assessment and updated plans should be submitted to the NIRB 6 months following issuance of the Project Certificate, with annual reporting requirements to be determined following approval of the Project by the Minister</i></p>	<p>In compliance. Scenarios for dike/TSF failures and associated mitigation activities contained within the Proponent's Risk Management and Emergency Response Plan, Version 4 (April 2015) and closure and post-closure monitoring details are provided in the Preliminary Closure and Reclamation Plan, Version 1 (April 2015).</p> <p>The NIRB notes that the Risk Management and Emergency Response Plan (2015) states that "A detailed Emergency Preparedness Plan (EPP) will be developed to address the consequences of failure of any of the dikes on-site, prior to construction." The NIRB is not aware of whether this plan has been completed. Moreover, the NIRB has not been provided with an explicit summary of how the risk assessment has been incorporated into project infrastructure and operational plans. The NIRB requests an update to be included in the Proponent's next Annual Report, and refinements to the Risk Management and Emergency Response Plan and the Closure and Reclamation Plan in the</p>

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		future.
<b>16:</b> <i>The Proponent shall finalize and implement a comprehensive erosion management plan to prevent or minimize the effects of destabilization and erosion resulting from Project activities.</i>	Not specified	In compliance (see also Conditions #16 and #32). See: <ul style="list-style-type: none"> <li>• <i>Water Management Plan – Appendix A: Freshet Action Plan, Version 2 (March 2017)</i></li> <li>• <i>Roads Management Plan, Version 5, March 2017).</i></li> </ul>
<b>17:</b> <i>The Proponent shall monitor the effects of the Project on permafrost conditions relative to Project infrastructure, including along the all-weather access road and associated roads, waste rock stockpile, trails and quarries. Through its monitoring the Proponent must demonstrate that permafrost integrity is maintained with implementation of appropriate preventative measures should permafrost degradation be observed.</i>	Not specified	In compliance. The Proponent continues to monitor permafrost conditions through its thermal monitoring program. See <i>Meliadine Gold Project 2016 Annual Report – Appendix D: 2016 Annual Geotechnical Inspection</i> (February 2017).
<b>18:</b> <i>The Proponent shall provide the NIRB with copies of as-built drawings and final design plans for Project infrastructure as they are developed/finalized to assist with the Board's ongoing monitoring efforts.</i>	Not specified	In compliance. The NIRB has been copied on correspondence between the Proponent and the NWB regarding final designs for Project infrastructure. The NIRB also receives monthly construction summary reports from the Proponent.
<b>19:</b> <i>The Proponent shall develop and implement a monitoring program for its Tailings Storage Facility and Waste Rock Storage Facility (including dikes). The monitoring program is to include, but shall not be limited to:</i> <i>a. Plans for monitoring the thermal condition and stability of storage facilities (including deformation of the cover) and dikes, including the use of thermistor cables, temperature loggers, and core sampling technology as required to monitor dike stability and tailings freezeback efficiency, including for example, factors such as ice content and stability; and,</i> <i>b. Measures proposed to ensure the safe containment and structural integrity of Project infrastructure, and to prevent contamination of waterbodies. Details of the monitoring program shall be provided to the NIRB.</i>	<i>Details of the monitoring program should be submitted to the NIRB at least 90 days prior to the establishment of either facility, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	In compliance. The NIRB notes that the Tailings Storage Facility and Waste Rock Storage Facility have not yet been constructed, but understands that thermal monitoring is ongoing at the proposed locations of these facilities. See <i>Meliadine Gold Project 2016 Annual Report – Appendix D: 2016 Annual Geotechnical Inspection</i> (February 2017). Additional monitoring at these facilities is described in the Proponent's <i>Mine Waste Management Plan, Version 3</i> (March 2017). The NIRB expects thermal monitoring to continue and to continue being reported on in the Proponent's Annual Reports.
<b>20:</b> <i>The Proponent shall explore the feasibility and practicality of topsoil/organic matter salvage as part of phased approach to Project development, with updates to its Closure and Reclamation Plan to reflect any changes based on this investigation. The Closure and Reclamation Plan should be updated on an on-</i>	<i>The updated plan is to be submitted to the NIRB within 6 months of the issuance of the Project Certificate, with annual</i>	Partially in compliance. Recognizing the Project is in Construction, the NIRB is satisfied at present given submission of the following: <ul style="list-style-type: none"> <li>• <i>Risk Management and Emergency Response Plan, Version 4</i> (April 2015)</li> <li>• <i>Preliminary Closure and Reclamation</i></li> </ul>

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<i>going basis as more information becomes available from similar reclamation projects, including experience with implementing closure and reclamation plans at the Meadowbank mine site, as applicable.</i>	<i>reporting to be determined following approval of the Project by the Minister</i>	<i>Plan, Version 1 (April 2015)</i> However, the NIRB notes topsoil/organic matter salvage is not discussed in these versions and encourages the Proponent to do so in future with explicit consideration of lessons learned from closure and reclamation activities at Meadowbank. See also Conditions #41 and #42.
<b>21:</b> <i>The Proponent shall update its Waste Management Plan to include details which explain how the design employed for Project landfills is expected to protect the integrity of the local environment, including permafrost integrity, and water quality for adjacent waterbodies. The Proponent shall demonstrate its consideration for the use of liners at waste management facilities, where feasible.</i>	<i>The updated plan is to be submitted to the NIRB at least 90 days prior to operation of Project landfills, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	In compliance. The Proponent submitted its <i>Landfill and Waste Management Plan, Version 5</i> in March 2017, in which it notes that based on the proposed design, management and operating procedures, a liner for the landfill is not considered necessary. The Landfill and Waste Management Plan includes the objective of reducing, reusing, and recycling to minimize wastes. During the NIRB's 2017 Site Visit, NIRB staff observed two (2) opportunities to further minimize wastes and to improve environmental stewardship and aesthetics: 1. Many wooden pallets in temporary landfill. The NIRB notes that Agnico Eagle has previously donated wooden pallets from the Meadowbank Mine to the community of Baker Lake, but is unaware of plans for a similar initiative at Meliadine. 2. Several old, empty fuel barrels on the tundra near the planned snowmobile trail and crossing at Itivia. Agnico Eagle indicated it has no plans to remove these. The NIRB encourages the Proponent to further its waste management plan accordingly.
<b>GEOLOGY (INCLUDING GEOCHEMISTRY)</b>		
<b>22:</b> <i>The Proponent shall report annually to the NIRB on the adaptations it has had made to the Mine Waste Management Plan and practices based on results obtained through monitoring.</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Mine Waste Management Plan, Version 3</i> (March 2017)</li> <li>• <i>Mine Waste Management Plan, Version 2</i> (June 2016)</li> <li>• <i>Mine Waste Management Plan, Version 1</i> (April 2015)</li> </ul> The NIRB acknowledges the inclusion of a Document Control section, which summarizes the changes made from one

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		version of the plan to the next.
<b>23:</b> <i>Prior to the commencement of excavation at the Discovery deposit, the Proponent, in consultation with Natural Resources Canada, shall update its Mine Waste Management Plan to assess the potential for acid rock drainage and to identify any monitoring and mitigation measures that may be required in this development area.</i>	Not specified	Not yet achieved / not yet applicable. The Proponent has indicated it will begin excavation at the Discovery deposit in 2024.
<b>HYDROGEOLOGY AND GROUNDWATER QUANTITY AND QUALITY</b>		
<b>24:</b> <i>The Proponent shall, reflecting any direction from the Nunavut Water Board during water licensing, collect new hydraulic data (e.g., from new monitoring wells) in key areas during the pre-development, construction and operation phases to better define vertical and horizontal ground flow in the project development area.</i>	Not specified	In compliance. The Proponent submitted results of its 2015 hydrogeological investigations in 2016. The NIRB expects updated reports through operations.
<b>25:</b> <i>The Proponent shall provide to the NIRB, a saline water management plan which includes, but is not limited to, mitigation measures designed to address the potential for higher-than-predicted volumes of saline water inflows into the underground mine, treatment and disposal methods, and details of its plan to monitor saline water at site.</i>	Not specified	Not yet achieved. A saline water management plan has not yet been submitted. Saline water is currently being pumped to a containment pond with water levels managed using evaporators. The NIRB's 2017 Site Visit Report includes relevant site observations.
<b>26:</b> <i>The Proponent shall carry out continued analyses over time to confirm and update, accordingly, the approximate fill time for the mine pits as identified in the FEIS.</i>	Not specified	In compliance. Estimates of the approximate fill time for the mine pits at closure were provided in the <i>Water Management Plan, Volume 1</i> (April 2015). The NIRB expects updates to this analysis in future years as appropriate.
<b>HYDROLOGY (INCLUDING SURFACE WATER QUANTITY) AND WATER AND SEDIMENT QUALITY</b>		
<b>27:</b> <i>The Proponent shall update its Aquatic Effects Monitoring Plan (AEMP) to include, at a minimum:</i> <i>a. Details regarding the monitoring of non-point sources of discharge, selection of appropriate reference sites, measures to ensure the collection of adequate baseline data at Meliadine Lake prior to and during construction activities, including information on chemical loading in the snowpack, and the mechanisms proposed to monitor for and treat runoff and sediment;</i> <i>b. A description of measures to be undertaken as relate to dustfall monitoring, designed in accordance with the following:</i> <i>i. To establish Phase 1 all-weather access road baseline data and a description of plans for</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li><i>Aquatic Effects Monitoring Program (AEMP) Design Plan 6513-REP-03</i> (April 2015) submitted to the NWB with the Proponent's Type A Water Licence application.</li> <li><i>Air Quality Monitoring Plan, Version 1</i> (November 2015)</li> </ul>

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<p><i>data collection during Project operations for comparison;</i></p> <p><i>ii. To facilitate comparison with existing guidelines;</i></p> <p><i>iii. To assess the seasonal deposition (rates, quantities) and chemical composition of dust entering aquatic systems along representative distance transects of the all-weather access road and Rankin Inlet by-pass road;</i></p> <p><i>c. A description of water quality monitoring to be conducted at Little Meliadine Lake; and</i></p> <p><i>d. Details regarding comparisons of results to be run against predicted values and the analysis of data to be undertaken on an annual basis, or as may be required.</i></p>		
<p><b>28:</b> <i>The Proponent shall develop and implement a sediment and erosion management plan to prevent or minimize the effects of destabilization and erosion that may occur due to Project activities. The plan should also detail sediment control plans to prevent and/or mitigate sediment loading into surface water within the Project area.</i></p>	Not specified	<p>In compliance (see also Conditions #16 and #32). See:</p> <ul style="list-style-type: none"> <li>• <i>Water Management Plan – Appendix A: Freshet Action Plan, Version 2 (March 2017)</i></li> <li>• <i>Roads Management Plan, Version 5, March 2017).</i></li> </ul> <p>The NIRB's 2017 Site Visit Report includes relevant site observations.</p>
<p><b>29:</b> <i>The Proponent shall develop and implement adequate monitoring and maintenance procedures to ensure that the culverts and other conduits that may be prone to blockage do not significantly hinder or alter the natural flow of water from areas associated with the proposed mine. In addition, the Proponent shall monitor, document and report the withdrawal rates for water removed and utilized for all domestic and industrial purposes.</i></p>	Not specified	<p>Not yet achieved/Not yet applicable. The NIRB understands the Project is in Construction and not all culverts and water management structures are completed at this time. The NIRB recognizes the plan to regularly inspect culverts for blockage as discussed in the Proponent's <i>Roads Management Plan, Version 5, March 2017</i>). The NIRB expects results of these inspections as well as water withdrawal rates to be reported on in the Proponent's future Annual Reports.</p>
<b>FRESHWATER AQUATIC ENVIRONMENT</b>		
<p><b>30:</b> <i>The Proponent shall update its Aquatic Effects Monitoring Plan (AEMP) to include, at a minimum:</i></p> <p><i>a. Provide details for additional reference lakes to be included within its sampling and monitoring programs;</i></p> <p><i>b. Updates to include sedimentation within relevant monitoring programs; and</i></p> <p><i>c. Results from additional testing for mercury in fish tissue, and include test results in updated baseline data.</i></p>	Not specified	<p>In compliance. See</p> <ul style="list-style-type: none"> <li>• <i>Aquatic Effects Monitoring Program (AEMP) Design Plan 6513-REP-03 (April 2015) submitted to the NWB with the Proponent's Type "A" Water Licence application.</i></li> </ul>
<p><b>31:</b> <i>The Proponent shall maintain an appropriate setback distance between project</i></p>	Not specified	<p>In compliance. The NIRB notes the Proponent's <i>Borrow Pits and Quarries</i></p>



