

## **Appendix 70**

---

### **Meadowbank Awar Transportation Management Plan Version 5**

---



## **MEADOWBANK GOLD PROJECT**

# **Transportation Management Plan: All Weather Access Road**

Prepared by:  
Agnico Eagle Mines Limited – Meadowbank Division

Version 5  
June 2021

## EXECUTIVE SUMMARY

Agnico Eagle Mines Limited – Meadowbank Division (Agnico Eagle) is required to implement an access management plan for the All Weather Access Road (AWAR) under covenant #54 of Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC) Crown land lease 66A/8-71-2, condition 47 of Kivalliq Inuit Association (KivlA) Right of Way (ROW) Agreement KVRW06F04 and Condition 32 of Project Certificate No.004 issued by the Nunavut Impact Review Board (NIRB). This Transportation Management Plan has been prepared to provide information on the planned utilization of the access road for the Meadowbank site, and to describe the criteria and processes used to authorize controlled non-mine use of the road for the purpose of traditional Inuit activities of NIRB Project Certificate No.004, Condition 32. This plan also include the quarry management activities along the AWAR.

The Meadowbank Gold Project is located approximately 70 kilometers north of the Hamlet of Baker Lake, Nunavut. The AWAR extends from the Hamlet of Baker Lake to the Meadowbank Mine site, a distance of approximately 110 kilometers.

Baseline environmental and geotechnical analysis of the proposed route was conducted prior to the submission of the Final Environmental Impact Statement. The right of way for the road was selected to minimize possible effects on the environment. The AWAR was completed in March 2008 and was constructed above grade, using quarried material from non-acid generating country rock, with a minimum number of bridge crossings (nine).

The AWAR is used to provide access to the site and to provide a transportation route from Baker Lake to the site for supplies (dry goods, fuel, etc.) required until the end of production and reclamation. Year-round road access reduces the amount of infrastructure required at the site by significantly reducing the volumes of fuel and other consumable supplies that must be stored at the mine in order to support ongoing operations.

## **IMPLEMENTATION SCHEDULE**

This Plan will be implemented immediately.

## **DISTRIBUTION LIST**

Agnico Eagle - Health & Safety Superintendent  
Agnico Eagle - Environmental Superintendent  
Agnico Eagle - Energy and Infrastructure Superintendent  
Agnico Eagle - Security Officer  
Agnico Eagle - Mine Superintendent  
Agnico Eagle - Mine General Manager  
Agnico Eagle - AWAR Dispatch & Gatehouse

**DOCUMENT CONTROL**

Version	Date (YMD)	Section	Page	Revision
Draft	07/18/31			Comprehensive plan for AWPAP
Draft	09/04/17			Updated to reflect completion of road construction and compromise solution for limited public access
1	09/10/03	2.2 Appendix A	6	Updated to include criteria and processes to authorize non-mine use of the road pursuant to 2009 revision of NIRB Project Certificate No.004, Condition 32
2	10/05/12	2.2 2.3.2 2.3.4 Appendix A	5	Modification of safety procedures in sec 2.2 to address INAC comments
			7	Removal of herding of wildlife as per GN Department of Environment;
			8	Addition of Section 2.3.4 addressing accidents on AWPAP
			9 Ap A	Appendix A modified to address INAC comments
3	14/03/15	1.1	1	Surface material size
		1.3	3	Update maintenance section
		2	4	Remove paragraph on Emergency Shelters
				Add paragraph on TDG requirements
		2.2	5	Remove use of HTO pass
		2.3	6	Spill kits at each major water crossing
		2.4	8	AWPAR Procedures
		4	9	New Closure plan document
4	March 2017	All		Comprehensive review. Add 1 Km shooting zone.
5	June 2021	All		Comprehensive review of the plan + added a borrow management plan section

Prepared By: *Environment Department - Meadowbank*

Approved By:



