

Appendix K-1

Chesterfield/Coral Shipping Consultation Report

Shipping Tour

Agnico Eagle, Desgagnés & PetroNav
Chesterfield Inlet & Coral Harbour
May 27-28, 2019



AGNICO EAGLE NUNAVUT

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Executive Summary

During May 2019, Agnico Eagle, Desgagnés Transarctik Inc. - NSSI – TTI, and Petro-Nav visited the communities of Chesterfield Inlet and Coral Harbour. Members of Agnico Eagle's Community Relations and Environment teams attended, as well as one representative from both Desgagne (representing dry cargo shipping) and Petro-Nav (representing fuel shipping). Agnico Eagle's Community Liaison Officers (CLOs) also attended the meetings in their respective community.

The main objectives of the meetings in Chesterfield Inlet and Coral Harbour were to review progress towards commitments made the year prior, discuss the upcoming shipping season, and hear feedback and concerns from the communities that may assist in adaptive management practices. The meetings had links to many Project Certificate terms and conditions as well as other obligations, but were done to directly address the Project Certificate requirements No.004 #39 & #40, Project Certificate No.006 #125(b), and No. 008 #41 & #42, as well as fulfill requirements of the International Cyanide Management Code, of which Agnico Eagle is a signatory. Refer to the Appendix: Concordance Table for a summary of the requirements.

A public meeting was also scheduled in Coral Harbour on May 28, 2019, however no public attended (probably due to a lack of communication network within the community at the time, as the Hamlet phones and community radio were both not working). Information on the shipping season was also provided to Rankin Inlet at a public meeting held on May 29, 2019, however no specific feedback or comments related to shipping were brought by the public.

Overall, the feedback heard from both communities centered around perceived impacts to wildlife caused by shipping, and the resulting impact on hunting. Overall the community was open to discussing monitoring and mitigation practices to attempt to reduce the impact, including potential improvements and collaboration on Inuit wildlife monitoring programs, transportation routing, and capacity building to be prepared for potential spills. Agnico Eagle plans to follow up with the communities after the 2019 shipping season is complete to provide results of the monitoring and mitigation practices. In 2020, Agnico Eagle is hoping to engage more directly with Elders in both communities to gather further traditional knowledge related to marine mammal, and to continue to work in collaboration with the communities going forward to address concerns and build capacity for the future.

This consultation report summarizes the main questions, points of discussion, and outcomes of the meetings. Please note that where note-taking gaps exist, the person has been identified generally. For public meetings, the community member is also identified generally.

Agenda

The agenda of each meeting was generally the same, where certain topics were either expanded or limited depending on the audience and their interests.

- Shipping Update
- Petro-Nav
- Desgagnés
- Cyanide Transportation
- Agnico All-Weather Access Road (AWAR) and By-pass Road
- Contacting Agnico
- **Other topics:**
 - Meliadine Site Update
 - Caribou Migration and Monitoring

Resources

Presentation: (20190529 Chesterfield Inlet Community Meeting_IU) (included in Appendix)

Chesterfield Inlet Shipping Hamlet Council Meeting

May 27, 2019

3:00pm

Hamlet Chamber

Meeting called by: AEM

Type of meeting: Consultation

Facilitator: AEM

Note taker: Emma Leith

Attendees:

Name	Title	
Simeonie Sammurtok	Mayor	
Jimmy Krako	Deputy Mayor	
Tony Amauyak	Councilor	
Louis Autut	Councilor	
Solomon Autut	Councilor	
Leonie Mimialik	Councilor	
Lillian Simik	Acting SAO	
Diana Tanuyak	Clerk	
Randy Boiteau	AEM	
Emma Leith	AEM	
Courtney Squires	AEM	
Robin Allard	AEM	
Dan Horton	AEM	
Suzanne Leclair	AEM	
Howard Hampton	AEM	
Christopher King	PetroNav	christopher.king@petro.nav.desgagnes.com
Gaudreau François	Desgagnés Transarctik Inc. - NSSI - TTI	francois.gaudreau@transarctik.desgagnes.com

Minutes

Agenda Item: Desgagnes

Presenter: Francois Gaudreau

Discussion: Vessel Routing

It was requested that we go south of Coats Island, and in 2018 40% of the vessels went south of Coats Island. We will continue to advise our Captains that they should go south when possible and hope to increase that number in our 2019 season.

Discussion: Cargo Transfer & Helicopter Island

Helicopter Island is where the majority of the cargo transfer is done, occasionally it happens at Ellis Island but very rare. The reason that we have to stop at Helicopter Island is because of the depth – it is too shallow for our boats to continue on to Baker Lake.

Mayor: how many trips are you doing between Helicopter Island?

FG: You will see 6 ships and two barges pass twice by Chesterfield Inlet, and then from helicopter each of those barges will do 4-7 trips for each of the 6 ships anchored at Helicopter for a total of around 36 trips. Those numbers of passages are based on the AEM expected quantity of cargo to be shipped. If more cargo is shipped, more vessels are going to be needed and therefore more passages.

Mayor: And is there a backhaul cargo?

FG: Yes, we occasionally have backhaul, typically sea cans, old machinery from Baker Lake.

Mayor: Sometimes the ship sits out-front of Chesterfield Inlet, before they go up the river, we see that sometimes – why?

FG: Yes, that will happen if the Captain doesn't have the right tide to enter into the river, but usually they try and adjust their speed through the Hudson's Bay (either slower or faster).

Mayor: We need a deep seaport here in Chesterfield Inlet – with the offloading at Helicopter Island and all of the traffic, the belugas are getting stuck and not making it out to sea. It is affecting their fat and they are skinny and no good.

Andre: Are there any dangerous critical areas that affect your navigation in the river area?

FG: There is a more critical spot above Helicopter Island on the way to Baker Lake that has tight turns

FG: We do have a procedure that is in place, so that the Captains are discussing with each other to understand their path and where they are heading to limit traffic concerns, etc.

Andre: From the anchorage from Chesterfield Inlet to Baker Lake, it's roughly 190 miles – the first critical part is [indiscernible] Island, Stoney Point, Polaris Narrows

C: We have identified those critical areas

Andre: Our local docks here are filled with rocks that are dangerous to our boaters, could AEM provide us with community support to make the docking facilities better?

EL: We will bring the navigation maps where we have identified critical areas for review with the HTO and Elders

Discussion: Inuit Wildlife Monitors onboard

We are planning to have four (4) Inuit Cadets on board 2 of our vessels servicing AEM. We are also participating in marine mammal observation network project. Our crews are filling

observation sheets and programs and the Inuit cadets/monitors will be involved in that. We have a special bird and sea mammal monitoring program with AEM.

Hamlet Representative: Why are you not getting people from Chesterfield Inlet on your ship for the Inuit cadets?

FG: it is a special program that we are working with Nunavut Marine Fishers Training Center (NMFTC, affiliated with Nunavut Arctic College, in Iqaluit) they are training to become seamen. We take them as part of their training. And in order to be on board you need to have certain certifications

Hamlet Representative: Some of the cadets don't know the wildlife from the area if they aren't from here.

FG: we could speak with NMFTC program to see if they would be willing to work with the HTO to create a training program for identification of wildlife.

EL: we could also advertise the program within the community to see if there would be local individuals who would be interested in participating in the program to become cadets

Hamlet Representative: agrees with cadet being on board but they can only observe what they see above water, seals popping up, animals swimming etc. but what about what's happening underwater?

EL: We are studying and monitoring subsurface as part of our FEIS process for our projects and we have just done another study for our most recent FEIS on the Whale Tail Pit Expansion. It is a separate monitoring program done with our consultants Golder, and that information will be available for us to share in the coming months.

Andre: The first couple of years, there were Inuit monitors on board, and now there are none.

Robin Allard: Explains Inuit Monitor program and numbers from previous shipping season, we have Inuit Monitors on board however we are having trouble with employee retention. Will continue to work with HTO to improve selection and retention process.

Andre: AEM policy is that you what you kill an animal you compensate the community. You aren't killing the animals, but you are driving the animals away, and changing our Harvest because of the noise pollution. We should be compensated

Agenda Item: Petro-Nav

Presenter: Christopher King

Discussion: Spill Response

We are highly trained at spill response procedures and have the proper equipment. We have done joint exercises with Nunavik communities.

Mayor: Spill response program done in Nunavik is it possible to have the same practice Nunavut a possibility? The training exercise that you are doing with the hamlet

CK: Yes, it's a possibility

Community Representative: When a monitor goes up to Helicopter Island – what happens when they go up the river and can't come home for bad weather or something?

RA: They stay on the boat

Andre: if there were a spill, with the strong currents – it would be a big issue not only for Chesterfield Inlet, but for all of Hudson's Bay.

Conclusions:

Hamlet and HTO representatives appreciated the visit and discussions.

Follow up required for possible spill response training for the Hamlets, including discussing with possible partners (i.e. Coast Guard).

More information needs to be provided in advance of shipping season, regarding projected shipping plans, including total traffic anticipated around Helicopter Island (as opposed to number of vessels), Desgagnés cadet monitoring and AEM monitoring opportunities and programs.

Share the information when it becomes available on the ship tracking so that community will be able to track vessels (Agnico Eagle and otherwise)

Action	Responsible	Timeline
Look into organizing a spill response exercise with Chesterfield Inlet & Coral Harbour (the same as previously done in Nunavik)	Petro-Nav & AEM	Target 2020 or 2021
More information on the Cadet program	Desgagnés	End of season
End of season numbers on # of vessels south of Coats Island	Desgagnés	End of season
Total Number of trips total from Helicopter Island (not only vessels)	Desgagnés	End of season
Could AEM provide us with community support to make the Chesterfield Inlet Community docking facilities better?	AEM	
Speak with NMFTC program to see if they would be willing to work with the HTO to create a training program for identification of wildlife.	AEM	Prior to 2020 shipping season
Advertise the Cadet training program within the community to see if there would be local individuals	Desgagnés/AEM	Prior to 2020

who would be interested in participating in the program to become cadets		shipping season
Next shipping meeting tour, bring Ship Captain & better maps to discuss with community members – set up a specific meeting with Elders/HTO to review shipping routes (collection of traditional knowledge)	AEM	2020 shipping tour

Chesterfield Inlet Shipping Public Meeting

May 27, 2019

7pm

Community Hall

Meeting called by: AEM

Type of meeting: Public meeting

Facilitator: Emma Leith

Note taker: Emma Leith

Attendees:

Name	Title	
Chesterfield Inlet Community	Chesterfield Inlet	6 community members in attendance, including 1 Elder
Randy Boiteau	AEM	
Emma Leith	AEM	
Courtney Squires	AEM	
Robin Allard	AEM	
Dan Horton	AEM	
Suzanne Leclair	AEM	
Howard Hampton	AEM	
Christopher King	PetroNav	
Gaudreau François	Desgagnés Transarctik Inc. - NSSI - TTI	francois.gaudreau@transarctik.desgagnes.com

Minutes

Agenda Item: Desgagnes

Presenter: Francois Gaudreau

Discussion: Cargo Transfer & Helicopter Island

Helicopter Island is where the majority of the cargo transfer is done, occasionally it happens at Ellis Island but very rare. The reason that we have to stop at Helicopter Island is because of the depth – it is too shallow for our boats to continue on to Baker Lake.