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<i>quarries and fish-bearing or permanent water bodies as required to prevent acid rock drainage or metal leaching into such water bodies.</i>		<i>Management Plan, Version 5</i> (March 2017) commits to maintaining a setback of at least 31 m from watercourses where possible. The NIRB expects the Proponent's annual reports to include any water quality monitoring results and discussion.
<b>32:</b> <i>Prior to the commencement of construction, the Proponent shall submit to the NIRB, a Site Drainage and Silt Control Plan.</i>	Not specified	In compliance (see also Conditions #16 and #28). See: <ul style="list-style-type: none"> <li><i>Water Management Plan – Appendix A: Freshet Action Plan, Version 2</i> (March 2017)</li> <li><i>Roads Management Plan, Version 5</i>, March 2017).</li> </ul> The NIRB's 2017 Site Visit Report includes relevant site observations.
<b>33:</b> <i>The Proponent shall meet or exceed the guidelines set by Fisheries and Oceans Canada for blasting thresholds and implement practical and effective measures to ensure that residue and by-products of blasting do not negatively affect fish and fish habitat.</i>	Not specified	Compliance unknown. The Proponent's <i>Blast Monitoring Program, Version 1</i> (March 2017) incorporates applicable guidelines, and the Proponent noted this Program would guide the Project's first surface blast vibration monitoring in 2017 during construction of the Fuel Tank Farms at the Itivia site. The NIRB expects results to be reported on in the Proponent's next annual report.
<b>34:</b> <i>Unless otherwise approved by regulatory authorities, the Proponent shall ensure that all Project infrastructure in watercourses is designed and constructed in such a manner that it does not obstruct unduly prevent or limit the natural movement of water in fish bearing streams and rivers.</i>	Not specified	Not yet achieved / Not yet applicable. The NIRB recognizes that the Project is in Construction and acknowledges the Proponent's plan to use screens on water intake pipes as discussed in its water management plan. The NIRB expects reporting on this Condition in future years.
<b>VEGETATION</b>		
<b>35:</b> <i>The Proponent shall ensure that Project components and activities are planned and conducted in such a way as to minimize the Project footprint; this should include input from potentially affected communities where applicable.</i>	Not specified	Compliance unknown. The NIRB expects the Proponent to report annually on total habitat lost due to the Project (see Condition #73). Such reporting should also include a comparison to predicted/planned Project footprint size as presented in the FEIS.
<b>36:</b> <i>The Proponent shall ensure that equipment and supplies brought to Project sites are clean and free of soils that could contain plant seeds not naturally occurring in the area. Vehicle tires and treads in particular must be inspected, and cleaned if required, prior to transport into Nunavut for use in Project areas.</i>	Not specified	Compliance unknown. The Proponent commits to preventing the establishment of invasive plant species in its Terrestrial Environment Management and Monitoring Plan. The NIRB expects monitoring (see Condition #37) would indicate whether or not further attention needs to be paid to this Condition and

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		expects monitoring results to be included in the Proponent's next Annual Report.
<b>37:</b> <i>The Proponent shall incorporate protocols for monitoring for the potential introduction of invasive vegetation species (e.g. surveys of plant populations in previously disturbed areas) into its Terrestrial Environment and Monitoring Plan. Any introductions of non-indigenous plant species must be promptly reported to the Government of Nunavut Department of Environment.</i>	Not specified	In compliance. The Proponent's <i>Terrestrial Environment Management and Monitoring Plan, Version 2</i> (November 2015) includes protocols for monitoring for invasive vegetation species. The TEMMP states that vegetation sampling will be conducted prior to construction, for one year after construction, and every three (3) years thereafter. The NIRB expects the Proponent to begin including results of vegetation sampling in its 2017 Annual Report.
<b>38:</b> <i>The Proponent shall conduct sampling to determine baseline levels for metals in soils found in areas with berry-producing plants near the Project area, and shall update relevant vegetation sections within the Terrestrial Management and Monitoring Plan to incorporate ongoing monitoring of these parameters prior to commencing operations.</i>	Not specified	Partially in compliance. The Proponent's <i>Terrestrial Environment Management and Monitoring Plan, Version 2 – Appendix V</i> (November 2015) includes monitoring protocols and results from baseline soil and plant tissue samples from 2008 and 2009. The TEMMP states that vegetation sampling will be conducted prior to construction, for one (1) year after construction, and every three (3) years thereafter. The NIRB expects the Proponent will include new results of soil and vegetation sampling in its 2017 Annual Report.
<b>39:</b> <i>The Proponent shall develop and establish an on-going monitoring program to determine the distribution, abundance, and health of vegetation species used as caribou forage (such as lichens) near Project areas, prior to commencing operations.</i>	<i>Details for the program are to be submitted to the NIRB within 6 months of the issuance of the Project Certificate, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	Partially in compliance. The Proponent's <i>Terrestrial Environment Management and Monitoring Plan, Version 2 – Appendix V</i> (November 2015) includes monitoring protocols and results from baseline soil and plant tissue samples (including lichen) from 2008 and 2009. However, the TEMMP states that vegetation sampling will be conducted prior to construction, for one (1) year after construction, and every three (3) years thereafter. The NIRB expects the Proponent will include new results of soil and vegetation sampling in its 2017 Annual Report.
<b>40:</b> <i>The Proponent shall review, on an annual basis, all monitoring information and the vegetation mitigation and management plans developed under its Environmental Management Plan and Terrestrial Environment</i>	Not specified	Not yet achieved/Not yet applicable. The NIRB acknowledges the Proponent's intent to have begun implementing its <i>Terrestrial Environment Management and Monitoring Plan</i> (TEMMP) in 2017 (as

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<i>and Monitoring Plan (TEMMP) and adjust such plans as may be required to effectively prevent or reduce the potential for significant adverse project effects on vegetation abundance, diversity and health, taking into account lessons learned at other northern mining developments where appropriate.</i>		stated in its 2016 Annual Report). The NIRB expects the Proponent to begin reporting on vegetation monitoring studies in 2018 and to submit any required updates to the TEMMP or the Environmental Management Plan as they are completed.
<b>41:</b> <i>Prior to the commencement of operations, the Proponent shall develop a progressive re-vegetation program for disturbed areas that are no longer required for operations, such program to incorporate measures for the use of test plots, reseeded and replanting of native plants as necessary. It is further recommended that this program be directly associated with the management plans for erosion control established for the Project and incorporate lessons learned at Meadowbank.</i>	Not specified	Not yet achieved. The Proponent has indicated to the NIRB that it is developing its revegetation study and that field work will tentatively begin in 2018. See also Conditions #21 and #42.
<b>42:</b> <i>The Proponent shall include re-vegetation strategies in its Closure and Reclamation Plan that support progressive reclamation and that promote natural revegetation and recovery of disturbed areas compatible with the surrounding natural environment and incorporate lessons learned at Meadowbank.</i>	Not specified	Not yet achieved/Not yet applicable. The Proponent's <i>Preliminary Closure and Reclamation Plan, Version 1</i> (April 2015) indicates that disturbed areas such as the tailings storage facility and waste rock storage facility will be progressively reclaimed to allow for natural revegetation. Recognizing the Project is currently in Construction, the NIRB expects this Plan to be finalized at a later date, which may also allow for lessons from Meadowbank to be incorporated. See also Conditions #21 and #41.
<b>TERRESTRIAL WILDLIFE AND WILDLIFE HABITAT</b>		
<b>43:</b> <i>The Proponent shall continue to develop and implement Project-specific monitoring for the terrestrial environment through its Terrestrial Environment Management and Monitoring Plan (TEMMP), and will demonstrate appropriate refinements to design, incorporation of analytical methods and elaboration of methodologies. The TEMMP shall contain clear thresholds to allow for the assessment of long-term trends and cumulative effects where project interactions are identified. Coordination and cooperation will be required where data collection, analysis and interpretation, or responsibility for mitigation and management requires the efforts of multiple parties (e.g., government, Kivalliq Inuit Association, communities).</i>	Not specified	In compliance. The <i>Terrestrial Environment Management and Monitoring Plan, Version 2</i> (November 2015) contains initial thresholds that would trigger adaptive mitigation, and identifies some instances where additional data and collaboration with other parties would be required to refine those thresholds.  The NIRB expects a revised TEMMP as the Project advances, along with a record of consultation / coordination with other stakeholders and agencies and an indication of how such information was incorporated into the refined TEMMP.
<b>44:</b> <i>In consultation with the Government of</i>	Not specified	Partially in compliance. The NIRB