*Alexandre Lavallee*  
*Superintendent Environment & Critical Infrastructures*

## TABLE OF CONTENTS

<b>MEADOWBANK GOLD PROJECT .....</b>	<b>I</b>
<b>EXECUTIVE SUMMARY.....</b>	<b>II</b>
<b>IMPLEMENTATION SCHEDULE .....</b>	<b>III</b>
<b>DISTRIBUTION LIST .....</b>	<b>III</b>
<b>DOCUMENT CONTROL .....</b>	<b>IV</b>
<b>SECTION 1 • ROAD OPERATION .....</b>	<b>1</b>
1.1 Haulage and Road Safety .....	1
1.2 Road Access.....	1
1.3 Operational Parameters .....	3
1.3.1 Mitigation Measures – Potential Effects From Traffic .....	3
1.3.2 Mitigation Protocols – Wildlife .....	4
1.3.3 Spill Contingency Plan .....	5
1.3.4 Accident Procedures.....	5
1.4 AWAR Procedures .....	6
<b>SECTION 2 • ROAD INSPECTION AND MAINTENANCE .....</b>	<b>7</b>
<b>SECTION 3 • BORROW PIT MANAGEMENT.....</b>	<b>8</b>
3.1 Borrow Pit Extraction Methods .....	8
3.2 Borrow Pits Mitigation Measures .....	9
3.3 management of water originating from borrow pits .....	10
3.4 management of archaeological resources at borrow pits.....	10
3.5 Wildlife monitoring at borrow pits.....	10
<b>SECTION 4 • REPORTING .....</b>	<b>11</b>
<b>SECTION 5 • DECOMMISSIONING AND RECLAMATION.....</b>	<b>12</b>

## LIST OF FIGURES

Figure 1: Meadowbank AWAR Shooting Zone

Figure 2: AWAR Road Alignment

## LIST OF APPENDICES

Appendix A: AWAR Safety Rules

## SECTION 1 • ROAD OPERATION

---

The All Weather Access Road (AWAR) connects Baker Lake to the Meadowbank Complex. The AWAR is a 110 km private road built with an 8.2 m running surface. It is composed of nine (9) steel single lane bridges and culverts. The route traverses lands administered by the Hamlet of Baker Lake, CIRNAC (Crown lands) and the KivIA (Inuit Owned Lands). The land tenure along the route is broken down as follows:

- 6.92 km within the municipal boundaries of Baker Lake;
- 61.34 km on Crown Land; and
- 43.08 km on Inuit Owned Lands (25.38 km within IOL BL-14 and 19.24 km within IOL BL-18).

Kilometer markers at each kilometer flexible delineators (flags) at 100 m intervals are located on one side of the road.

The AWAR is used to transport material and petroleum products from the Baker Lake Marshalling Facility to the Meadowbank Complex by tractor trailers and fuel tankers. The road is used on a year round basis however temporary road closure may occurred for different reasons (bad weather, wildlife, heavy traffic, dangerous good transportation, etc.).

The key haulage equipment operating on the road is supported by radio controls. Radio communications are relayed through the Dispatch located at the Baker Lake Gatehouse.

The road is maintained by Agnico Eagle to ensure timely delivery of freight for mine operations. Policing of the road is conducted by Agnico Eagle's security, road maintenance, haulage staff and environment.

### 1.1 HAULAGE AND ROAD SAFETY

All of the required fuel and supplies for the operation of the mine is transported to the site via the AWAR. During the life of the mine, the transportation of freight and road maintenance operations is conducted by an owner operated fleet. All drivers is either employees of the company or a company hired contractor (such as Arctic Fuels) and must possess a valid driver's license from a Canadian province or territory, for the appropriate class of vehicle, in order for them to be allowed to operate vehicles on the access road.

When transporting Dangerous Goods on the AWAR each driver must possess and carry a valid Transportation of Dangerous Goods (TDG) certification from an accredited trainer.