Community member: How Many total trips will you be doing?

FG: 6 Vessels, and 4-7 barge trips for each vessel. Those numbers of passages were planned based on the AEM expected quantity of cargo to be shipped. If more cargo is shipped, more vessels are going to be needed and therefore more passages.

Community Member: But there are more ships going to Baker Lake?

FG: Yes, we also do community resupply cargo, and there is the other shipping company NEAS

- Baker Lake 2NSSI & 2 NEAS
- Rankin: 2NSSI and 3 NEAS
- Chesterfield Inlet: 2 NSSI and 3 NEAS
- Total traffic around Chesterfield Inlet approx. 27

Community member: Last year in September we were in Stoney Point and the barges were going by and they were loud. It was because they were doing the transfer at Ellis Island. When you offload at Helicopter Island it doesn't affect us, but it definitely does at Elis.

FG: our main offloading point is Helicopter Island, and it is rare that we use Ellis, the only reason we would use Ellis would be because of weather or tides etc.

Community member: Agnico Eagle should pay a toll every time they are passing by Chesterfield Inlet – so that our community would be able to receive benefits from the additional traffic.

Discussion: Inuit Wildlife Monitors onboard

Partnership with NMFTC (school in Iqaluit) to train them in the sea program and we have two (2) Cadets on the Zelada and two (2) Cadets on the Thorco Isadora.

Elder: Older Inuit should be onboard to monitor the wildlife, mature hunters know the inlet, and these young guys don't know anything about the inlet.

Elder: these young people don't know what they are talking about – we need local monitors; you need people who understand the area and the wildlife

EL: in this presentation we are referring to dry cargo, on our fuel ships we have local monitor programs. We will be having the conversation with the HTO tomorrow around the monitoring program, but maybe it is a good opportunity to continue the conversation with the elder's groups. If you are interested, I will get your contact information so you can participate.

Elder: The HTO doesn't know anything either, a bunch of young guys.

Agenda Item: Petro-Nav

Presenter: Chris King

Discussion: Vessel Routing

Discussion on the vessel routing through the Inlet towards Baker Lake, and the direction to go south of Coats Island.

Elder: Ever since AEM has come, all the sea mammals have left the Inlet

Have there been any hearings for Whale Tail/Amaruq? With the new development it will increase the ship traffic and hurt our marine mammals

EL: The hearings are in august, and we are going through the full NIRB process (explains NIRB process) but the whale tail pit expansion will not increase the traffic through the area (explains as we are ramping up Amaruq, we will be ramping down Meadowbank, so it is replacement – not addition)

Elder: I want to see the Hamlet/HTO/KIA in the same meeting that open to the public to I can see if my elected officials are representing my interests.

Discussion: Communications

Community member: Will you be announcing when the ships are coming past Chesterfield Inlet?

CS: yes, we will be announcing the ships passing on Facebook

Agenda Item: Cyanide Transport & AWAR

Presenter: Courtney Squires

Discussion: Cyanide Management

Explanation on International Cyanide Management Code, and the requirement to explain cyanide management practices to stakeholders along the transportation route. Explanation of the potential risks, safety measures in place, and overall management including in the operations.

Community member: So, you are storing cyanide in the tailing's ponds?

CS: No, we destroy the cyanide through a chemical process in the mill before any mixture (slurry) leaves the facility it is free of cyanide.

Community member: How long does the process usually take?

CS: The chemical process to destroy cyanide happens very quickly, and it is done within the process plant

Discussion: Dewatering lakes

Community member: What do you do with the fish when you are removing fish from a lake?

CS: During the fish out as many fish as possible are fished out and transported to another lake. We usually have about a 70/80% success rate. The fish that don't live are donated to the community for food.

Discussion: AWAR

Requirement to provide information on how to use the All Weather Access Road (AWAR) for Meliadine as part of our Project Certificate. Explained the rules and procedure on how to use the AWAR, including the fact that the bypass road is private and not open to public use.

Community member: There is so much Dust accumulating in Rankin, it's a problem.

CS: We work with the hamlet and our site services departments to mitigate the effects of dust. We have an active dust suppression campaign and encourage community members who are dissatisfied to come to contact us at the community offices, or through Tussajugut.

Conclusions:

Elders were critical of the monitoring program (not having the Cadets in the Desgagnés program from the local community).

General feeling is that community is not receiving benefit from the mine activity and is the most affected by the increase in traffic.

Action	Responsible	Timeline
Have a discussion with HTO and Elders group to discuss solutions around monitoring program	AEM	2019
Hold an open session with the Hamlet/HTO/KIA in the same meeting, open to the public, to increase transparency and consistency of message.	AEM	2019 shipping tour
Ensure community is aware of shipping traffic	AEM Communications team	2019 shipping season

Chesterfield Inlet Shipping HTO Meeting

May 28, 2019

9am

Hamlet Chambers

Meeting called by: AEM Type of meeting: Open House
Facilitator: Emma Leith Note taker: Emma Leith

Attendees:

Name	Title	
Harry Autut	HTO Chair	
Janice Aggark	HTO Manager	
Barnie Aggark	HTO Member	
	HTO Members	2 additional HTO members were present
Randy Boiteau	AEM	
Emma Leith	AEM	
Courtney Squires	AEM	
Robin Allard	AEM	
Dan Horton	AEM	
Suzanne Leclair	AEM	
Howard Hampton	AEM	
Christopher King	PetroNav	
Gaudreau François	Desgagnés Transarctik Inc. - NSSI - TTI	francois.gaudreau@transarctik.desgagnes.com

Minutes

Agenda Item: Desgagnés & Petro-Nav

Presenter: Francois Gaudreau & Chris King

Discussion: Inuit Wildlife Monitor onboard

AEM has a program to have wildlife monitors on board our fuel transport ships, Desgagnés has a program to have Inuit Cadets and they will try to involve them with the wildlife monitoring report onboard their dry cargo ships.

For dry cargo, Desgagnés has a Partnership with a school in Iqaluit to train the Inuit Cadets in the sea program and we have 2 on the Zelada and 2 of the Thorco Isadora

We need help with recruitment of individuals to be willing to participate in Wildlife Monitoring on the fuel ships. We are having issue with employee retention. We know that is the desire of the

Hamlet to have someone locally from Chesterfield Inlet, but we need help to satisfy that commitment.

Some of the issue is around the late notice for boarding that the ships provide. Because of the uncertainty around weather, captains are not always sure when/if they are able to anchor off of Chesterfield Inlet to allow for the monitor to board. This means that the monitor must be “on-call” for the few weeks leading up to the Vessel voyage. Discussion around the possibility of having a longer running program where Monitors board at the last southern destination (to ensure that a monitor is on the ship through the Chesterfield Inlet area, and avoid any issues with weather).

Discussion with Desgagnés/Petro Nav on what the different possibilities would be for having Wildlife monitors from Chesterfield Inlet board in the south (at the last southern point where PetroNav takes off).

HTO is partnering with a university to conduct a monitoring program, which is funded under Arctic Connections. NTI will be putting a radar in the tower & NTI program works with AIS system – and SIKU Sea Ice monitoring

Discussion: 2019 Shipping Plan

No comments.

Agenda Item: Cyanide Transport & AWAR

Discussion: Cyanide Transport

Requirement to provide information on how to use the All Weather Access Road (AWAR) for Meliadine as part of our Project Certificate. Explained the rules and procedure on how to use the AWAR, including the fact that the bypass road is private and not open to public use.

Requirement to provide information on how to use the All Weather Access Road (AWAR) for Meliadine as part of our Project Certificate. Explained the rules and procedure on how to use the AWAR, including the fact that the bypass road is private and not open to public use.

HA: How are you disposing of the dangerous material?

RA: We burn it – it is the most fuel-efficient way to dispose of cyanide.

HA: What about the emissions? Could you not ship it south and burn it there?

RA: It would be more dangerous to transport the mixture to the south to burn, its safer to do it here.

EL: Our Communications team is sharing the information when we are transporting Cyanide on the ship and land, you will be notified over Facebook and Radio

Conclusions:

HTO would like to see monitors consistently on board between Chesterfield Inlet and Helicopter Island. The ships cannot always stop at Chesterfield Inlet to pick up the monitors (due to weather) consequently, for pick up in Chesterfield Inlet the monitor would have to be flexible and available with last minute notice. AEM should provide clear job descriptions, expectations and

clear schedule for the monitors, and involve HTO in the recruitment process. Potential solution might be boarding in the south and following the complete voyage with the trip or board the ship on its way south at Helicopter Island.

AEM needs to provide a better visual of the shipping traffic information. For cyanide transportation, more information is required about the sea to land transport (what measures are in place specifically for the shipping and transition to shore).

Action	Responsible	Timeline
Have a discussion with HTO and Elders group to discuss solutions around monitoring program	AEM-Environment, AEM-Community Relations	Prior to 2020 shipping season
Discuss with Desgagnés/Petro Nav what the different possibilities would be for having Wildlife monitors from Chesterfield Inlet board in the south (at the last southern point where PetroNav takes off.	AEM-Environment	Prior to 2020 shipping season
Provide clear Job Description & Expectations and schedule for Wildlife monitor to HTO & Hamlet, and include them in the communications when recruiting for those positions	AEM-Environment	For 2020 shipping season
Develop better visual for shipping traffic information	AEM- Communications	2019
For cyanide management, provide more information about the sea transportation and the sea to land transfer	AEM- Community Relations	For 2020 shipping season

Coral Harbour Shipping Hamlet Meeting

May 28, 2019

1:30pm

Hamlet Chambers

Meeting called by: AEM **Type of meeting:** Open House
Facilitator: Emma Leith **Note taker:** Emma Leith

Attendees:

Name	Title	
Willie Nakoolak	Mayor	
Hamlet Councilors ¹	Hamlet	
Emma Leith	AEM	
Courtney Squires	AEM	
Robin Allard	AEM	
Dan Horton	AEM	
Suzanne Leclair	AEM	
Howard Hampton	AEM	
Christopher King	PetroNav	
Gaudreau François	Desgagnés Transarctik Inc. - NSSI - TTI	francois.gaudreau@transarctik.desgagnes.com
Gaudreau François	Desgagnés Transarctik Inc. - NSSI - TTI	francois.gaudreau@transarctik.desgagnes.com

Minutes

Agenda Item: Desgagnes

Presenter: Francois Gaudreau

Discussion: Vessel Routing

We understand that the preference of the Hamlet of Coral is to have the ships go south of Coats island, we have made the strong recommendation to our captains to take that route, but ultimately it is up to the Captains discretion. They will make the call due to weather and varying factors.