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<i>Nunavut (GN) and other relevant parties, the Proponent shall further develop its Terrestrial Environment Management and Monitoring Plan (TEMMP) to include increased caribou monitoring across the regional study area and additional details on the scope and design of monitoring programs. The Proponent shall also demonstrate consideration for contributing to existing and planned regional monitoring initiatives associated with terrestrial wildlife and wildlife habitat as appropriate. Monitoring should be adequate to test impact predictions, monitor impact thresholds and trends over time, and to support implementation of mitigation measures as proposed in the Final Environmental Impact Statement.</i>		acknowledges the Proponent's collaboration with the GN regarding regional caribou monitoring (see commitment #45 below) and the Proponent's commitment to develop a regional wildlife communication plan in consultation with the HTO and KIA as discussed in the TEMMP (November 2015). The NIRB expects this plan to be finalized prior to the start of operations, and requests the Proponent to provide a progress update in its next Annual Report.
<b>45:</b> <i>The Proponent shall demonstrate consideration for cooperating with existing and planned regional and/or community-based monitoring initiatives associated with terrestrial wildlife and wildlife habitat that produce information pertinent to mitigating project-induced impacts. The Proponent shall give special consideration for supporting regional studies of population health and harvest programs for Qamanirjuaq caribou which help address areas of uncertainty for Project impact predictions.</i>	Not specified	In compliance. The Proponent summarizes in its Terrestrial Environment Management and Monitoring Plan (TEMMP) that it: <ul style="list-style-type: none"><li>• Provides support for the Government of Nunavut's (GN) caribou satellite-collaring program for the Qamanirjuaq herd</li><li>• Provides the GN - Department of Environment with in-kind contributions and support for regional muskoxen surveys [see Condition #52]</li><li>• Is planning a hunter harvest survey [see Condition #46]</li><li>• Is collaborating with the HTO to conduct wildlife surveys along the AWAR [this is reported on in the Proponent's 2016 Annual Report].</li><li>• Is collaborating with the <i>Arctic Raptor Project</i></li></ul>
<b>46:</b> <i>The Proponent shall update its Terrestrial Environment Management and Monitoring Plan (TEMMP) for the Project to include a detailed harvest study prepared in consultation with the Government of Nunavut (GN) and other affected parties. The design of the harvest study should demonstrate consideration for the following:</i> <i>a. Hiring of a dedicated local survey coordinator through local Hunters and Trappers Organizations (HTOs) and provision of adequate resources for the HTOs to run the program;</i>	Not specified	Not yet achieved. Relative to Version 1 of the TEMMP submitted as part of the FEIS in 2014, in Version 2 of the TEMMP (November 2015), the Proponent added additional design details regarding its proposed Hunter Harvest Survey. In the spring of 2017, the Proponent indicated to the NIRB that it has since modified the design based on experiences at Meadowbank where a similar survey was being used. The Proponent further noted plans to introduce the new survey at Meadowbank in the summer of 2017, and

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<p><i>b. The potential effects on caribou populations and on caribou behaviour resulting from increased human access caused by the all-weather access road and associated roads and trails; and,</i></p> <p><i>c. Increasing local knowledge of the project development areas, including establishing baseline harvesting levels prior to unrestricted public access on the all-weather access road.</i></p>		<p>ideally at Meliadine in 2018.</p> <p>The NIRB recognizes the Proponent's plan for the public to have unrestricted access on the all-weather-access road beginning in 2024 but notes the need for the survey to be implemented in a timely manner to allow for adequate baseline data to be collected. The NIRB expects the Proponent to provide a detailed plan for meeting Conditions #46 and #105.</p>
<p><b>47:</b> <i>The Proponent shall share information with the Government of Nunavut (GN) relating to the migration of caribou and include the GN as a party respecting caribou monitoring and movement through Project development areas, including the all-weather access road and associated roads and trails.</i></p>	Not specified	<p>Compliance unknown (but see Condition #45). The NIRB requests an update from the Proponent including a record of any communication/ collaboration with the Government of Nunavut to date.</p>
<p><b>48:</b> <i>In consultation with the Government of Nunavut, the Kivalliq Inuit Association, the Kivalliq Wildlife Board and local Hunters and Trappers Organizations, the Proponent shall develop appropriate monitoring and mitigation measures relating to the harvesting of caribou and improved harvesting access granted by the all-weather access road. These measures shall be included within a Road Access Management Agreement that must be in place prior to construction of phase 2 of the all-weather access road. The Road Management Agreement shall include the following specific measures:</i></p> <ul style="list-style-type: none"> <li><i>During periods when large aggregations of caribou (greater than 50 individuals) are detected within 1 km of the all-weather access road (AWAR), the road will be closed to public access via car and truck by means of a barrier at the southern gate. Public access using all-terrain vehicles (ATVs) will be allowed.</i></li> <li><i>During periods when large aggregations of caribou (greater than 50 individuals) are observed within 1 km of the AWAR, the road will be closed to public access via barriers at bridges on the AWAR to prevent all vehicle access, including ATVs. This will allow ATVs to enter areas previously accessible along existing trails while not facilitating access via bridges constructed specifically for the Project.</i></li> <li><i>Following consultation with the Nunavut</i></li> </ul>	<p><i>Road Access Management Agreement to be submitted to the NIRB at least 60 days prior to the commencement of construction of Phase 2 of the AWAR, with annual reporting requirements to be determined following approval of the Project by the Minister</i></p>	<p>Not yet achieved. In its <i>Roads Management Plan, Version 5</i> (April 2017), the Proponent indicates it will develop a Road Access Management Agreement that endorses the measures of this Condition.</p> <p>In 2017, the Proponent indicated to the NIRB that this Agreement will be completed for construction of Phase 2 of the all-weather road in 2024.</p> <p>The NIRB stresses the requirement to provide an updated Roads Management Plan and Road Access Management Agreement prior to construction of Phase 2 of the road to ensure effective wildlife management. See also condition #46.</p>

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<p><i>Wildlife Management Board, as required under the Nunavut Wildlife Act, it is recommended that a no-shooting zone (1 km wide) on either side of the road should be established as a condition of public access to the AWAR and compliance with this Agnico Eagle policy should be monitored and reported by the Proponent.</i></p> <ul style="list-style-type: none"> <li><i>Dedicated 'road monitors' should patrol the road to ensure compliance with the provisions of the Road Management Plan (SD 2-9) relating to public safety and wildlife. Monitoring should be increased during periods of road closure when large aggregations of caribou are present.</i></li> <li><i>All incidents of hunting involving shooting along or across the AWAR should be reported by the Proponent to the GN.</i></li> <li><i>During periods when large aggregations of caribou are detected near the Project, harvest monitoring intensity should be increased to ensure that levels of caribou harvesting are properly documented.</i></li> </ul> <p><b>Commentary:</b> <i>The reference in Bullet 3 above to a no-shooting zone as a condition of public access to the AWAR is a reference to a policy of the Proponent and is not a reference to policy requirements of the Nunavut Wildlife Management Board or Nunavut Wildlife Act.</i></p>		
<p><b>49:</b> <i>The Proponent is encouraged to consult with the Nunavut Research Institute (NRI) on the research permitting process as it relates to the Nunavut Scientists Act. The Proponent is encouraged to share monitoring and research study design with the NRI four (4) months prior to the anticipated commencement of research activities to facilitate licensing review.</i></p> <p><b>Commentary:</b> <i>The NIRB recognizes that the Proponent would only consult with and share monitoring and research study design with the NRI for those research activities undertaken by the Proponent under the Project Certificate that would trigger the requirement for a scientific research licence under the Nunavut Scientists Act.</i></p>	Not specified	Compliance unknown. The NIRB requests an update from the Proponent indicating whether or not new research permits have been acquired for monitoring or other studies (e.g., with regards to implementation of the TEMMP, or studies pertaining to Condition #41).
<p><b>50:</b> <i>The Proponent shall develop a strategy for the recovery of terrestrial wildlife habitat in a progressive manner that is consistent with the Nunavut Wildlife Act.</i></p>	Not specified	Not yet achieved/not yet applicable. The NIRB recognizes the Project is in Construction and expects as the Project advances that a refined Terrestrial Environment Management Plan (TEMMP)

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<b><u>TERM &amp; CONDITION</u></b> <b><u>(NIRB PROJECT CERTIFICATE NO. 006)</u></b>	<b><u>REPORTING</u></b> <b><u>REQUIREMENTS</u></b>	<b><u>COMPLIANCE ACHIEVEMENT</u></b>
		will be developed that includes more details on progressive reclamation. See also Condition #41.
<b>51:</b> <i>The Proponent shall not conduct routine helicopter flights over, or land in, Iqalugaaruup Nunanga Territorial Park. The Proponent will communicate this commitment to all helicopter companies contracted by it to undertake work at the Meliadine Project site prior to the start of such contracted work. Emergency flights, specifically medical evacuation flights and/or search and rescue overflights are excepted from adherence to this requirement.</i>	Not specified	In compliance. See: <i>Wildlife Protection and Response Plan – Appendix A: Air Traffic Management Plan</i> (November 2015). See also Condition #70
<b>52:</b> <i>The Proponent shall undertake periodic surveys and a habitat assessment for muskoxen in the regional study area by partnering with, or complementing, the existing regional muskox monitoring programs.</i>	Not specified	In compliance. See Condition #45.
<b>53:</b> <i>Prior to construction of Project infrastructure and Phase 2 of the all-weather access road, the Proponent shall conduct a survey that is sufficient to locate any dens of foxes, bears or wolverines that could be damaged or destroyed during construction or operation of the Project.</i>	<i>Survey results shall be submitted to the NIRB at least 60 days prior to the commencement of construction activities, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	In compliance. Survey completed in June 2017 and report submitted to the NIRB in August 2017. No active den sites were observed. The NIRB notes the Proponent intends to complete follow-up surveys in 2018 prior to construction.
<b>54:</b> <i>The Proponent shall ensure that road safety barriers or berms associated with Project infrastructure, all-weather access road and associated roads/trails are constructed to allow for the safe passage of caribou and other terrestrial wildlife while achieving the objective of separating public road use with Project-related mine traffic.</i>	Not specified	In compliance. The Proponent's Final Environmental Impact Statement (FEIS) and Terrestrial Environment Management and Mitigation Plan (TEMMP) indicates that the design of roadways is such that wildlife movement should not be affected (e.g., by creating shallower shoulder angles on the access road, and by using finer gravel rather than large boulders on haul roads); snow is also levelled at the edges of roads to minimize barriers.  The NIRB understands the Proponent is constructing ATV/snowmobile crossings and an ATV/snowmobile trail to bypass the mine site in consultation with the KIA and the local Hunters and Trappers Organization, and would expect the design of these to be such that wildlife movement is not impeded.

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<b><u>TERM &amp; CONDITION</u></b> <b><u>(NIRB PROJECT CERTIFICATE NO. 006)</u></b>	<b><u>REPORTING</u></b> <b><u>REQUIREMENTS</u></b>	<b><u>COMPLIANCE ACHIEVEMENT</u></b>
		The NIRB has not been made aware of any issues with wildlife crossing and expects that wildlife monitoring associated with the Terrestrial Environment Management and Mitigation Plan (TEMMP), as well as continued consultation/communication with the public and other stakeholders would indicate any issues with wildlife being able to cross the road and trails.
<b>55:</b> <i>In consultation with the Government of Nunavut (GN) and other affected parties, the Proponent shall set thresholds for direct mortality of wolf, grizzly bear, polar bear, wolverine, and fox to ensure monitoring and mitigation for the Project is responsive to undesirable rates of mortality. The Proponent shall reach an agreement with the appropriate Designated Inuit Organization regarding compensation or any direct mortality of wildlife resulting from the Project.</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Terrestrial Environment Management and Mitigation Plan</i> (November 2015)</li> <li>• Inuit Impact Benefit Agreement (IIBA) between the Proponent and the Kivalliq Inuit Association</li> </ul>
<b>56:</b> <i>The Proponent shall report annually to the NIRB regarding its terrestrial environment monitoring efforts, with inclusion of the following information:</i> <i>a. Description of all updates to terrestrial ecosystem baseline data;</i> <i>b. A description of the involvement of Inuit in its monitoring programs;</i> <i>c. A detailed presentation and analysis of the distribution relative to Project infrastructure and activities for caribou and other terrestrial mammals observed during surveys and incidental sightings;</i> <i>d. Results of the annual monitoring program, including field methodologies and statistical approaches used to support conclusions drawn; and</i> <i>e. An assessment and presentation of annual environmental conditions including timing of snowmelt, green-up, as well as standard weather summaries.</i>	Not specified	In compliance. The NIRB acknowledges the inclusion of monthly wildlife reports in the Proponent's 2016 Annual Report, and expects more comprehensive wildlife and habitat monitoring results to be included in future, beginning with the 2017 Annual Report as the Proponent indicated implementation of the Terrestrial Environment Management and Monitoring Plan (TEMMP) was to begin this year. The NIRB emphasizes the importance of involving Inuit in monitoring programs.
<b>57:</b> <i>Within its annual report to the NIRB, the Proponent shall incorporate a review section which includes:</i> <i>a. An examination for trends in the measured natural variability of Valued Ecosystem Components in the region relative to the baseline reporting;</i> <i>b. A detailed analysis of wildlife responses to</i>	Not specified	Not yet achieved/not yet applicable. The NIRB acknowledges the Project is in Construction and the practicality of an assessment of trends is limited at this time; however, the NIRB understands monitoring is underway and expects results to be included in future annual reports (see also Condition #56).



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<p><i>operations with emphasis on wildlife behaviour, mortalities and displacements (if any), and responses to operations of the all-weather access road and associated access roads/trails;</i></p> <p><i>c. A demonstration and description of how the monitoring results, including the all-weather access road and associated access roads/trails contribute to cumulative effects of the project; and</i></p> <p><i>d. Any proposed changes to the monitoring survey methodologies, statistical approaches or proposed adaptive management stemming from the results of the monitoring program.</i></p>		<p>Additionally the Proponent is encouraged to provide a log of communication / collaboration with the Government of Nunavut and other parties regarding regional wildlife monitoring programs (see Conditions #45 and #52).</p>
<b>BIRDS AND BIRD HABITAT</b>		
<b>58:</b> <i>The Proponent shall ensure all employees working at Project sites receive awareness training regarding the importance of avoiding known nests and nesting areas and avoiding large concentrations of foraging and moulting birds.</i>	Not specified	In compliance. See <i>Terrestrial Environment Management and Monitoring Plan, Version 2 - Appendix III</i> (November 2015).
<b>59:</b> <i>If Species at Risk or their nests and eggs are encountered during Project activities or monitoring programs, the primary mitigation measure must be avoidance. The Proponent shall establish clear zones of avoidance based on the species-specific nest setback distances outlined in the Terrestrial Environment Management and Monitoring Plan.</i>	Not specified	In compliance. See <i>Terrestrial Environment Management and Monitoring Plan, Version 2</i> (November 2015) for setback distances. See also condition #61.
<b>60:</b> <i>The Proponent shall ensure that the mitigation and monitoring strategies developed for Species at Risk are updated as necessary to maintain consistency with any applicable status reports, recovery strategies, action plans and management plans that may become available during the duration of the Project.</i>	Not specified	In compliance. The NIRB expects the Proponent to regularly check for updates to the Species at Risk registry and associated strategies and plans, and to indicate in its Annual Report what changes, if any, have been made to its Terrestrial Environment Management and Monitoring Plan or Shipping Management Plan.
<b>61:</b> <i>Prior to bird breeding season, the Proponent shall either conduct clearing activities or identify and install nesting deterrents (e.g., flagging) to discourage birds from nesting in areas likely to be disturbed by construction/clearing activities. If clearing is to take place during the nesting season, a nest survey should take place to identify nests and any identified nests must remain undisturbed until the young have fledged or left the nest. Any nests identified shall be</i>	Not specified	In compliance. The Proponent informed the NIRB that a migratory bird nest was found at the Itivia site in June 2017. The Proponent noted it contacted the Conservation officer and the nest was avoided and monitored until successful hatching. The NIRB expects this and any other such observations to be reported on in the Proponent's 2017 Annual Report.

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<i>included as part of the annual reporting for the Terrestrial Environmental Mitigation and Monitoring Plan (TEMMP).</i>		
<b>62:</b> <i>The Proponent shall protect any nests found (or indicated nests) with a buffer zone determined by the setback distances outlined in its Terrestrial Environment Mitigation and Monitoring Plan (TEMMP), until the young have fledged. If it is determined that observance of these setbacks is not feasible, the Proponent will develop nest-specific guidelines and procedures to ensure bird's nests and their young are protected.</i>	Not specified	In compliance. See Conditions #59 and #61.
<b>63:</b> <i>Any incidents of bird mortalities associated with lighting infrastructure, construction activities, and Project vessel operations are to be recorded and reported to Environment Canada (Canadian Wildlife Services). The Proponent shall work with the Canadian Wildlife Services to determine appropriate recording and reporting format and timing.</i>	Not specified	In compliance. The Proponent commits to notifying Environment and Climate Change Canada of any such bird mortalities in its Shipping Management Plan. The NIRB has not been made aware of any failures to comply with this.
<b>64:</b> <i>The Proponent shall develop a framework for monitoring of marine bird species and their habitat in the event of a major marine fuel spill. Specific details regarding the scope of follow-up monitoring may be further refined if and when such an event were to occur.</i>	<i>The framework should be submitted to the NIRB at least 90 days prior to conducting any Project-related shipping, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	In compliance. See: <i>Shipping Management Plan, Version 6</i> (March 2017)
<b>65:</b> <i>The Proponent shall maintain reduced speeds to sufficiently ensure that wakes are equal or less than the mean natural seasonal wave height to prevent wake action from negatively impacting migratory bird nests in low lying shoreline habitat.</i>	Not specified	In compliance. See: <i>Shipping Management Plan, Version 6</i> (March 2017).
<b>66:</b> <i>The Proponent shall ensure all Project vessels are checked for bird strikes after a suspected event and include details of its protocol to do so, as well as results, within its updated Terrestrial Environment Mitigation and Monitoring Plan.</i>	Not specified	In compliance. See: <i>Shipping Management Plan, Version 6</i> (March 2017). The NIRB understands the Proponent received thirteen (13) ships in 2017 and that its vessel based Marine Mammal and Seabird Observer (MMSO) program was to be implemented this year. The NIRB expects all future Annual Reports to

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		include results from this program including reference to any bird strikes. The Proponent is reminded all such incidents must also be reported to the appropriate regulatory authorities.
<b>67:</b> <i>The Proponent shall submit an updated Oil Pollution Prevention Plan including measures to avoid adverse effects to species at risk and migratory birds from spills, as well as details regarding monitoring of effects of a spill on species at risk and migratory birds.</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Oil Pollution Prevention Plan, Version 1.1</i> (September 2017)</li> <li>• <i>Shipping Management Plan, Version 6</i> (March 2017).</li> </ul>
<b>68:</b> <i>The Proponent shall demonstrate consideration for the potential cumulative effects of other development projects and shipping activities (including community resupply) when assessing their cumulative effects on marine birds in the Hudson Strait, in its annual report.</i>	Not specified	Not yet achieved. The NIRB encourages the Proponent to describe how it will meet this condition within its next Annual Report.
<b>69:</b> Subject to safety requirements, the Proponent shall require all Project related aircraft to maintain a cruising altitude of at least: <ul style="list-style-type: none"> <li>a. 650 m during point to point travel when in areas likely to have migratory birds</li> <li>b. 1100 m vertical and 1500 m horizontal distance from observed concentrations of migratory birds</li> <li>c. 1100 m over the area identified as a key site for moulting snow geese during the moulting period (July-August), and if maintaining this altitude is not possible, maintain a lateral distance of at least 1500 m from key sites for moulting snow geese.</li> </ul>	Not specified	In compliance. See also Condition #51. The NIRB acknowledges the Proponent's inclusion of such restrictions in its <i>Terrestrial Environment Management and Monitoring Plan Version 2</i> (November 2015) and its <i>Wildlife Protection and Response Plan – Appendix A: Air Traffic Management Plan</i> (November 2015). The NIRB notes a slight discrepancy in the horizontal and vertical distances included in the Proponent's plans compared with the numbers in this term and condition, which comes from Environment and Climate Change Canada. The NIRB encourages the Proponent to reconsider its guidelines and ensure it is clear the altitude and distance restrictions apply to migratory birds in addition to caribou and other terrestrial animals.
<b>70:</b> <i>The Proponent shall ensure that pilots are informed of minimum cruising altitude guidelines and that a daily log or record of flight paths and cruising altitudes of aircraft within all Project areas is maintained and made available for regulatory authorities such as Transport Canada to monitor adherence and to follow up on complaints.</i>	Not specified	In compliance. See: <i>Wildlife Protection and Response Plan – Appendix A: Air Traffic Management Plan</i> (November 2015). See also #51.
<b>71:</b> <i>The Proponent shall develop detailed and robust mitigation and monitoring plans for migratory birds, reflecting input from relevant agencies, the Kivalliq Inuit Association and communities.</i>	Not specified	Not yet achieved. The NIRB expects details of the Proponent's consultation / collaboration with other stakeholders and agencies to be provided in its future annual reports.

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<b>72:</b> <i>The Proponent shall continue to develop and update relevant monitoring and management plans for migratory birds under the Proponent's Environmental Protection Plan and Terrestrial Environment Mitigation and Monitoring Plan (TEMMP) prior to construction. The key indicators for follow up monitoring under this plan will include upland birds (including migratory birds), waterbirds, raptors, and seabirds including migration and wintering.</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Terrestrial Environment Management and Monitoring Plan, Version 2</i> (November 2015)</li> <li>• <i>Shipping Management Plan, Version 6</i> (March 2017).</li> </ul>
<b>73:</b> <i>The Proponent's monitoring program shall assess and report, on annual basis, the extent of terrestrial habitat loss due to the Project to verify impact predictions and provide updated estimates of the total Project footprint.</i>	Not specified	Not yet achieved. The NIRB expects the Proponent to include a summary of terrestrial habitat loss due to construction activities in all annual reports.
<b>74:</b> <i>The Proponent's Terrestrial Management and Monitoring Plan (TEMMP) shall include mitigation measures implemented to prevent the use of water attenuation ponds by waterfowl and waterbirds and monitoring that assesses whether the mitigation measures are working or revised or further deterrent measures are required.</i>	Not specified	In compliance. The TEMMP (2015) includes the Proponent's intent to use deterrents (e.g., cannons) to avoid use of water attenuation ponds by birds. During the NIRB's 2017 site visit, the Proponent noted the cannons were found to be ineffective and would instead use bear bangers when necessary. The NIRB encourages the Proponent to report on its use of deterrents in its next annual report.
<b>75:</b> <i>The Proponent shall implement mitigation measures and monitoring programs to limit the attraction of predators and scavengers to Project facilities in the TEMMP and other plans such as the Landfill and Waste Management Plan as appropriate.</i>	Not specified	In compliance. See <ul style="list-style-type: none"> <li>• <i>Terrestrial Environment Management and Monitoring Plan, Version 2</i> (November 2015)</li> <li>• <i>Landfill and waste Management Plan, Version 5</i> (March 2017)</li> </ul> The NIRB's 2017 Site Visit Report also includes relevant site observations.
<b>MARINE ENVIRONMENT</b>		
<b>76:</b> <i>The Proponent shall update all relevant plans including, but not limited to: the Shipping Management Plan, Wildlife Mitigation and Monitoring Plan, and Adaptive Management Plan, in order to address concerns and identify potential impacts of the Project and proposed mitigation measures designed to protect the integrity of the marine environment. The Shipping Management Plan shall also incorporate updates for all Project-related shipping.</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Shipping Management Plan, Version 6</i> (March 2017)</li> <li>• <i>Spill Contingency Plan, Version 6</i> (March 2017)</li> <li>• <i>Oil Pollution Emergency Plan, Version 1.1</i> (September 2017)</li> </ul>
<b>77:</b> <i>The Proponent shall ensure that it maintains the necessary equipment and trained</i>	Not specified	In compliance. See <i>Spill Contingency Plan, Version 6</i> (March 2017).