MAYOR: There is a very strong current between Coats and Walrus Island –

¹ Due to change in personnel, attendance names were lost, however approximately five (6) Hamlet Councillors attended the meeting

Hamlet representative: do you pick up cargo from Churchill as well?

FG: in the past we did pick up cargo from Churchill, but we no longer have that contract, so we don't have plans for this year.

Mayor: There is a damaged sewage truck, we want to send it to Churchill

EL: what about sending it to Montreal? And then we might be able to help you.

Mayor: we have a relationship with a mechanic out of Churchill

FG: let's discuss further, we can see if we can help you

Hamlet representative: It really disrupts our hunting practices, every time the ships are going between Walrus and Coats Island, is that something that you guys can do (compensation for loss of game) – it scares off animals due to noise and traffic.

CS: Since you are referring to impacts and benefits, I would suggest also discussing this with the Kivalliq Inuit Association

Hamlet representative: Main point is Walrus and Coats, or maybe from here to Coats Island – we would prefer that they stay south of Coats. It's actually cruise ships that are creating a bigger disturbance to our walrus populations.

FG: This is a point that we will explain again to our captains to see if we can decrease the number of passages above Coats Island this year.

Discussion: Working Conditions

Hamlet representative: When I was working on the ship, I asked them if I could bring country food on board and they wouldn't allow it. You need to be accommodating for Inuit Employees, cultural sensitivity.

FG/CK: it depends on the captain; we also need to look into the regulations that we have when operating in Nunavik and purchasing local food to bring on board – we will follow up.– we will look into this and see how we can accommodate and get back to you.

Agenda Item: Petro-Nav

Presenter: Chris King

Discussion: Spill Response exercises

We have carried out spill response exercises with communities in Nunavik.

Hamlet representative indicated that the Hamlet would like Petro-Nav to carry out those exercises in Coral Harbour.

Discussion: Oil Spill

Hamlet representative: One time we were between Walrus & Coats Island – and it smelled like oil, so there was a spill. Do you know if they are reporting all spills, even if it's not close to a community?

CK: All spills are required to be reported to coast guard, required by law. It monitored by Coast Guard & Transport Canada. If you see spills, you should report it to Coast Guard or Transport Canada

Conclusions:

Overall, the Hamlet was glad to have the opportunity to discuss the topics presented. There were a few questions around compensation for loss of animals to harvest as a result of disturbance of traffic or having to travel further to harvest.

The community was understanding of the safety component of the decision to go north of Coats Island but is reiterating the request to go south of Coats Island whenever possible. There was discussion on what the best route was when going north of Coats Island, if it was north or south of Walrus Island. Desgagnés concluded that with further communication with the Captains, they believe they can increase the proportion of trips going south of Coats Island.

For the next meeting, AEM will present the number of ships north and south of Coats and explanation why in those cases it was required to go north of Coats.

Action	Responsible	Timeline
Follow up on the conversation about sewage truck repair in Quebec (Montreal)	AEM & Desgagnés	2019
Follow up on the reason why policy on country food may not be allowed on board	Desgagnés & Petro-Nav	Prior to next meeting
Follow up with Desgagnés that all captains have been briefed on the need to go below Coats Island when possible	AEM	2019
For the next meeting, return with the Captain and maps to select desired routes (whenever possible) if the ships are required to go above Coats Island	AEM & Desgagnés	Prior to next meeting

Coral Harbour Shipping HTO/KIA Meeting

May 28, 2019

3:30pm

Hamlet Chambers

Meeting called by: AEM

Type of meeting: Open House

Facilitator: Emma Leith

Note taker: Emma Leith

Attendees:

Name	Title	
Coral Harbour HTO representatives ²		
Ronnie Ningeongan	KIA	
Emma Leith	AEM	
Courtney Squires	AEM	
Robin Allard	AEM	
Dan Horton	AEM	
Suzanne Leclair	AEM	
Howard Hampton	AEM	
Christopher King	PetroNav	
Gaudreau François	Desgagnés Transarctik Inc. - NSSI - TTI	francois.gaudreau@transarctik.desgagnes.com

Minutes

Agenda Item: Desgagnés

Presenter: Francois Gaudreau

Discussion: Vessel Routing

HTO: We have a concern with Vessels travelling between Coats Island and Southampton Island – there are lots of animals there and it disturbs them. Because there are ships travelling next to Walrus Island, and the bird sanctuary, there a lot of disturbance through that area. Animals are being driven out. This means less and less animals for us to harvest, not only the large mammals, but also the smaller animals that the larger mammals feed on.

Discussion: Agreement /negotiation

HTO: Would like to see a copy of the agreement with the KIA – we want to know if we are able to receive compensation, we are more impacted than other in terms of sea traffic.

²Due to change in personnel, attendance names were lost, however approximately four (4) members of HTO attended the meeting

FG: We had a discussion with the mayor agreeing to go south of Coats Island when possible – it wasn't a signed agreement and there was no negotiation.

HTO: With Global Warming, there will be more ships sailing earlier and earlier and it means that there will more traffic.

Discussion: Increased Traffic

AEM explained that shipping is the most environmentally friendly method of transportation for goods (as opposed to trains planes and automobiles). HTO/KIA expressed concern in the increase of cruise ships and tourism which is really affecting the walrus populations. The group discussed the process of reporting other traffic to authorities.

CK: coastguard or Nordreg - would know what the ship is and where it is, and you could register the concerns to the ship operator. You can get in touch with Neil O'Rourke and discuss the concerns of Coral Harbour and cruise ships coming to Walrus Island to take photos

KIA: Comment – just wanted to let you know that we appreciate you hearing the community concerns and subsistence harvesting is important to Inuit and it will hopefully continue for many years to come. We know that shipping won't stop, in fact it will likely increase, and it is important that we work together

Conclusions:

Concerns around impact to wildlife from increased shipping traffic (but aware that only a small portion of that is from Agnico Eagle), and made reference to the issue of cruise ships increasing tourist traffic around Walrus island.

Group was appreciative of the visit and is looking forward to the next visit in the fall.

Action	Responsible	Timeline
Need to share the results of the monitoring report with Both HTOs	AEM	2019
Provide information to HTO on where to express the concerns of Coral Harbour and cruise ships coming to Walrus Island to take photos.	AEM	2019

Appendix: Summary of Action Items

Action	Responsible	Timeline
Look into organizing a spill response exercise with Chesterfield Inlet & Coral Harbour (the same as previously done in Nunavik)	Petro-Nav & AEM	Target 2020 or 2021
More information on the Cadet program	Desgagnes	End of season
End of season numbers on # of vessels south of Coats Island	Desgagnes	End of season
Total Number of trips total from Helicopter Island (not only vessels)	Desgagnes	End of season
Could AEM provide us with community support to make the Chesterfield Inlet Community docking facilities better?	AEM	
Speak with NMFTC program to see if they would be willing to work with the HTO to create a training program for identification of wildlife.	AEM	Prior to 2020 shipping season
Advertise the Cadet training program within the community to see if there would be local individuals who would be interested in participating in the program to become cadets	Desgagnes/AEM	Prior to 2020 shipping season

Next shipping meeting tour, bring Ship Captain & better maps to discuss with community members – set up a specific meeting with Elders/HTO to review shipping routes (collection of traditional knowledge)	AEM	2020 shipping tour
Have a discussion with HTO and Elders group to discuss solutions around monitoring program	AEM	2019
Hold an open session with the Hamlet/HTO/KIA in the same meeting, open to the public, to increase transparency and consistency of message.	AEM	2019 shipping tour
Ensure community is aware of shipping traffic	AEM Communications team	2019 shipping season
Have a discussion with HTO and Elders group to discuss solutions around monitoring program	AEM-Environment, AEM-Community Relations	Prior to 2020 shipping season
Discuss with Desgagnés/Petro Nav what the different possibilities would be for having Wildlife monitors from Chesterfield Inlet board in the south (at the last southern point where PetroNav takes off.	AEM-Environment	Prior to 2020 shipping season
Provide clear Job Description & Expectations and schedule for Wildlife monitor to HTO & Hamlet, and include them in the communications when recruiting for those positions	AEM-Environment	For 2020 shipping season
Develop better visual for shipping traffic information	AEM-Communications	2019

For cyanide management, provide more information about the sea transportation and the sea to land transfer	AEM- Community Relations	For 2020 shipping season
Follow up on the conversation about sewage truck repair in Quebec (Montreal)	AEM & Desgagnes	2019
Follow up on the reason why policy on country food may not be allowed on board	Desgagnes & Petro-Nav	Prior to next meeting
Follow up with Desgagnés that all captains have been briefed on the need to go below Coats Island when possible	AEM	2019
For the next meeting, return with the Captain and maps to select desired routes (whenever possible) if the ships are required to go above Coats Island	AEM & Desgagnes	Prior to next meeting
Need to share the results of the monitoring report with Both HTOs	AEM	2019
Provide information to HTO on where to express the concerns of Coral Harbour and cruise ships coming to Walrus Island to take photos.	AEM	2019

Appendix: Shipping Tour Presentation

Chesterfield Inlet Presentation is attached – Coral Harbour presentation was a variation on the same presentation, with relevant employment numbers, etc.