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<i>personnel to respond to all sizes of potential spills associated with the Project in a self-sufficient manner.</i>		
<p><b>78:</b> Prior to the shipping of Project supplies, the Proponent shall conduct fuel spill dispersion modeling that will, at a minimum, consider:</p> <p>a. Modeling of oil spills in the following areas:</p> <p>i. Pinch points, including: Hudson Strait, Melvin Bay area including Itivia Harbour and Panorama Island;</p> <p>ii. Shallow water and shorelines; and,</p> <p>iii. Areas that have been identified as having high flows and/or high concentrations of marine mammals, marine fish or seabirds;</p> <p>b. Open water and ice-covered conditions;</p> <p>c. Spill volumes up to and including loss of a full tanker cargo; and,</p> <p>d. Differences in the quantity and properties of each type of bulk fuel transported by vessels when they are at, or in transit to, the port of Rankin Inlet.</p> <p><b>Commentary:</b> Modelling considerations related to item (b) should be inclusive of seasonal ice variability, i.e. ice formation and break up.</p>	Results of the spill dispersion modeling should be submitted to the NIRB at least 90 days prior to the commencement of construction, with requirements for annual reporting to be determined following approval of the Project by the Minister.	In compliance. See Shipping Management Plan, Version 6 (March 2017).
<b>MARINE WILDLIFE</b>		
<b>79:</b> Prior to any Project-related shipping, the Proponent will update its marine baseline information to ensure that it includes the most recent information on marine wildlife abundance and distribution, carefully considers seasonal distribution patterns of marine wildlife, and incorporates western scientific and Inuit Qaujimajatuqangit knowledge sources. The updated marine baseline should be made available to appropriate authorities for feedback, then incorporated into the Proponent's Shipping Management Plan (SMP), with continued updates on a regular basis as new information becomes available.	Updated baseline should be provided to the NIRB and appropriate authorities prior to the commencement of Project-related shipping, with annual reporting requirements to be determined following approval of the Project by the Minister	In compliance. See: Shipping Management Plan, Version 6 (March 2017).
<b>80:</b> The Proponent shall assess its available baseline information for Melvin Bay and for the area surrounding the fuel transshipment anchorage to ensure that both are adequate for the detection of Project-related impacts, particularly related to contaminants.	Not specified	In compliance. See: Shipping Management Plan, Version 6 (March 2017).
<b>81:</b> Prior to any Project-associated shipping, the Proponent shall revise and update the Terrestrial Environment Management Plan (TEMMP) and/or the Shipping Management	Updates to the relevant plan(s) should be provided to the NIRB a	In compliance. See Agnico Eagle's Shipping Management Plan, Version 6 (March 2017).

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<p><i>Plan (SMP) to include following information:</i></p> <p><i>a. a plan for involvement of local hunters in wildlife baseline studies and monitoring program;</i></p> <p><i>b. a plan for coordinating wildlife studies/monitoring activities with other organizations, institutions, government departments and/or individual researchers conducting wildlife studies in the regional study area; and</i></p> <p><i>c. measures to be applied to avoid or reduce the disturbance, harassment, injury or mortality of marine mammals due to shipping activities.</i></p>	<p><i>minimum of 120 days prior to the commencement of Project-related shipping, with annual reporting requirements to be determined following approval of the Project by the Minister</i></p>	
<p><b>82:</b> <i>The Proponent shall require all contracted shipping companies to provide full-time marine wildlife monitoring using trained observers and established data collection and recording protocols. Monitoring plans should include provisions for all Species At Risk Act (SARA) and for the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) listed species (birds and mammals).</i></p> <p><b>Commentary:</b> <i>The Proponent is encouraged to consult with the parties involved with marine wildlife management to develop standardized marine wildlife data collection and recording protocols.</i></p>	<p><i>Updated monitoring plans should be provided to the NIRB a minimum of 120 days prior to the commencement of Project-related shipping, with annual reporting requirements to be determined following approval of the Project by the Minister</i></p>	<p>Compliance unknown. In 2016, the NIRB requested additional details from the Proponent regarding its marine wildlife monitoring program and how contracted shipping companies were being informed of monitoring protocols. Agnico Eagle responded that the program was not in operation in 2016 but that it would ensure contracted shipping companies were compliant in 2017.</p> <p>The NIRB expects the Proponent to provide a summary of results from the vessel-based Marine Mammal and Seabird Observer (MMSO) program in its 2017 Annual Report and all future Annual Reports. See Agnico Eagle's <i>Shipping Management Plan, Version 6</i> (March 2017) for a description of monitoring protocols.</p>
<p><b>83:</b> <i>The Proponent shall ensure that, subject to vessel and human safety considerations, all Project shipping adhere to the following mitigation procedures while in the vicinity of marine mammals (including polar bear) and birds:</i></p> <p><i>a. Marine mammals will be given right of way;</i></p> <p><i>b. Ships will when possible, maintain a straight course and constant speed, avoiding erratic behavior; and</i></p> <p><i>c. When marine mammals appear to be trapped or disturbed by vessel movements, the vessel will implement appropriate measures to mitigate disturbance, including stoppage of movement until wildlife have moved away from the immediate area.</i></p>	<p>Not specified</p>	<p>In compliance. See: <i>Shipping Management Plan, Version 6</i> (March 2017).</p>
<p><b>84:</b> <i>Prior to any Project-related shipping, the</i></p>	<p><i>Mapping and</i></p>	<p>In compliance. See: <i>Shipping</i></p>

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>Proponent will prepare a map of terrestrial walrus haulouts (uglit) in the Project area, and use this information for route planning, fuel spill modeling, and sensitive area identification. The map should include all available sources of information on uglit locations, including scientific knowledge and Inuit Qaujimagatuqangit and shall be updated by the Proponent whenever new information becomes available.</i>	<i>associated details should be provided to the NIRB a minimum of 180 days prior to the commencement of Project-related shipping, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	<i>Management Plan, Version 6 (March 2017).</i>
<b>85:</b> <i>The Proponent shall consider ways to monitor disturbance to walruses at terrestrial haulout sites, including but not limited to remote monitoring (e.g., time-lapse cameras) and community-based monitoring or Inuit Qaujimagatuqangit surveys.</i>	Not specified	Not Yet Achieved. The NIRB expects the Proponent to describe its plans to monitor disturbance to walruses at terrestrial haul out sites in its next Annual Report. A log of any public consultation should also be included in future reports.
<b>86:</b> <i>The Proponent is encouraged to liaise with relevant stakeholders, regulatory agencies and/or forums (e.g. the Marine Environmental Working Group associated with the Mary River Project), that might allow for participation in relevant research and management initiatives and increasing understanding and mitigation of potential cumulative effects associated with the Project's shipping activities through the Hudson Strait.</i>	Not specified	Not Yet Achieved. The NIRB expects details of the Proponent's communication/collaboration with other stakeholders and agencies to be provided in its future Annual Reports.
<b>ECONOMIC DEVELOPMENT, CONTRACTING, AND BUSINESS OPPORTUNITIES</b>		
<b>87:</b> <i>The Proponent is strongly encouraged to participate in the work of the Kivalliq Socio-Economic Monitoring Committee along with other agencies and the communities of the Kivalliq region, and to identify areas of mutual interest and priority for inclusion into a collaborative monitoring framework that includes socio-economic priorities related to the Project, communities, and the Kivalliq region as a whole.</i>	Not specified	In compliance. The Proponent has been participating in the Kivalliq Socio-Economic Monitoring Committee for a number of years because of the Meadowbank Gold Mine.
<b>88:</b> <i>The Proponent is encouraged to work in collaboration with other socio-economic stakeholders including for example, the KIA, GN, AANDC, and communities of the Kivalliq region, to establish a socio-economic working group for the Project to develop and oversee the Meliadine Socio-economic Monitoring Program. The working group should develop a Terms of Reference which outlines each</i>	Not specified	Not yet achieved. The Proponent has indicated to the NIRB that the Terms of Reference for the Meliadine Socio-Economic Monitoring Program and working group are being developed and should be finalized before the end of the year.

**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>member's roles and responsibilities with regards to, where applicable, project-specific socio-economic monitoring throughout the life of the Project. The Terms of Reference are to be provided to the NIRB upon completion, and within one year of issuance of the Project Certificate.</i>		
<b>89:</b> <i>The Proponent shall develop the Meliadine Socio-economic Monitoring Program to monitor the predicted impacts outlined in the FEIS as well as regional concerns identified by the Kivalliq Socio-economic Monitoring Committee (SEMC). Where possible, the Proponent is encouraged to work in collaboration with all other socio-economic stakeholders such as the KIA, GN, AANDC and the communities of the Kivalliq region in developing this program, which should include a process for adaptive management and mitigation in the event unanticipated impacts are identified. Details of the Meliadine Socio-economic Monitoring Program are to be provided to the NIRB upon finalization, and within one year of issuance of the Project Certificate.</i>	Not specified	Not yet achieved. In October 2017, the Proponent indicated to the NIRB that it submitted a gap analysis between the Meadowbank Socio-Economic Monitoring Program (SEMP) and Meliadine SEMP requirements to the GN earlier in the year, and is planning on submitting the Kivalliq Projects SEMP to the GN and NIRB at the end of 2017. This Program will include Meadowbank and Meliadine socio-economic monitoring, with project-specific monitoring where required.
<b>90:</b> <i>Prior to the commencement of operations, the Proponent is required to undertake an analysis of the risk of temporary mine closure, giving consideration to how communities in the Kivalliq region may be affected by temporary and permanent closure of the mine, including economic, social and cultural effects. The results of this analysis are to be provided to the NIRB upon completion.</i>	Not specified	Not yet achieved. The Proponent has indicated to the NIRB that it will meet this condition in the 2 <sup>nd</sup> quarter of 2019.
<b>91:</b> <i>Within 3 months of the NIRB's acceptance of the Proponent's analysis of the risk of temporary mine closure referenced above, the proponent is expected to update its Socio-Economic Management Plan or to include within a newly developed plan or framework, a description of its plan to collect and analyze Project-specific and regional data at closure and post-closure phases, as well as its defined measures to help mitigate impacts which may result from Project closure(s), both temporary and final.</i>	Not specified	Not yet achieved. The Proponent has indicated to the NIRB that it will meet this condition in the 2 <sup>nd</sup> quarter of 2019.
<b>EMPLOYMENT</b>		
<b>92:</b> <i>The Proponent shall submit a detailed staff schedule to the NIRB and to the Government of Nunavut in the first 6 months following the</i>	<i>Within 6 months of Project Certificate issuance and as</i>	In compliance. Sent by email to NIRB November 5, 2015.



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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<p><i>issuance of a Project Certificate. The schedule should, at a minimum, provide a description of:</i></p> <p><i>a. Title of positions required by department and division;</i></p> <p><i>b. Quantity of positions available by Project phase and year;</i></p> <p><i>c. Transferable skills, both certified and uncertified which may be required for, or gained during, employment within each position; and,</i></p> <p><i>d. The National Occupational Classification (NOC) code for each individual position.</i></p> <p><i>The Proponent is encouraged to consult the Government of Nunavut during development of the schedule. A new schedule should be submitted following any significant deviation from original predictions.</i></p>	<i>required thereafter.</i>	
<p><b>93:</b> <i>The Proponent is encouraged to register all trades occupations, journeypersons and apprentices working with the Project and to register any trades occupations listed in its forecast, as well as to provide the Government of Nunavut with information regarding the number of registered apprentices and journeypersons from other jurisdictions employed at the Project during each year of the Project's life.</i></p>	Not specified	Not yet achieved. The Proponent indicated to the NIRB in October 2017 that they expect to start registering trade occupations, journeypersons and apprentices in Q1 2018. The NIRB expects these employment details to be provided annually, beginning with the Proponent's 2017 Annual Report.
<p><b>94:</b> <i>The Proponent shall update its labour force analysis utilizing current or the most recent baseline information as may be available from the Nunavut Bureau of Statistics or Statistics Canada. The updated labour force analysis is to be provided to the NIRB within 6 months of the Project Certificate being issued. The Proponent is encouraged to work collaboratively with other stakeholders to monitor any impacts the Project may have on the labour force characteristics of the Kivalliq region during all project phases.</i></p>	Not specified	In compliance. Sent by email to NIRB November 20, 2015.
<b>EDUCATION AND TRAINING</b>		
<p><b>95:</b> <i>The Proponent is encouraged to work with training organizations and/or government departments offering mine-related or other training in order to provide additional opportunities for residents and employees to gain meaningful and transferable skills and certifications.</i></p>	Not specified	<p>Partially in compliance. In October 2017, the Proponent indicated to the NIRB that an underground training program has been developed and implemented in 2017 in collaboration with Nunavut Arctic College and that other programs are in development.</p> <p>The NIRB expects details of the Proponent's collaboration with other stakeholders and agencies to be provided</p>

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
		in its future annual reports. Given the Proponent's plan to begin operations in late 2019, the NIRB emphasizes the importance of developing a training plan in a timely manner.
<b>96:</b> <i>Prior to construction, the Proponent shall develop an easily referenced listing of formal certificates and licences that may be acquired via on-site training or training during Project employment. The listing shall indicate which of these certifications and licences would be transferable to a similar job site within Nunavut, and should be updated on an annual basis, and is to be provided to the NIRB upon completion and as may be revised.</i>	<i>The initial listing should be provided to the NIRB at least 60 days prior to the start of construction, and annually thereafter or as may otherwise be required.</i>	In compliance. See Proponent's 2016 Annual Report.
<b>97:</b> <i>The Proponent's project-specific socio-economic monitoring program should be updated to address the potential impacts to education and training which may arise from temporary, final and/or post-closure phases.</i>	Not specified	Not yet achieved.
<b>98:</b> <i>The Proponent is encouraged to work with the members identified as potential stakeholders in the socio-economic monitoring working group and with the Kivalliq Socio-Economic Monitoring Committee to review and monitor education utilization rate trends on an on-going basis to understand if the Project can be determined to be having an impact on the education system of the Kivalliq region and/or on any communities in particular.</i>	Not specified	Not yet achieved. The NIRB expects details of the Proponent's collaboration with other stakeholders and agencies to be provided in its future annual reports.
<b>POPULATION DEMOGRAPHICS</b>		
<b>99:</b> <i>The Kivalliq Socio-Economic Monitoring Committee and its membership are encouraged to engage in the monitoring of demographic changes including the movement of people into and out of the Kivalliq communities and the territory as a whole. This information may be used in conjunction with monitoring data obtained by the Proponent from recent hires and/or out-going employees in order to assess the potential effects of the Project on migration.</i>	Not specified	Not yet achieved. The NIRB expects details of the Proponent's collaboration with other stakeholders and agencies to be provided in its future annual reports.
<b>100:</b> <i>The Proponent is encouraged to work with the Kivalliq Socio-Economic Monitoring Committee to design and implement a voluntary survey to be offered to its Nunavummiut employees on an annual basis in order to identify changes of address, housing status (i.e. public/social, privately owned/rented, government, etc.), and</i>	Not specified	Not yet achieved. The NIRB expects details of the Proponent's collaboration with other stakeholders and agencies to be provided in its future annual reports.

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>migration intentions, while respecting confidentiality of all persons involved. The survey should be designed in collaboration with the Government of Nunavut, the Nunavut Housing Corporation and other relevant stakeholders. Non-confidential results of the survey are to be reported to the Government of Nunavut and the NIRB.</i>		
<b>101:</b> <i>The Proponent shall include with its annual reporting to the NIRB a summary of employee origin information as follows: a. The number of Inuit and non-Inuit employees hired from each of the Kivalliq communities, specifying the number from each; b. The number of Inuit and non-Inuit employees hired from each of the Kitikmeot and Qikiqtani regions, specifying the number from each; c. The number of Inuit and non-Inuit employees hired from a southern location or other province/territory outside of Nunavut, specifying the locations and the number from each; and d. The number of non-Canadian foreign employees hired, specifying the locations and number from each foreign point of hire.</i>	Not specified	Not yet achieved. The NIRB expects these employment details to be provided annually, beginning with the Proponent's 2017 Annual Report.
<b>TRADITIONAL ACTIVITY AND KNOWLEDGE</b>		
<b>102:</b> <i>Prior to commencing construction of the Discovery spur road to pass Meliadine Lake, the Proponent shall provide to the NIRB, details regarding the design features for the Meliadine Lake community boat launch, including traffic turnoffs from the all-weather access road, relevant signage, parking areas, considerations for public safety around the boat launch, plans for garbage removal and treatment of other refuse including buildings and equipment which may be stored at the site, as well as plans to monitor and/or maintain the site, including frequency and timing. These details, once finalized, shall also be incorporated, as updates, to various mitigation, monitoring and/or management plans as applicable.</i>	Initial details to be provided prior to commencement of construction of the Discovery spur road; submission of updated plans and monitoring details to be determined following approval of the Project by the Minister	Not yet achieved. The Proponent has indicated this will be in 2024.
<b>103:</b> <i>The Proponent is encouraged to consult with the Kangiqliniq Hunters and Trappers Organization and the Kivalliq Socio-Economic Monitoring Committee and to make all reasonable efforts to engage Elders and community members of the Kivalliq communities in order to have community level input into updates to its monitoring plans,</i>	Not specified	Not yet achieved. The NIRB expects a log of the Proponent's consultation to be provided in its future Annual Reports along with details of how such consultation was incorporated into its monitoring and mitigation plans.

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<p>programs and mitigative measures. This type of engagement will ensure that these programs and measures have been informed by traditional activities, cultural resources, and land use as such may be implicated or impacted by ongoing Project activities. All plans are to include a feedback mechanism for consulting with residents of the Kivalliq, including the provision of results from the Proponent's wildlife monitoring programs to each community.</p> <p>The Proponent shall submit updated plans to the NIRB within 30 days' of their revision and/or finalization.</p>		
<b>NON-TRADITIONAL LAND USE AND RESOURCE USE</b>		
<p><b>104:</b> The Proponent is encouraged to consult with outfitting and guiding businesses that operate in the LSA and RSA regarding use of the area, specifically as it relates to hunting, fishing and guiding within proximity of the AWAR. Results of this consultation should be incorporated into updated plans where applicable.</p>	Not specified	Not yet achieved. The NIRB expects a log of the Proponent's consultation to be provided in its future annual reports along with details of how such consultation was incorporated into its monitoring and mitigation plans.
<p><b>105:</b> The Proponent is strongly encouraged to consider incorporating information obtained from local outfitting and guiding businesses into its Hunter Harvest Survey where possible, and to include these organizations as potential respondents to surveys undertaken.</p>	Not specified	Not yet achieved. The NIRB encourages the Proponent to begin implementing its Hunter Harvest Survey in a timely manner to ensure adequate baseline data collection. The NIRB expects the Proponent's next Annual Report to include a detailed plan for meeting Conditions #46 and #105, as well as a summary of any consultation with guiders and outfitters.
<b>CULTURAL, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES</b>		
<p><b>106:</b> The Proponent shall, in consultation with the Government of Nunavut's Territorial Archaeologist, determine a reporting frequency for the provision of inspection reports to the Government of Nunavut regarding the status of the Meliadine River Bridge, the Char River Bridge, and the M5 Bridge Crossing during the spring freshet period (mid-May to June) and during the remainder of the ice-free period to freeze-up (July to October).</p>	Not specified	Not yet achieved. The NIRB requests an update from the Proponent regarding planned monitoring and reporting frequency and planned start date of implantation.
<p><b>107:</b> The Proponent shall consult with the Government of Nunavut – Department of Culture and Heritage in developing a mitigation plan to address ice buildup at the Meliadine River Bridge, the Char River Bridge, and the Bridge Crossing at M5. The Proponent shall</p>	Not specified	Not yet achieved. The NIRB requests an update from the Proponent on the status of this plan.

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>submit this mitigation plan to the NIRB once finalized.</i>		
<b>INDIVIDUAL AND COMMUNITY WELLNESS</b>		
<b>108:</b> <i>The Proponent is encouraged to consider providing access to counseling and treatment programs for substance and gambling addictions, and programs which address domestic, parenting, and marital issues that could affect employees and/or their families.</i>	Not specified	Partially in compliance. In October 2017, the Proponent indicated to the NIRB that employees have access to the Employee Assistance Program. The NIRB notes that the Proponent committed to offer a variety of counselling and wellness programs in its Final Environmental Impact Statement and expects an update from the Proponent on the status of these programs and any relevant collaboration with other agencies.
<b>109:</b> <i>The Proponent is encouraged to work with the Kivalliq Socio-Economic Monitoring Committee to monitor potential indirect effects of the Project, including indicators such as the prevalence of substance abuse, gambling issues, family violence, marital problems, rates of sexually transmitted infections and other communicable diseases and others as deemed appropriate.</i>	Not specified	Not yet achieved. See Conditions #88 and #89. The NIRB requests regular updates from the Proponent regarding its socio-economic monitoring.
<b>110:</b> <i>The Proponent shall provide the NIRB with a description of wellness and cultural diversity/acceptance programming made available to employees and family or community members and shall report the following information with respect to each program to the NIRB annually:</i> <i>a. Language of instruction;</i> <i>b. Uptake by employees and/or family members where relevant, noting Inuit and non-Inuit participation rates;</i> <i>c. Completion rates for enrolled participants, noting Inuit and non-Inuit rates; and</i> <i>d. Issues as may relate to program content which may have been noted or present either on site or in the community and which affect Project employment or employee wellness.</i>	Not specified	Not yet achieved. In October 2017, the Proponent indicated to the NIRB that cross-cultural training began in 2017 and that Agnico Eagle will begin reporting on this in 2018.
<b>111:</b> <i>In its annual reporting to the NIRB, the Proponent is strongly encouraged to provide detailed descriptions of all employee programs and training including:</i> <i>a. Descriptions of the goals of each program offered;</i> <i>b. Language of instruction;</i> <i>c. Schedules and location(s) of when each program was offered;</i> <i>a. Uptake by employees and/or family</i>	Not specified	Not yet achieved. The NIRB acknowledges the project is in Construction and requests an update from the Proponent.