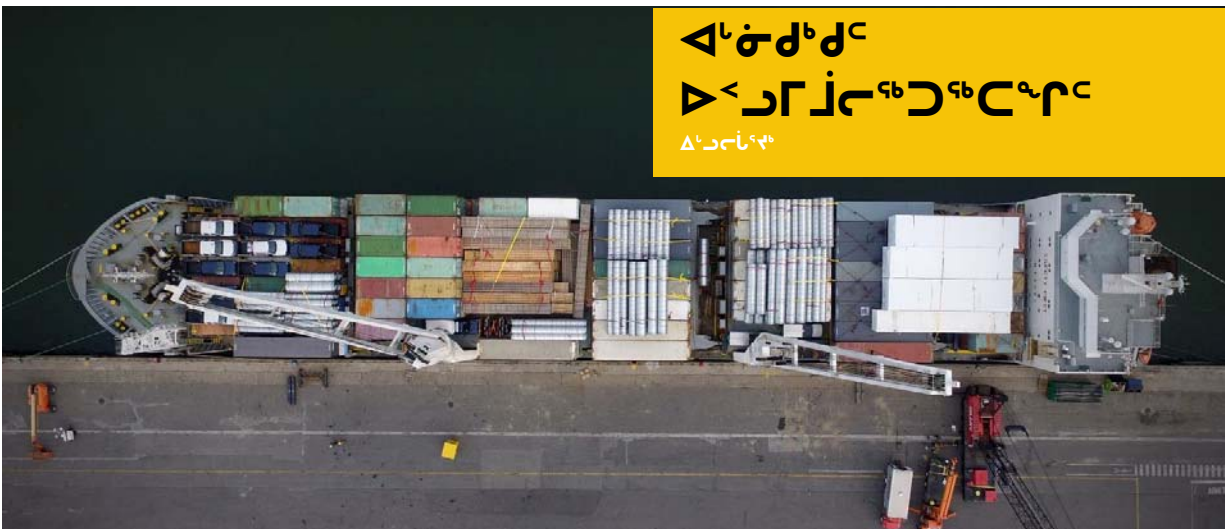


Chesterfield Inlet Information Session

Shipping Season – Agnico Eagle



AGNICO EAGLE

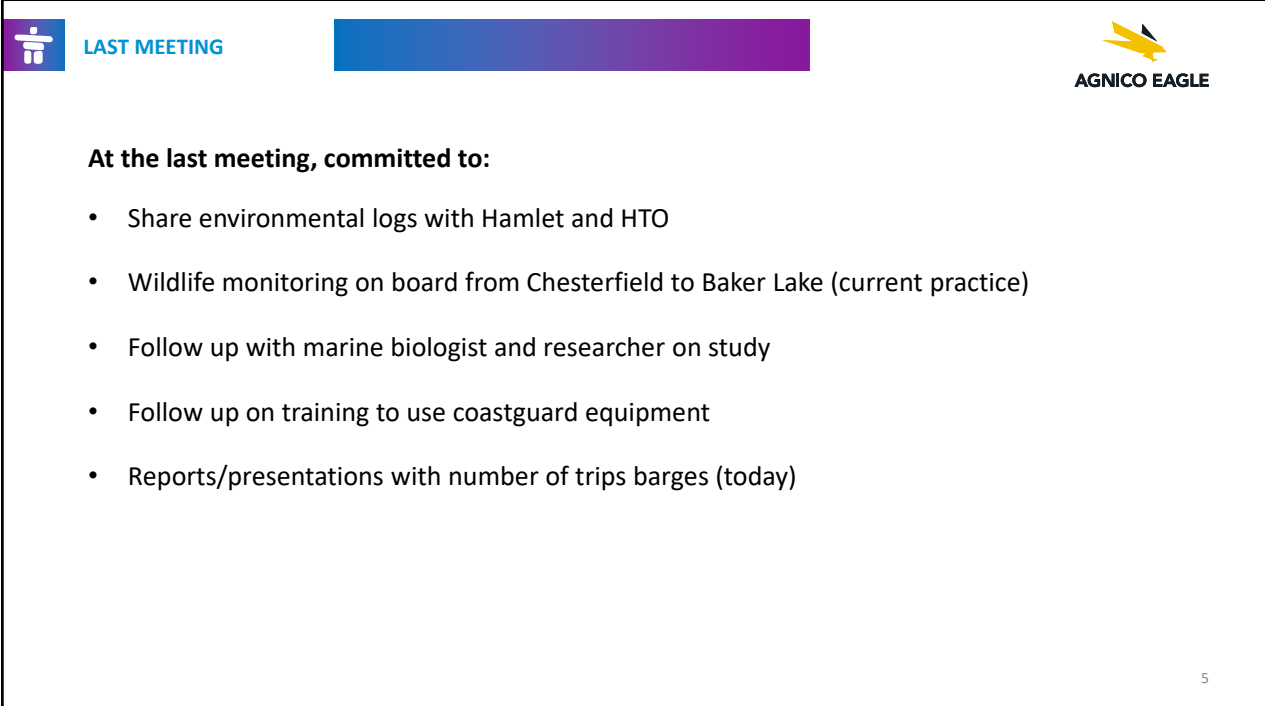


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AGNICO EAGLE

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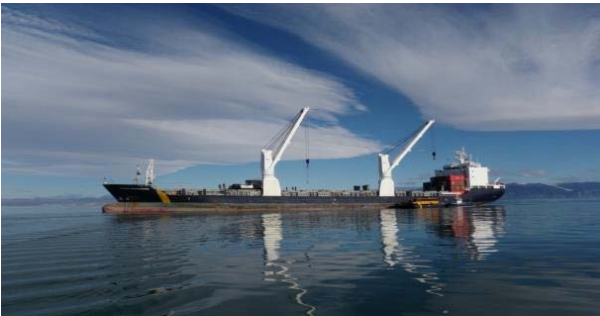
Desgagnes
Transarctik

Desgagnes
 $\triangleright^{\text{qb}} \text{rl} \triangleleft \text{rc} \text{rl}^{\text{b}} \text{d}^{\text{c}}$

Petro-Nav



Sealift Operations, Agnico Eagle Mines



Francois Gaudreau

ᐱᓄᓇᑦ ᐸᓪᓂᓴᑦ,
ᐱᓄᓇᑦ ᐸᓪᓂᓴᑦ,
ᐱᓄᓇᑦ ᐸᓪᓂᓴᑦ



**Nunavut
Sealink & Supply Inc.**



**Desgagnés
Transarctik Inc.**

ᐸᓪᓂᓴᑦ ᐸᓪᓂᓴᑦ

[illegible]

Vessels Routing



Coats Island;

[illegible]

- 23 Passages in 2018 Total for AEM
- 40% of the passages were done South of Coats Island

- 23-^ሴር^ኤ ንቡ^ኤ ርዕሰ^ኤ ጋራ^ኤ 2018-
ፖ^ኤ ከባላ^ኤ ጋራ^ኤ
- 40% ርዕሰ^ኤ ርዕሰ^ኤ ማረጋገጫ^ኤ
ላ^ኤ ለጋራ^ኤ

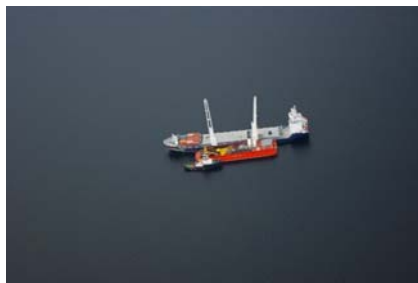
We will reiterate this recommendation to our Captains for 2019 and it will be included in our Navigation Protocol with AEM

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9

Lightering Operation

$\rho_b \triangleright \sigma^b \triangleleft \triangleright \zeta^c \cap^c \cap \sigma^c$



Ship to barge Cargo Transfer, Helicopter Island

▷Γ◁⁹▷◁⁹Γᶜ ᵀᵇ▷ᵀᶜ ▷ᵀᶜ▷ᵀᵇ
 ƒᶜᵀᵇσᶜᵇ, ᵀᵇᶜΓᵀᶜᵇ ᵀᵇᵀᵇᶜᶜᶜᵇ



Barge transiting between anchored vessel to shore in Rankin Inlet

[illegible]

10



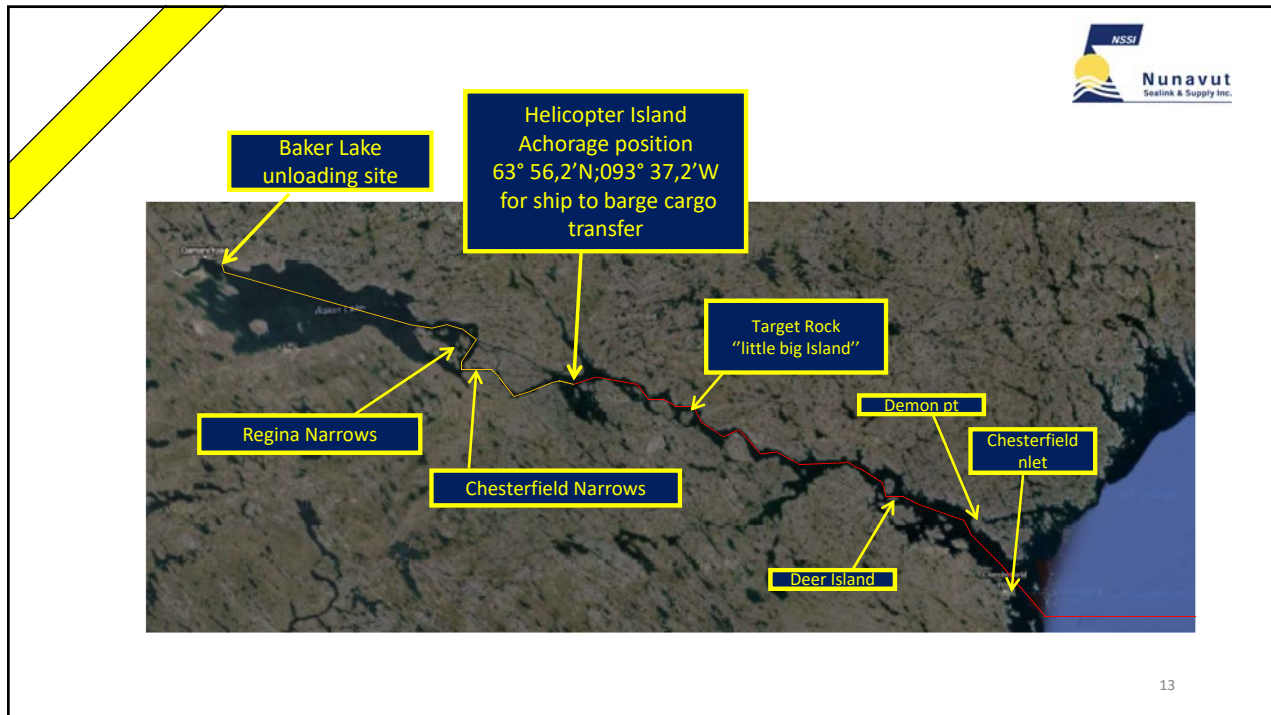
Ship to barge Transfer Helicopter Island