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>members where relevant, noting Inuit and non-Inuit participation rates; and, b. Completion rates for enrolled participants, noting Inuit and non-Inuit rates.</i>		
<b>112:</b> <i>The Proponent is encouraged to investigate measures and programs designed to assist Project employees with pursuing home ownership or accessing affordable housing options.</i>	Not specified	Not yet achieved. The NIRB requests an update from the Proponent including a log of any communication / collaboration with e.g., the Government of Nunavut.
<b>COMMUNITY INFRASTRUCTURE</b>		
<b>113:</b> <i>The Proponent is encouraged to collaborate with the Kivalliq Socio-Economic Monitoring Committee and the Government of Nunavut – Nunavut Housing Corporation, to design and implement a voluntary employee survey to be completed on an annual basis in order to identify any changes of address, detailed occupancy status (i.e., public/social, privately owned/rented, government, number of people sharing the resident space, etc.), housing preferences, migration intentions, and reasons for migration while respecting confidentiality of all person involved. Non-confidential results of the survey are to be reported to the Government of Nunavut and the Nunavut Impact Review Board.</i>	Not specified	Not yet achieved. See Conditions #88 and #89. The NIRB acknowledges the Proponent is in Construction and requests an update from the Proponent.
<b>114:</b> <i>The Proponent is encouraged to collaborate with the Government of Nunavut – Nunavut Housing Corporation prior to the development and inception of its programs relating to financial literacy and planning to ensure that relevant and accurate information about housing and home ownership is available and considered for inclusion.</i>	Not specified	Not yet achieved. The NIRB requests an update from the Proponent including a record of any communication / collaboration with the Government of Nunavut to date.
<b>115:</b> <i>The Proponent is encouraged to work collaboratively with the Government of Nunavut Department of Health to monitor the impacts of the Meliadine Gold Project on health services within the LSA communities and specifically, Rankin Inlet.</i>	Not specified	Not yet achieved. The NIRB requests an update from the Proponent including a record of any communication / collaboration with the Government of Nunavut to date.
<b>PUBLIC AND WORKER HEALTH AND SAFETY</b>		
<b>116:</b> <i>The Proponent shall update the air quality monitoring aspect of its environmental and health risk monitoring program to include the following parameters for particulate matter: a. An analysis of the metals content of the dust collected in passive monitoring; and b. Discrete samples to be collected on a frequency to be determined in collaboration with the Government of Nunavut, from the</i>	Not specified	In compliance. See: <ul style="list-style-type: none"> <li>• <i>Air Quality Monitoring Plan</i> (November 2015)</li> <li>• Agnico Eagle's 2016 Annual Report – Appendix A (Air Report) and Appendix B (Stack Testing Report).</li> </ul> The NIRB requests an update from the Proponent regarding item (b) – the Proponent's plans for testing for acroelin

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<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>camp, and analyzed for acrolein and aldehyde. Results are to be incorporated into the Proponent's annual reporting for submission to the NIRB.</i>		and aldehyde.
<b>ACCIDENTS AND MALFUNCTIONS</b>		
<b>117:</b> <i>Prior to construction Phase 2 of the all-weather access road and the Rankin Inlet bypass road, the Proponent shall consult applicable laws in Canada and Nunavut as well as meet with all regulatory agencies and the public as it finalizes its road operations plans.</i>	Not specified	Not yet achieved. Expected prior to 2024
<b>118:</b> <i>The Proponent shall include in an updated Terrestrial Wildlife Management and Monitoring Plan (TEMMP), plans for increased caribou monitoring efforts including weekly winter track surveying and summer and fall surveys undertaken on foot twice per month. These results shall be reported to the NIRB with the Proponent's annual reporting requirements.</i>	Not specified	In compliance. See <i>Terrestrial Environment Management and Monitoring Plan (TEMMP), Version 2</i> (November 2015). The NIRB acknowledges the Proponent's planned implementation of the TEMMP beginning in 2017 and expects monitoring results to be reported in its future Annual Reports.
<b>119:</b> <i>The Proponent shall include within its updated Terrestrial Wildlife Management and Monitoring Plan, a commitment to establishing deterrents along the AWAR at any areas where it is observed that caribou are attracted to the AWAR and their presence may present a risk of collisions with traffic along the AWAR (such as areas where caribou are utilizing the AWAR to facilitate movement, areas where caribou may be licking minerals/road salt from the road, areas where caribou are gathering to avoid insects, etc.).</i>	<i>The updated plan should be submitted to the NIRB at least 90 days prior to the start of construction, with annual reporting requirements to be determined following approval of the Project by the Minister.</i>	In compliance. See the <i>Terrestrial Environment Management and Monitoring Plan (TEMMP), Version 2</i> (November 2015). The NIRB acknowledges the Proponent's planned implementation of the TEMMP beginning in 2017 and expects monitoring results to be reported in its future Annual Reports.
<b>120:</b> <i>The Proponent shall contract only Transport Canada certified shippers to carry cargo for the Project, and will ensure shippers are aware of the requirements of the Shipping Management Plan, the Risk Management and Emergency Response Plan and the Oil Pollution Emergency Plan (OPEP).</i> <b>Commentary:</b> <i>As clarified by Transport Canada, Transport Canada certifies "vessels" or "ships" and not the "shippers" themselves. The Term and Condition should be implemented with the recognition that the Proponent intends to use Canadian-flagged ships or vessels only.</i>	Not specified	In compliance. The Proponent sent the NIRB a copy of Transport Canada's certification for <i>Desgagnes Transarctik</i> December 9, 2016. On October 31, 2017, the NIRB was forwarded a letter sent earlier in the month from Nunavut Sealink and Supply Inc. to Agnico Eagle acknowledging it has and will continue to abide by Agnico Eagle's Shipping Management Plan (March 2017), but if required will deviate from the plan to ensure the safety of the vessel, environment, staff, and others.
<b>121:</b> <i>The Proponent shall monitor the ingress/egress of Project related ships at Rankin Inlet and report any accidents or spills immediately to the regulatory agencies as</i>	Not specified	In compliance. See <i>Shipping Management Plan, Version 6</i> (March 2017).

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<b><u>TERM &amp; CONDITION</u></b> <b><u>(NIRB PROJECT CERTIFICATE NO. 006)</u></b>	<b><u>REPORTING</u></b> <b><u>REQUIREMENTS</u></b>	<b><u>COMPLIANCE ACHIEVEMENT</u></b>
<i>required by law and to NIRB's Monitoring Officer.</i>		
<b>122:</b> <i>The Proponent shall ensure that best practices are used at all times during ship to shore and other marine-based fuel transfer events, including implementing measures specifically designed to prevent leaks and spills resulting from ice forming on the hoses during fuel transfers.</i>	Not specified	In compliance. Mitigation and management to minimize and prevent spills during ship-to-shore fuel transfer described in <i>Oil Pollution Emergency Plan, Version 3</i> (April 2014). No specific mention of ice is made however the NIRB acknowledges the Proponent has committed to conduct all shipping in ice-free conditions. The NIRB expects the Proponent to include the date(s) of marine-based fuel transfer events in its future Annual Reports along with a summary of weather/sea-ice conditions on those dates.
<b>123:</b> <i>The Proponent shall ensure that the necessary spill response equipment and training is available prior to commencing project shipping.</i>	Not specified	In compliance. See <i>Shipping Management Plan, Version 6</i> (March 2017)
<b>124:</b> <i>Prior to construction, the Proponent shall update its Spill Contingency Plan specific to a major spill event occurring on the bypass road and within proximity to (and including potential spills into) Nipissar Lake.</i>	<i>The updated plan should be submitted to the NIRB at least 90 days prior to the start of construction, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	In compliance. See <i>Spill Contingency Plan, Version 5</i> (December 2015)
<b>125:</b> <i>The Proponent shall implement all such measures necessary to protect public and mine traffic on all Project roads. The measures undertaken shall include, but are not limited to:</i> <i>a. Prior to expansion of the AWAR, the Proponent shall update its Roads Management Plan to include a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements of AWAR use. The updated Plan is to be submitted to the Nunavut Impact Review Board, Kivalliq Inuit Association, Kangiqliniq Hunters and Trappers Organization, and the</i>	<i>The updated plan should be submitted to the NIRB at least 90 days prior to the start of construction, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	Partially in compliance. The NIRB acknowledges the following: <ul style="list-style-type: none"> <li>• In its latest <i>Roads Management Plan</i> (March 2017), the Proponent included a summary of consultation to date regarding the AWAR and Rankin Inlet bypass road, and committed to undertake additional consultation to update the management plan and to advise the public of rules of the road.</li> <li>• The Proponent has indicated to the NIRB that an updated Roads Management Plan will be provided in 2024 when Phase 2 of the AWAR is developed.</li> <li>• Traffic on the AWAR is currently</li> </ul>



**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b><u>TERM &amp; CONDITION</u></b> <b><u>(NIRB PROJECT CERTIFICATE NO. 006)</u></b>	<b><u>REPORTING</u></b> <b><u>REQUIREMENTS</u></b>	<b><u>COMPLIANCE ACHIEVEMENT</u></b>
<p><i>Government of Nunavut;</i></p> <p><i>b. Prior to the opening of the AWAR to the public, and annually thereafter, advertise and hold at least one community meeting in the Hamlet of Rankin Inlet and Chesterfield Inlet to explain to the community the rules for use of the road;</i></p> <p><i>c. Prior to the opening of the AWAR to the public, the Proponent shall address enforcement of health and safety rules for the operation of the road (i.e., no shooting zone) and implement necessary communications with the public (i.e., signage and public meetings), which includes, but is not limited to:</i></p> <p><i>i. Maintaining manned and unmanned gates as proposed along the all-weather access road;</i></p> <p><i>ii. The posting of signs in English and Inuktitut along the road at appropriate intervals (i.e., 10 km and bridge crossings); and</i></p> <p><i>iii. Place notices at least quarterly on the radio and television to explain to the community the rules for use of the road;</i></p> <p><i>d. Once the AWAR expansion is completed and the road is opened to the public, the Proponent shall conduct a vehicle survey four times annually (once during the weekdays during the winter season, once during the week end days during the winter season, once during the weekdays during the summer season and once during the week end days during the summer season) to record the number and types of mine vehicles and the number and type of public vehicles using the AWAR over a 12 hour period (8:00 am to 8:00 pm). The vehicle survey data shall be collated as indicated above and provided in the Proponent's Annual Report;</i></p> <p><i>e. Prior to the development of the Discovery deposit, the Proponent shall update its Road Management Plan for the planned operation of the twinned road which could include additional rules, Project infrastructure, or other measures designed to maintain safety for employees and the public; and</i></p> <p><i>f. Report all accidents or other safety incidents on the road, to the Government of Nunavut, Kivalliq Inuit Association, the Hamlet of Rankin Inlet and the NIRB immediately.</i></p> <p><b>Commentary:</b> The reference under the Reporting Requirements to "90 days prior to the start of construction" is not intended to be</p>		<p>regulated and monitored - during the NIRB's 2017 site visit, the NIRB observed signage and the Proponent's traffic logs being kept at two (2) manned gatehouses along the AWAR.</p> <ul style="list-style-type: none"> <li>• The bypass road from Itivia was under construction in summer / fall 2017 and a temporary route was being used.</li> <li>• In the summer of 2017, the Proponent installed additional road signage in and around Rankin Inlet along the temporary access route from Itivia – the signs include various caution signs as well as speed limits signs.</li> <li>• In the summer of 2017, the NIRB was informed by the Proponent that consultation with the Kivalliq Inuit Association and the local Hunters and Trappers Organization has been occurring related to the construction of an ATV/snowmobile trail that would bypass the mine site (see Condition #54).</li> </ul> <p>In the future, the NIRB expects the Proponent to provide the following:</p> <ul style="list-style-type: none"> <li>• A summary of the traffic monitoring data, a comparison of actual traffic volumes with predicted traffic volumes, and a discussion of any safety issues or incidents.</li> <li>• Updated record of consultation with the KIA and HTO regarding road access management and ATV/snowmobile trails and crossings and details of those trails and crossings;</li> <li>• Dates, locations and format of information sessions / public outreach regarding road safety and access management</li> </ul> <p>See also Conditions #48, #54, and #126.</p>

**Appendix II: Compliance of Agnico Eagle Mines Ltd. with the NIRB's Meliadine Gold Mine Project Certificate**

<b>TERM &amp; CONDITION (NIRB PROJECT CERTIFICATE NO. 006)</b>	<b>REPORTING REQUIREMENTS</b>	<b>COMPLIANCE ACHIEVEMENT</b>
<i>tied to general project construction, but rather is intended to be linked to 90 days prior to the construction associated with the expansion of the AWAR (referred to as "Phase 2 of the AWAR development" in the Proponent's Final Environmental Impact Statement).</i>		
<b>ALTERNATIVES ANALYSIS</b>		
<b>126:</b> <i>Prior to expansion of the AWAR, the Proponent shall prepare and add to the finalized Roads Management Plan (SD 2-9), a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements and any limitations on public AWAR use (i.e. the "rules of the road") and to ensure that this information continues to be clearly communicated on an on-going basis while the public has access to the AWAR.</i>	<i>The updated plan should be submitted to the NIRB at least 90 days prior to the start of construction, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	Not yet achieved. The Proponent has indicated this updated plan will be provided in 2024. As with Condition #125, the NIRB encourages the Proponent to finalize associated plans and agreements as soon as possible to ensure public safety. The NIRB also expects the Proponent to provide regular updates of consultation and outreach activities, and plans for additional consultation related to road management and safe usage.
<b>127:</b> <i>The Proponent shall, in coordination and consultation with the Kivalliq Inuit Association and the Hunters and Trappers Organizations of the Kivalliq communities, provide updates to its Shipping Management Plan to identify adaptive management measures that will be employed if effects monitoring identifies potential for effects on marine mammal populations along the shipping route.</i>	<i>The updated plan should be submitted to the NIRB at least 90 days prior to the start of construction, with annual reporting requirements to be determined following approval of the Project by the Minister</i>	In compliance. See: <i>Shipping Management Plan, Version 6</i> (March 2017).

### **Appendix III: Public Information Session Summary for the NIRB's Monitoring of Agnico Eagle Mines Ltd.'s Meliadine Gold Mine Project**

The Nunavut Impact Review Board's  
2016-2017 Annual Monitoring Report for  
Agnico Eagle Mines Limited's  
Meliadine Gold Mine Project

-Appendix III -

## **2017 Community Information Session Report**

Nunavut Impact Review Board  
File No.: 11MN034  
November 2017



**Full Report Title:** The Nunavut Impact Review Board's 2016-2017 Annual Monitoring Report for Agnico Eagle Mines Limited's Meliadine Gold Mine Project (NIRB File No. 11MN034) -Appendix III - 2017 Community Information Session Report Site Visit Report

**Project:** Meliadine Gold Mine Project  
**Project Location:** Kivalliq Region, Nunavut  
**Land Tenure:** Inuit Owned Land

**NIRB File No.:** 11MN034  
Meliadine Gold Mine Project Certificate No. 006

**Project Owner:** Agnico Eagle Mines Limited  
**Proponent Contact:** Jaime Quesnel  
**Telephone:** (819) 759-3555  
**Address:** 93 Rue Arseneault  
Val d'Or, QC  
J9P 0E0

**Date of Information Session:** August 21, 2017

**Report prepared by:** Shanley Thompson, Technical Advisor II  
**Contact:** Phone: (867) 983-4607; [sthompson@nirb.ca](mailto:sthompson@nirb.ca)

**Cover Photograph:** Courtesy of NIRB staff, August 2017

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# **1 Introduction**

Pursuant to Section 12.7.2 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada* (Nunavut Agreement) and the Meliadine Gold Mine Project Certificate [No. 006], the Nunavut Impact Review Board's (NIRB or Board) monitoring responsibilities include providing periodic updates regarding its Monitoring Program to the communities most affected by Agnico Eagle Mines Limited's (Agnico Eagle) Meliadine Gold Mine Project (the Project). To ensure public awareness of the Project's current status and activities and compliance with project-specific terms and conditions and to encourage ongoing public participation, the NIRB scheduled a community information session in Rankin Inlet on August 21, 2017. This session was the third monitoring update since issuance of the Meliadine Gold Mine Project Certificate by the NIRB on February 26, 2015.

## **1.1 Advertisements**

The NIRB advertised the community information session in the weeks preceding the event to maximize attendance and participation (Appendix IIIA). In the first week of August 2017, the NIRB distributed flyers in English and Inuktitut with details of the upcoming event to the Hamlet of Rankin Inlet, with a request to display the posters in a public location to inform residents of the upcoming event. The posters were also faxed directly to other community members and organizations. Additionally, the NIRB provided a public service announcement in English and Inuktitut to the radio station in Rankin Inlet with instructions to air the announcement once or twice daily from August 14, 2017 through to August 21, 2017.

## **1.2 Format of the Information Session**

The community information session took place during the evening of August 21 from 7:00 p.m. to 9:00 p.m. at the Rankin Inlet Community Hall. The information session was open to all members of the public, and all in attendance were asked to sign-in and identify the community or organization they represented. Light refreshments were provided and door prizes were raffled. A total of thirty (30) people were recorded in attendance (Appendix IIIB).

The session was led by Shanley Thompson (NIRB Technical Advisor II and Project Monitoring Officer for the Meliadine Gold Mine), with support from Sophia Granchinho (Manager, Impact Assessment and Monitoring Officer for the Meadowbank Gold Mine). Ms. Thompson presented an overview of the NIRB's monitoring process, an update on the Meliadine Gold Mine Project, and gave information on how the public can further participate in the monitoring process (Appendix IIIC). The presentation was delivered in English, with simultaneous interpretation provided in Inuktitut, and both English and Inuktitut text presented on-screen.

Following the presentation, members of the public were encouraged to comment and ask questions. Questions and comments were recorded by NIRB staff and are summarized in Section 2.0.

## **1.2 Materials**

Copies of the following materials were provided by the NIRB at the information session:

- The NIRB's PowerPoint presentation (in English and Inuktitut)
- The Nunavut Agreement (in English)
- The *Nunavut Planning and Project Assessment Act* (in English)
- The NIRB's Environmental Assessment Guides (in English and Inuktitut)
- Agnico Eagle's Meliadine Gold Mine Project Certificate (in English)
- Public Comment Forms (in English and Inuktitut)

Copies of consultation materials, including the presentation, advertisements and sign-in sheets, can be found in the Appendices of this report, and obtained from the NIRB's online public registry at [www.nirb.ca](http://www.nirb.ca) by using the following search criteria:

- Project Name: Meliadine Gold
- NIRB File No.: 11MN034
- Application No.: 124106

## 2.0 Session Summary

The following list is a summary of the comments and questions that were raised verbally by community members at the NIRB's 2017 community information session for the monitoring of the Meliadine Gold Mine Project (no written comments were received):

### Air Quality and Dust

- What kind of dust and air quality monitoring is being conducted, and are there protocols on-site to minimize vehicle and other emissions?
- Concern about dust along the AWAR and impacts on human health. Agnico Eagle promised to control dust during the hearings but it has not happened, especially near the community. Agnico Eagle can provide funding to the community to help with the issues of dust and KIA is supposed to be the watchdog for this, but nothing is happening.
- Discussed concerns with Agnico Eagle related to dust created in and near the community, was told to discuss this with the Hamlet, then with the KIA, then GN, etc. with no resolution.

### Wildlife

- Concern that helicopters (not necessarily from the Proponent) are shooting caribou away from the area.
- Who is responsible for dealing with wildlife issues and concerns such as the previous comment regarding helicopters chasing caribou?

### The proposed Tailings Storage Facility

- Can NIRB ensure that the tailings area will be safe at closure?
- There is a historic tailings pond near Rankin Inlet that was covered over, but oxidation occurred and affected the community's health. For the Meliadine area, the Project and



effects will be there for a long time and it's important the tailings are properly closed/remediated.

### The NIRB's Processes and Responsibilities

- What types of projects undergo review by the NIRB, and what types of projects are currently undergoing review?
- Does the NIRB go once a year to Meliadine to conduct a site visit?
- Do other agencies/authorities conduct monitoring? Do they go to site?
- How is money tracked for spending on economic, socio-economic and transboundary issues?
- The NIRB should take more responsibility. Spills have occurred; why were these not prevented?
- At the end of the Project's three-year assessment, there were 20 studies outstanding (including shorebirds) that Agnico Eagle needed to conduct to be able to get the Project approved. Were these studies completed? Why was the Project approved if the studies were not completed? What is the legal obligation of the Proponent if they did not sign-off on some of these issues?
- Concern that the NIRB required Agnico Eagle to conduct a self-assessment following the review of the Meliadine project after 3-years.
- NTI/KIA has agreements under the land claims agreement but it might be too late for local community organizations such as the hamlets to deal with the environmental (such as dust) and social issues that arise from the mines and are affecting the communities. There is no funding provided to the communities to deal with these impacts.
- Communities were invited to comment on the Project, but comments were not included within the reports that were released by the NIRB.

### **3.0 Conclusion**

The community information session hosted by the NIRB in Rankin Inlet on August 21, 2017 provided updates to the community on Agnico Eagle's Meliadine Gold Mine Project. Maps and photographs were presented to demonstrate the Proponent's completed, ongoing, and planned activities. These activities were discussed in reference to the Proponent's management and monitoring activities, and compliance with the Project Certificate. Questions and comments from the participating audience members indicate concern regarding the potential impacts of the Project, especially with regards to dust, wildlife and community health and wellbeing. The roles and responsibilities of the NIRB were also discussed, particularly how it identifies issues, incorporates the public's feedback, and holds the Proponent to task to resolve any issues.

Community members were thanked for their attendance and encouraged to continue participating in NIRB process. The comments and concerns raised during the public information meetings will aid in the identification of items that need to be addressed or considered throughout the Meliadine Gold Mine Project Monitoring Program and through the NIRB's impact assessment of similar projects in Nunavut.