11

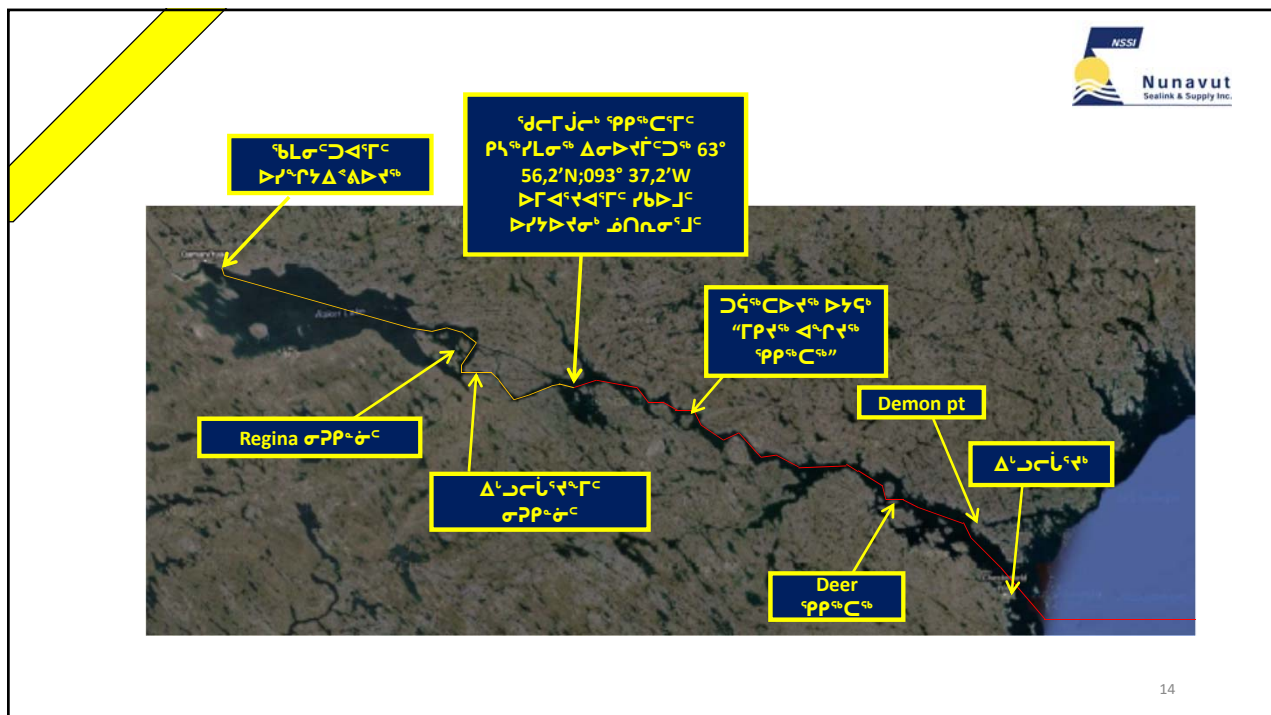


Tug boat used in Rankin Inlet

12



13



14

**Rankin Inlet
anchor position
and tug boat
routing**

62°48'14"N 92°05'44"W

Google

[illegible]

2019 Dry-Cargo Quantities and Vessels



2019 <σ^{qb}>^c ▷ℓℓ▷ℓ^c ^{qb}<ℓ▷σ^aℓ^c ◁ℓℓ▷ℓ◁ℓ^cℓ◁ℓ^c

Agnico Eagle Mine:

- **Baker Lake:** 105,000 m3, 6 large vessel trips plus 2 barges trips from Becancour to Helicopter Island;
 - Between 4-7 barge trips per vessel
- **Rankin Inlet:** 121,000 m3, 7 large vessels trips;
 - Between 40-70 barge trips per vessel;

◀^b◊^d▶⁷5^bC_n◊^cC_n▶^b◊^c:

- “**ᐅᓄᓂᑦ**”: 105,000 m3, 6 ᐅᓄᓂᑦ;
“**ᐅᓄᓂᑦ**” ᐅᓄᓂᑦ ᐅᓄᓂᑦ;
- “**ᐅᓄᓂᑦ**”: 121,000 m3, 7 ᐅᓄᓂᑦ;

Other Traffic (community re-supply cargo):

- Baker Lake: 2 NSSI and 2 NEAS
- Rankin Inlet: 2 NSSI and 3 NEAS
- Chesterfield Inlet: 2 NSSI and 3 NEAS

- $\Delta^{\text{RC}} \Delta^{\text{SCS}} \mathcal{D}^{\text{C}}$ ($\mathcal{L}^{\text{C}} \wedge \dot{\theta}^{\text{C}} \triangleright \gamma \triangleright \tau^{\text{C}}$):

- [illegible]

TOTAL TRAFFIC around Chesterfield Inlet: approx. 27 vessel trips

17

Monitoring

[illegible]

- In 2018, Kristian Brown from Rankin Inlet, participation in our Observation Program
 - We will have 4 Inuit Cadets on board our vessels in 2019 (2 on each vessel)
 - Zélada Desgagnés: 1 voyage to Baker Lake;
 - Thorco Isadora:
 - 2 voyages to Baker Lake;
 - 1 voyage mix Baker Lake and Rankin Inlet;
 - 1 voyage to Rankin Inlet.

18

Green Marine Certification Supporters

WWF
WWF-CANADA
SOUTIENT
ACTIVEMENT
L'ALLIANCE VERTE
POUR DÉVELOPPER
LE TRANSPORT
MARITIME DURABLE

Conservation de la Nature Canada

vancoouver aquarium

Ducks Unlimited Canada
Conserving Canada's Wetlands

ROMM
Région de l'Orléans
des Maritimes

CARBON WAR ROOM

OGSL
Observatoire global
du Saint-Laurent

Transport Canada

Transports Québec

CPEQ

ALLIANCE VERTE
SOUTIEUR

[illegible]

[illegible]

Marine Mammal Observation Network Project

- Desgagnés has been collaborating with the Marine Mammal Observation Network since 1998
- An identification system with data collection guide has been implemented on all vessels
- In 2018, a total of 257 observations were done by the Desgagnés fleet
- Since 2017, Desgagnés also participate in a structured program with AEM for the Marine Mammals and Seabird Observation.



22



Petro-Nav Profile

- Largest independent transporter of refined petroleum products in Canadian Great Lakes/St. Lawrence River/Maritimes
- Exclusive Long-term contracts with Canadian oil majors: Valero, Suncor, Shell
- Transport for Chemical Companies, Oil Traders, Arctic Co-operative and Mining Companies
- Deliver 11 million m³ (70 million bbls) of liquid bulk cargo per year, including crude oil

26

**Petro-Nav
Inc.**

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27

**Petro-Nav
Inc.**

Petro-Nav Arctic Operations 2018

[illegible]

- | | |
|---|---|
| <ul style="list-style-type: none"> • Deliveries to 14 communities in Nunavik | <ul style="list-style-type: none"> • ᐱᕐᓴᖅᑐᐃᖅᑕᖅᑐᑦ 14-ᓄᑦ ᓄᓇᑕᓐᓄᑦ ᓄᓇᐱᓐᓴᑦ |
| <ul style="list-style-type: none"> • Deliveries to Milne Inlet | <ul style="list-style-type: none"> • ᐱᕐᓴᖅᑐᐃᖅᑕᖅᑐᑦ Milne Inlet-ᓴᑦ |
| <ul style="list-style-type: none"> • Deliveries to Agnico Eagle Mines at Baker Lake and Rankin Inlet | <ul style="list-style-type: none"> • ᐱᕐᓴᖅᑐᐃᖅᑕᖅᑐᑦ ᐱᕐᓴᓂᓄᓄᑦ
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ᓴᕐᓴᓂᑦᑐᓂᖅᑕ |

28



2018 Baker Lake Operations

- Mother ships: San Telmo & Hafnia Daisy, 1 voyage each
- Delivery ships: Dara Desgagnes, Esta Desgagnes, Jana Desgagnes
 - 25 trips into Baker Lake

2018 ၵᄡᄡᄡᄡᄡᄡᄡ ᄡᄡᄡᄡᄡᄡᄡᄡᄡ

- ᐅᑦᐱᓕᐱᓚᐅᓕ: San Telmo ᐱᓚ Hafnia Daisy
- ᐱᓚᐅᐱᓚᐅᐱᓚᐅᐱᓚ ᐅᑦᐱᓕᐱᓚ: Dara Desgagnes, Esta Desgagnes, Jane Desgagnes



2019 AEM Operations

Both Baker and Rankin Inlet

- 2 Mother ships, 1 voyage each

Baker Lake

- 3 Delivery ships: 25 trips total trips into Baker Lake

Rankin Inlet

- 2 Delivery ships: 5 trips total

**Petro-Nav
Inc.**

2018 Baker Lake
2018 ᑲᓴᓂᓪᓴᓂᓪ



2018 Rankin Inlet
2018 ᑲᓴᓂᓪᓴᓂᓪ



**Petro-Nav
Inc.**

2018 Rankin Inlet



2018 ᑲᓴᓂᓪᓴᓂᓪ



Ship To Ship transfer ▷▷◁◁◁◁◁◁ ▷▷◁◁◁◁◁◁ ◡◡◡◡◡◡



- [illegible]

33



STS Operations

- Nunavik STS operations in 2018
 - 8 STS operations with 2 ships
 - 70 STS operations with barges
- Baker Lake and Rankin Inlet
 - 40 STS operations
- Milne Inlet
 - 2 STS Operations
- 2018 Total of 120 STS Operations
- No incidents

STS $\triangleleft \triangleright$ $\dot{\bar{c}}$ ${}^{\text{qb}}$ n^c $n\dot{\sigma}^c$

- ወደላኢፍፍ STS ለብረት ምስጢር 2018-ፍፍ
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 - 70 STS ለብረት ምስጢር ለፍፍ ምስጢር
- ምስጢር ለፍፍ ለፍፍ ምስጢር
 - 40 STS ለብረት ምስጢር
- Milne Inlet
 - ለፍፍ ምስጢር ለብረት ምስጢር
- 2018-ፍፍ ምስጢር ለፍፍ ምስጢር 120-ፍፍ STS ለብረት ምስጢር
- ምስጢር ለፍፍ ምስጢር ለፍፍ ምስጢር

34



STS Operations 2019

- Baker Lake
- 25 STS Operations at Helicopter Island
- 24 STS Operations at Baker Lake
- Rankin Inlet
 - 5 STS operations

STS 2019

- ንጌራ ምድር ለጥቅም
- 25 STS ስለሚገኙት ንግድ ለጥቅም ምድር ለጥቅም
- 24 STS ስለሚገኙት ንግድ ለጥቅም ምድር ለጥቅም
- ንግድ ለጥቅም ምድር ለጥቅም
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35



Marine Mammal Monitoring

- Wildlife Officer was on board Dara Desgagnes for approx. 30 days
- Helicopter Island to Baker Lake
- We will be ready to work with you again in 2019

[illegible]

- ሚኒስቴር ልዩ ልዩ ሪፖርት ለሚሰጡት አካላት
Desgagnes-ፖርት 30 ልዩ ልዩ ሪፖርት
- የድርጅቱ የሥራ ስልጣን ማረጋገጥ
- ለሚከተሉት ስራዎች ማረጋገጥ
ፖርት 2019-ፖርት



**Petro-Nav
Inc.**

Spill Response Capability

- All ships carry 1200 feet of boom with required equipment
- All crews receive Spill Response Training prior to departure to Arctic
- We have conducted numerous Joint Exercises with hamlets in Nunavik




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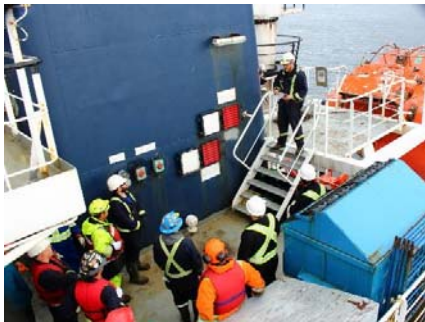
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**Petro-Nav
Inc.**

Environmental Stewardship

2017 Exercise Kangiqsujaq




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2017-ᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ ᑕᑕᑦᑕᑦᑕᑦᑕᑦᑕᑦᑕ



**Petro-Nav
Inc.**

2017 Exercise Kangiqsujuaq

2017-Γ^c Δ^b ΓΔσ^{qb} b^a ρ^{qb} ρ^d Γ^c

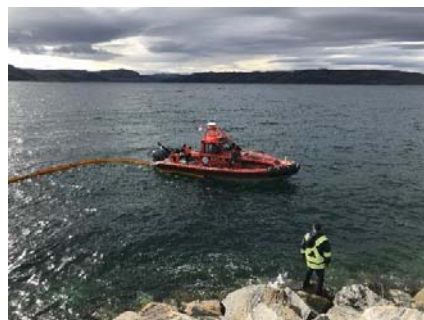


39

**Petro-Nav
Inc.**

2017 Exercise Kangiqsujuaq

2017-Γ^c Δ^b Γ^c Δ^c σ^c b^a Γ^c Γ^c Δ^c Γ^c



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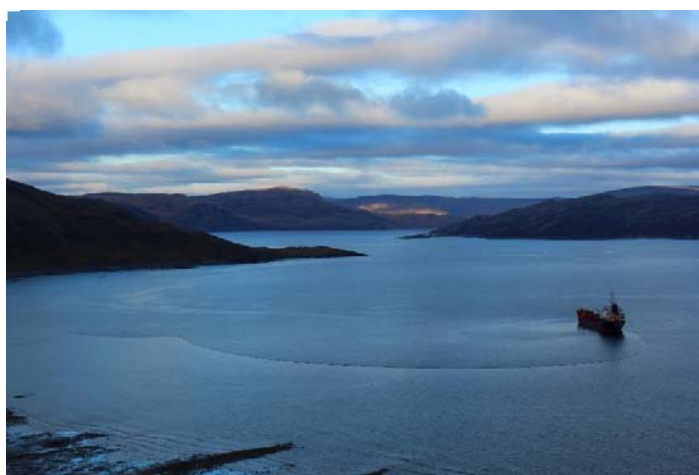
**Petro-Nav
Inc.**

2017 Exercise Kangiqsujaq

2017-Γ^c ▸^b⊃Δσ^{ab} b^aΓ^{ab}Γ^cΔ



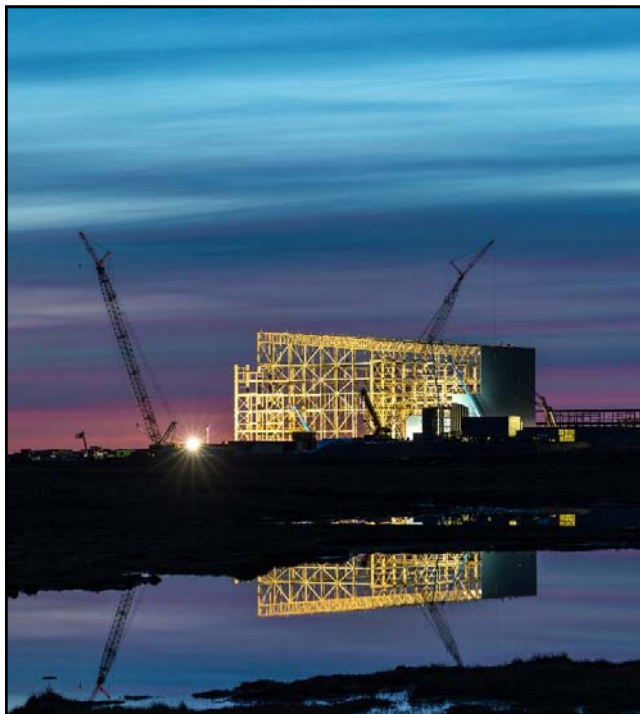
41

Petro-Nav
Inc.

Christopher King
Director of Operations- Petro-Nav
Christopher.King@Petro.Nav.Desgagnes.com

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Christopher.King@Petro.Nav.Desgagnes.com

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Cyanide Transportation

$$\begin{array}{c} \text{h}\Delta\text{e}\Delta^{\text{c}}\text{-}\Gamma^{\text{b}} \\ \text{h}\Delta^{\text{c}}\text{e}\Delta\sigma^{\text{c}} \end{array}$$



ICMC

What is the International Cyanide Management Code?

- The **International Cyanide Management Code (ICMC)** is an international standard and voluntary program for gold mining companies focused on the **safe management of cyanide** at their operations.
- In order to be certified by the ICMC, a gold mining company must have their operations **audited by an independent third party** to assess their level of implementation of the code.
- By participating in ICMC, Agnico Eagle commits to **protecting communities, the environment, and our worker's health and safety during all phases of the cyanide life cycle** (procurement, transportation, storage, use, disposal).
- Meliadine is currently implementing the ICMC standards and will go through the certification process shortly.



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ICMC

ፖሊሲዎቹ ምን ዓይነት ስልጣን አላቸው?

- [illegible]



46



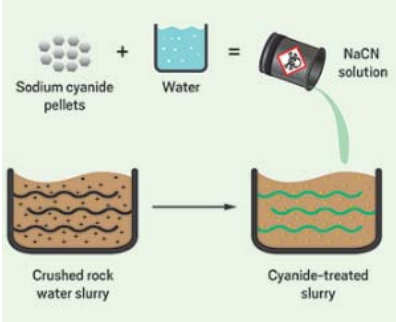


CYANIDE

What is cyanide and why do we use it?

- Cyanide is a chemical that is found in nature (fruits, apple seeds, and other food).
- The cyanide that Agnico uses is a solid granule (around 1 inch in size).
- There is no word for cyanide in Inuktitut (to our knowledge)
 - Mostly will be translated as “chemical” or “dangerous chemical”
- **Sodium cyanide** is the main ingredient that will separate the gold from the ‘slurry’
- The leftover slurry goes through a **cyanide destruction process** that uses a chemical (sodium metabisulfate) to destroy the cyanide.





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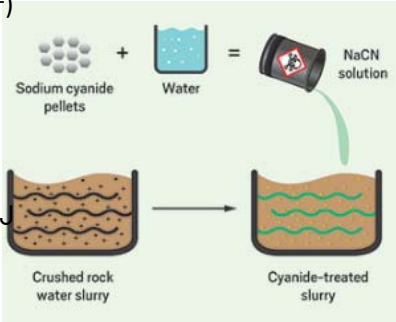



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 - ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ “ᐱᑦᑭᑦᑲᑦ”-ᐱᑦᑭᑦᑲᑦ
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- ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ ᐱᑦᑭᑦᑲᑦ
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CYANIDE TRANSPORTATION

- Cyanide is shipped as solid pellets that are packed in bags, then in wooden crates, and then loaded into sea containers and put on ships in Quebec.
- Boats are unloaded, the containers are put onto trucks and then make their way to Meliadine using the by-pass road and all-weather access road (AWAR), or to Meadowbank using the all-weather access road (AWAR)
- Cyanide is not transported through town



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 $\Delta^C - \Gamma^b \triangleleft \Delta^{\sigma^b}$

- ካልከፈለግህ ለጥራት ጥሩ ጥራት ማረጋገጫ ማድረግ
 ማረጋገጫ ማድረግ ማረጋገጫ ማድረግ
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INFORMATION

ᐃᑭᓯᐱᓕᓴᓂᓄᓐ

- There is a brochure available for more information on cyanide management process, risks, safety and monitoring

- It can also be found at:
www.aemnunavut.ca/documents

- ᐅᖁᓕᒪᒐᓈᓚᓕᓕᖁᓕᐅᖁᓕ ᐅᑭᓯᐱᓕᓴᓂᓄᓐ ᓂᓇᓴᓂᓄᓐ
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 ᐱᓕᓕᓂᓄᓐ ᓂᓇᓴᓂᓄᓐ ᓂᓇᓴᓂᓄᓐ ᐱᓴᒪᓗ
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www.aemnunavut.ca/documents





MELIADINE INTERNATIONAL CYANIDE MANAGEMENT CODE

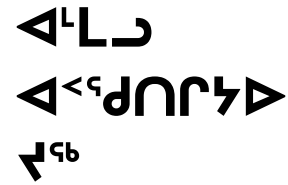
ᐱᓂᓴᓂᓄᓐ ᓂᓇᓴᓂᓄᓐ ᓂᓇᓴᓂᓄᓐ ᐱᓂᓴᓂᓄᓐ ᐱᓂᓴᓂᓄᓐ ᐱᓂᓴᓂᓄᓐ

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 TUSAAJUGUT ᐅᕐᕈᕋ	
Paths for Communicating Issues of Concern	
ᐱᕐᕋᐅᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ Tusaajugut, the formal Nunavut Community Complaints System, addresses concerns from individuals and organizations in the Kivalliq region about environmental and wildlife issues, tendering and hiring processes, or any other aspects of Agnico Eagle's operations. Complaints are taken very seriously and dedicated staff will respond to you after reviewing and investigating the issue. ᐅᕐᕈᕋ, ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ, ᐱᕐᕋᐅᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐱᕐᕋᐅᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐱᕐᕋᐅᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ. ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ.	 1-844-323-3002 tusaajugut@agnicoeagle.com aemnunavut.ca/tusaajugut ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ ᐅᕐᕈᕋ Nunavut Community Complaints System 



AWAR and **AWAR**
Bypass
Road



ROAD MAINTENANCE AND DUST

- Dust suppressant will be used on the all-weather access road to the 'Y' at Diane River, and the bypass road
- Depending on the location, water or calcium chloride will be used (tests done with "Dust Stop" last year showed it was not effective)
- Dust suppressant usage will start in early July
- The section between the 'Y' at Diane River and town will be maintained by the Hamlet, with occasional assistance from Agnico Eagle



[illegible]



AGNICO AWAR

- Check the www.aemnunavut.ca website before heading out to see if the road is open or closed
- Agnico Eagle may close the road
 - during heavy mine traffic (sealift season)
 - when weather conditions are unsafe
 - during the transportation of dangerous goods
 - for maintenance
 - or during caribou migration
- High visibility vests and buggy whips (flag for the back of your vehicle) are strongly recommended.
- Buggy whips and vests may be borrowed from the gatehouse and must be returned at the end of your trip.

ONLY ATVS, UTVS, AND SNOWMOBILES ARE ALLOWED ON THE AWAR.








Wearing a helmet is required by the Rankin Inlet Hamlet by-law.



Vehicle headlights must be on at all time.





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AGNICO AWAR ᐱᓃᑦᑭᑦᑲᑦ
AWAR

Bypass Road ᐱᓃᑦᑭᑦᑲᑦ ᐱᓃᑦᑭᑦᑲᑦ

- The **by-pass road is closed** to the community for safety reasons.
- There are signs posted at each end of the road indicating the private nature of the road.

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Meliadine Site Update

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ᑭᑦᑲᑦ



CONSTRUCTION
 ᑭᑦᑲᑦ ᑭᑦᑲᑦ

Surface Infrastructure
 ᑭᑦᑲᑦ ᑭᑦᑲᑦ ᑭᑦᑲᑦ

June 2016 ᑭᑦᑲᑦ 2016

September 2016 ᑭᑦᑲᑦ 2016

June 2017 ᑭᑦᑲᑦ 2017

September 2017 ᑭᑦᑲᑦ 2017

64

 AGNICO EAGLE


CONSTRUCTION
 ᐱᓕᓕᓐᓂᓐᓂᓐ

Surface Infrastructure
ᐃᓕᓂᓐ ᐱᓐᓂᓐ ᐱᓐᓂᓐ



2018

65



CONSTRUCTION
 ᐱᓕᓕᓐᓂᓐᓂᓐ

Camp Facilities
ᐃᓕᓂᓐ ᐱᓐᓂᓐ ᐱᓐᓂᓐ





Cafeteria
 ᐱᓐᓂᓐ

Gym
 ᐱᓐᓂᓐ

Room
 ᐱᓐᓂᓐ

66




CONSTRUCTION
የኢትዮጵያ
የኃይል ሚኒስቴር

Power Plant

ፕላንት



67



[illegible]



CONSTRUCTION
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Paste Plant

ᓂᐱᓂᓐᓂᓐᓂᓐ



69

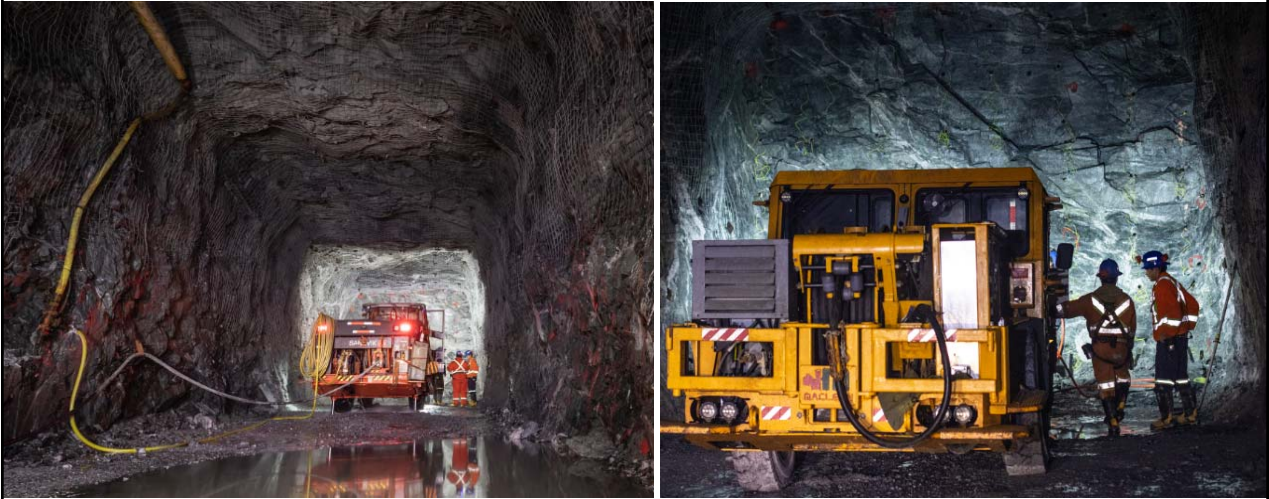

AGNICO EAGLE



CONSTRUCTION
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Underground

ᓂᐱᓂᓐᓂᓐᓂᓐ



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AGNICO EAGLE



Important Milestone Achieved: $\Lambda^L L_{\Delta} \triangleright \tau^{\zeta_b}$ $\cap \rho \triangleright \cap \Delta \triangleright \tau^{\zeta_b}$:

- First Gold Bar poured on February 21st
- ກ່ອນຈະເລີກຮັບ ປະເທດໄທ ເປັນຕົ້ນ
ແຕ່ວັນ 21-7

Production start-up sooner than expected: $\Delta C_{\Delta t} \Delta \sigma^{\text{sb}}$
 $\Delta R_{\Delta t} \Delta \sigma^{\text{sb}} \Delta \sigma^{\text{sb}} \Delta \sigma^{\text{sb}} \Delta \sigma^{\text{sb}} \Delta \sigma^{\text{sb}}$

- Commercial production expected to start during the second quarter of 2019

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Important Milestone To Come:

- Official Opening
- June 19th celebration in Rankin Inlet
- June 20th celebrating with employees on site

[illegible]

- [illegible]

72



LOCAL EMPLOYMENT
(Chesterfield)

- In 2018, Agnico Eagle increased Inuit employment in 6 out of the 7 Kivalliq communities.
- The overall trend is that we are increasing the Inuit working hours faster than non-Inuit hours.
- In total there are 12 employees working for Agnico Eagle from Chesterfield + more working for contractors

Project Agnico Eagle Employees (headcount) by Community, 2018

Community	Meadowbank	Meliadine	Total
Baker Lake	174	5	179
Arviat	74	79	153
Rankin Inlet	15	31	46
Coral Harbour	19	7	26
Nauyasat	13	15	28
Chesterfield Inlet	10	12	22
Whale Cove	9	10	19

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(ᐃᓕᓕᓂᓐ)

- 2018-ᑦᑦ, ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ 6-ᓂᓐ 7-ᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᓄᓇᓕᓐᓂᓐ.
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- ᐃᓕᓕᓂᓐᓂᓐ 12-ᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ ᐃᓕᓕᓂᓐᓂᓐ.

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Community	Meadowbank	Meliadine	Total
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Nauyasat	13	15	28
Chesterfield Inlet	10	12	22
Whale Cove	9	10	19

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PEOPLE DEVELOPMENT

Development to fast track and build capacity

- Rapid Inuit Specific Education (RISE)
 - Workplace Essential Skills (Literacy/Numeracy)
 - Trades
 - Upward Mobility
 - Support of an Adult Educator on site
- Leadership Development Program

Focus on Education

- TASK week
- Career Information Days
- IIBA Scholarships





75
 


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- ᐱᓐᓂᓐ ᐱᓐᓂᓐ ᐱᓐᓂᓐ (RISE)
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- TASK-ᓐ ᐱᓐᓂᓐ
- ᐱᓐᓂᓐ ᐱᓐᓂᓐ ᐱᓐᓂᓐ
- IIBA ᐱᓐᓂᓐ ᐱᓐᓂᓐ





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COMMUNITY INVESTMENT

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New Social Investment Program

- Focus on Kivalliq community priorities
- Donations and sponsorship
- Community program funding
- Strategic partnerships
- www.aemnunavut.ca/donations

ᓄᓇᓕᓐᓴᓐ ᓴᓴᓐᓴᓐᓴᓐᓴᓐ ᓴᓴᓐᓴᓐ

- ᓴᓴᓐᓴᓐᓴᓐᓴᓐ ᓴᓴᓐᓴᓐᓴᓐᓴᓐ ᓴᓴᓐᓴᓐ
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- www.aemnunavut.ca/donations



AEM Social Investments
YTD

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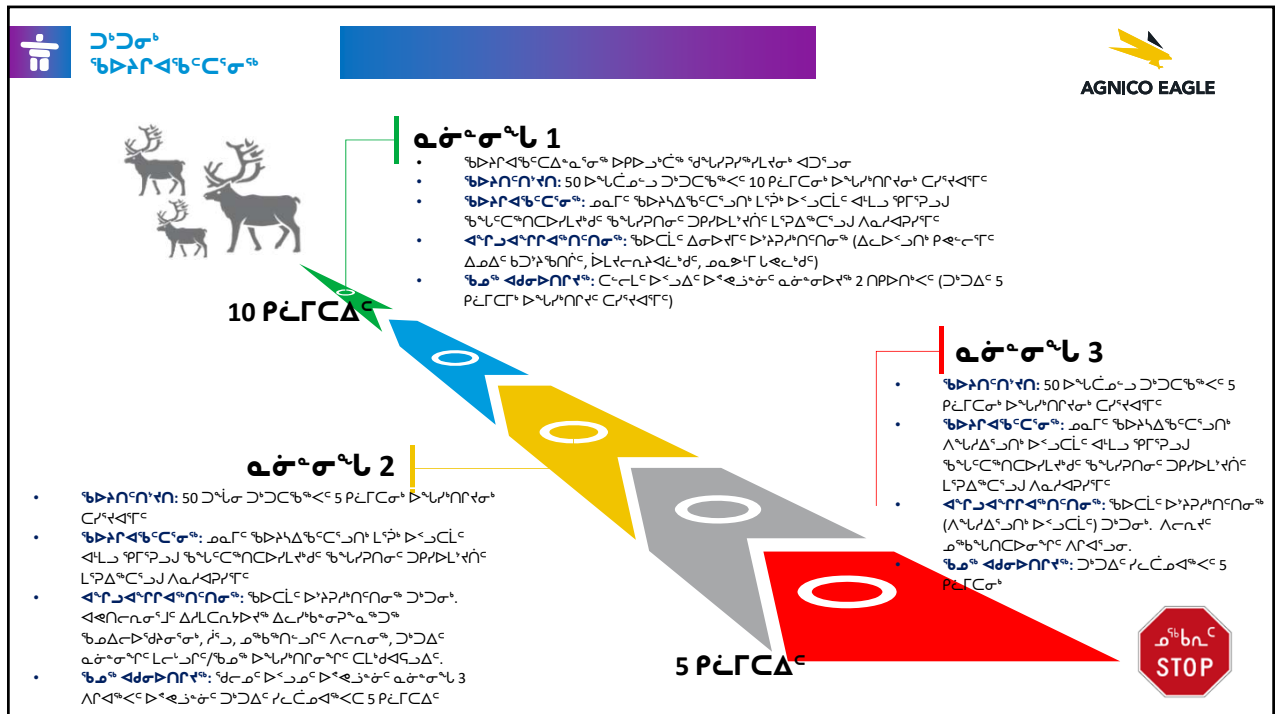
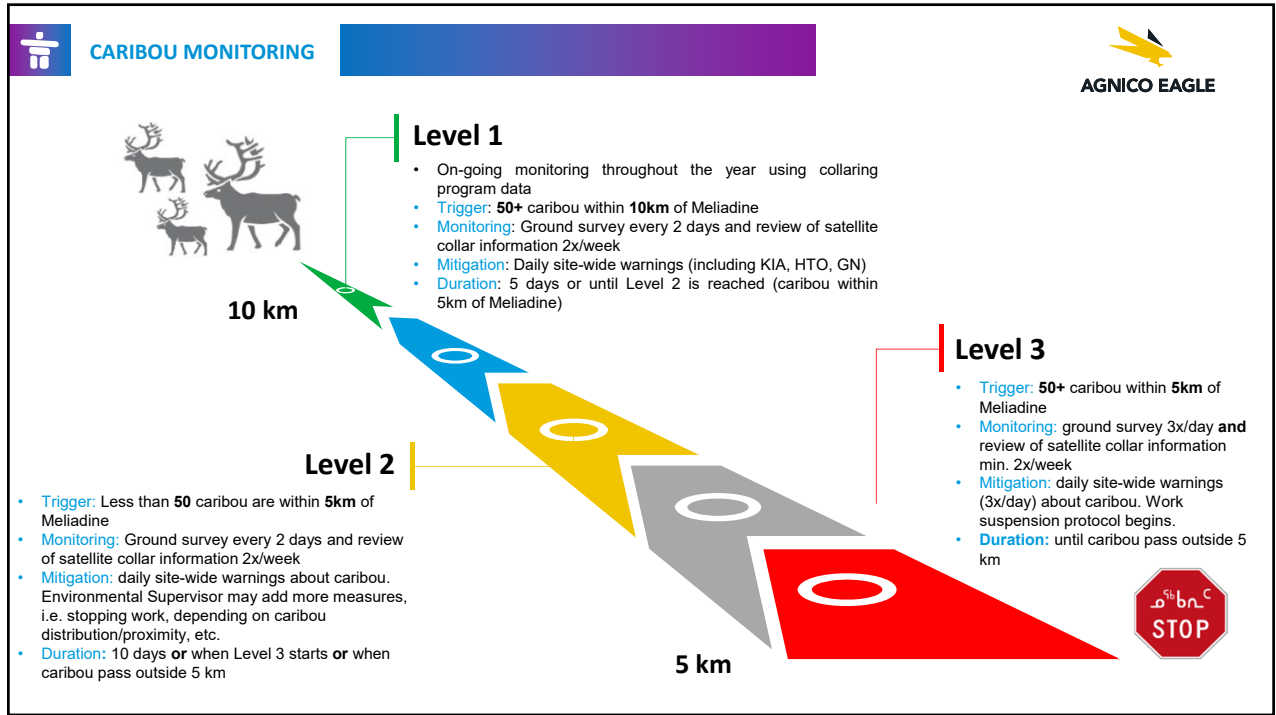


Caribou Migration and Monitoring

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AGNICO EAGLE



CARIBOU SAFETY

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SAFETY PRACTICES DURING **CARIBOU MIGRATION**



AGNICO EAGLE



-  **AS PART OF AGNICO EAGLE'S PROTOCOL, CARIBOU HAVE THE RIGHT-OF-WAY ON ALL ROADS;**
-  **SPEED LIMIT ON THE ALL WEATHER ACCESS ROAD (AWAR) IS:**
 - > 50 Km / hr
 - > Traffic is suspended when 1-50 caribou are within a 100m of the road;
-  **TRAFFIC AND MINING ACTIVITIES ARE SUSPENDED WHEN CARIBOU ARE IN CLOSE PROXIMITY TO THE AWAR AND THE MINE SITE;**
-  **WEEKLY WILDLIFE SURVEYS ARE COMPLETED ALONG THE AWAR AND THE RESULTS ARE REPORTED YEARLY TO AUTHORITIES AND COMMUNITIES;**
-  **THE AWAR IS NOT A PUBLIC ROAD AND PUBLIC TRAFFIC IS NOT ALLOWED WITHIN MINING AREAS;**
-  **HUNTING IS PROHIBITED WITHIN 1 KM OF THE AWAR AND THE PROJECT**
 - > All hunting activity must avoid shooting directly across the road;
 - > Shooting around the work area is strictly forbidden.



The safety of our employees and members of the community is our priority. Please, be safe!

FOR ALL WILDLIFE SIGHTINGS AND INCIDENTS, PLEASE CONTACT THE MINE SITE ENVIRONMENT DEPARTMENT:

Meadowbank: 819-759-3555 ext 6747, 6759 or 6744

Meliadine: 819-759-3555 ext 3925 or 3928.

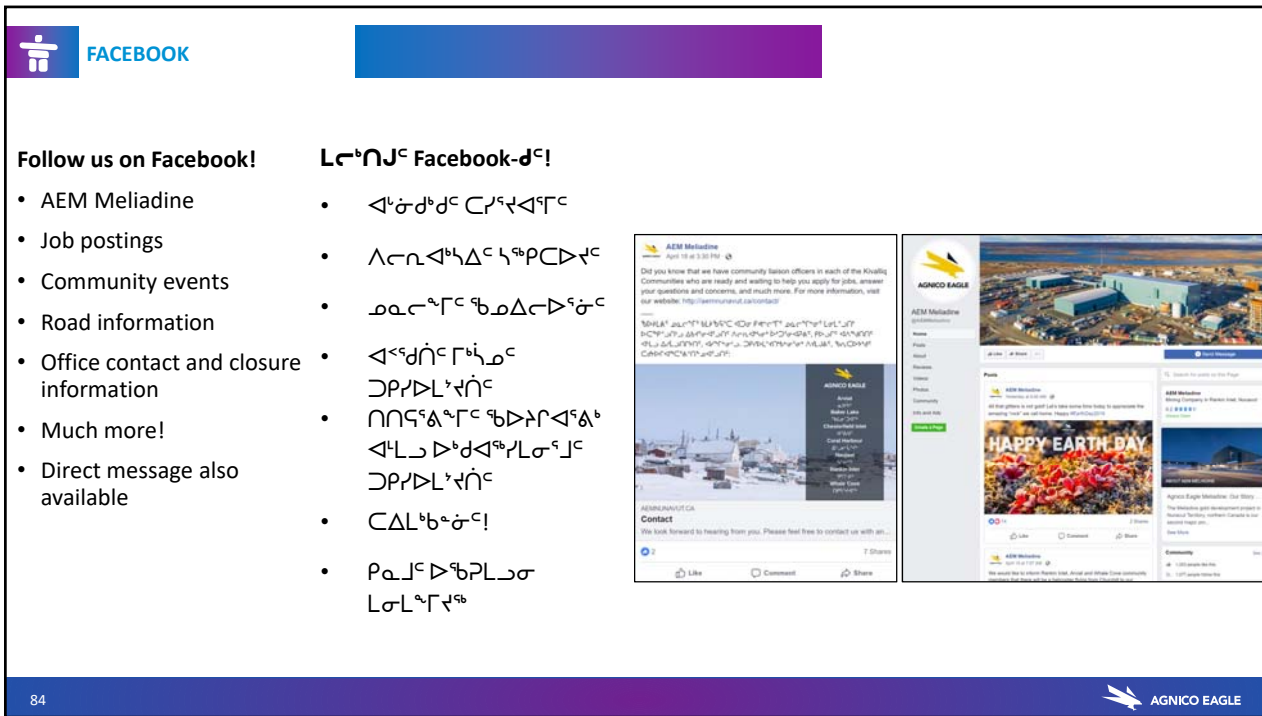
Agnico Eagle is sensitive to the concerns about the caribou and believes in working together toward a long lasting partnership; we recognize that caribou are an integral part of the Inuit culture and need to be protected.

Agnico has developed a Wildlife Management and Response Plans for both Meadowbank and Meliadine. These Plans were reviewed and approved by the NREB, KIA, CN and local HTO's. The Plans are implemented by Agnico's Environment department at both sites.

[illegible]



Contacting Agnico
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Appendix: Concordance Table

No.	Term and Condition or Requirement	Comment
NIRB Project Certificate No. 004		
39	annually advertise and hold a community information meeting in Chesterfield Inlet to report on the Project and to hear from Chesterfield Inlet residents and respond to concerns; a consultation report shall be submitted to NIRB's Monitoring Officer within one month of the meeting.	Chesterfield Inlet Shipping Public Meeting
40	Gather Traditional Knowledge from the local HTOs and conduct a minimum of a one-day workshop with residents of Chesterfield Inlet to more fully gather Traditional Knowledge about the marine mammals, cabins, hunting, and other local activities in the Inlet. Report to the KIA and NIRB's Monitoring Officer annually on the Traditional Knowledge gathered including any operational changes that resulted from concerns shared at the workshop.	Chesterfield Inlet Shipping HTO Meeting
36	ensure the placement of local area marine mammal monitors onboard all vessels transporting fuel or materials for the Project through Chesterfield Inlet	Information was included in the meeting material.
95	Inuit observation and encounter reports for on-board vessels transporting goods and fuel through Chesterfield Inlet.	Information was included in the meeting material.
36	The Proponent shall provide notification to communities regarding scheduled ship transits throughout the regional study area, including Hudson Bay and Chesterfield Inlet. The Proponent shall provide a summary of public consultation undertaken to address this term and condition in its annual report to the Nunavut Impact Review Board.	Information was included in the meeting material.
NIRB Project Certificate No. 006		
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: 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	Information was included in the meeting material.



	explain to the community the rules for use of the road;	
103	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, 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. The Proponent shall submit updated plans to the NIRB within 30 days' of their revision and/or finalization.	
NIRB Project Certificate No. 008		
38	The Proponent shall ensure that marine shipping activities avoid sensitive wildlife habitat and species along the shipping route and use a routing south of Coats Island as the primary shipping route, subject to vessel and human safety considerations. Confirmation that the requirements of this term and condition are being effectively implemented by shipping companies contracted by the Proponent should be submitted as part of annual reporting to the Nunavut Impact Review Board.	Information was included in the meeting material.
42	The Proponent shall design monitoring programs to ensure that local users of the marine area along the shipping route have the opportunity to provide feedback and input in relation to monitoring and evaluating potential project-induced impacts and changes in marine mammal distributions. The Proponent shall demonstrate how feedback received from community consultations has been incorporated into the most appropriate mitigation or management plans. The Proponent shall provide a summary of public consultation undertaken to address this term and condition in its annual report to the Nunavut Impact Review Board.	Information was included in the meeting material.