### 1.2 ROAD ACCESS

As mandated by Condition 32 of the NIRB Project Certificate, the AWAR is maintained and operated as a private access road for the Meadowbank Project with controlled access for non-mine use by ATV for the purpose of carrying out traditional activities. The following measures have been implemented to manage access and use of the road:

- A manned gatehouse with lockable gate is in operation at KM 5 (on Commissioner's land administered by the Hamlet of Baker Lake). The gatehouse is manned by an Agnico Eagle

employee whenever the road is in operation. This employee acts as the Dispatch for all traffic on the road and all vehicles are required to stop and report in at the gate prior to entering or exiting the road;

- English and Inuktitut signs are posted at the gatehouse, at each major bridge crossing, and every 10 kilometers along the road, stating that unauthorized public use of the road is prohibited;
- Signs in English and Inuktitut are posted along the road route to indicate when entering and leaving Crown Land;
- Notices are placed on radio, television and Facebook regularly to inform the residents of the Hamlet of Baker Lake that the road is private with non-mine use limited to authorized use by ATV for pursuit of traditional Inuit activities; and
- All mine personnel using the road are required to monitor and report unauthorized non-mine use of the road. Dispatch will record all authorized and unauthorized use (when aware of such use) of the AWAR by non-mine vehicles.

To ensure safe and controlled use of the AWAR by ATVs for the purpose of traditional Inuit activities, Agnico Eagle has implemented the following measures:

1. The road remains closed to cars and trucks owned by the public. Access is restricted to All Terrain Vehicles (ATVs) only;
2. All ATVs accessing the road are required to report to the gatehouse. The resident will present themselves at the Agnico Eagle gatehouse and will then be given access to the road. Prior to granting access, the Agnico Eagle Dispatch will:
  - Provide a safety briefing on the road, specifically on the prevailing traffic and road conditions of the day and time, the safety rules and procedures and the extent of the no-shooting zone (Appendix A);
  - Record who is traveling on the road, where they are heading and when they expect to return so that other traffic can be warned by radio of their presence;
  - Have the driver acknowledge that they are traveling on a mining road and have been informed of the risks.
3. Agnico Eagle collaborated with the HTO and the Hamlet of Baker Lake to develop the safety rules and procedures for all ATV's using the road including pulling off the road whenever a truck approaches. These safety rules are published in Inuktitut and English and then provided to all ATVs at the gatehouse. Agnico Eagle, the HTO and the Hamlet will jointly educate the residents of Baker Lake on these safety procedures through community radio and through community training sessions;
4. As mandated by Condition 32 e) of the NIRB Project Certificate, Agnico Eagle will hold an annual public meeting in the Hamlet of Baker Lake to review the safety rules of the AWAR and discuss any items of importance in regards to the AWAR;
5. Use of this safety equipment is mandatory while on the AWAR. Agnico will not police safety once the ATV's are off the AWAR;



6. For security purposes, access is forbidden past km 85 for all ATVs. Agnico Eagle has established a second barrier at the mine site end of the road to prevent ATVs from traveling into the active mine zone where special safety equipment and training is required under the Nunavut Mining Act. This consists of a crossing gate constructed at the mine site airstrip terminal building. This structure has been sited so that it can be used both to service the airstrip and to control access onto the mine site;
7. All hunting activity must respect the one kilometer no shooting zone on both sides of the AWAR and avoid cross shooting. Shooting around work area is strictly forbidden to ensure that project workers and all other road users are not inadvertently exposed to the risk of accidental shooting (Figure 1); and
8. Agnico Eagle reserves the right to refuse future access to individuals who do not respect the rules on safety, speed and the no shooting zone when using the road.

### **1.3 OPERATIONAL PARAMETERS**

In general, the operational parameters for the road are summarized below:

- Wildlife has the right of way;
- All vehicles (except ATVs) are to be insured and licensed;
- At each major water crossing Agnico Eagle has placed first response spill kits;
- Hunting and fishing restrictions will be as per HTO's stipulations. All Agnico Eagle employees are not allowed to hunt or fish while they are on their work rotation, unless required by the scope of their work. Outside of the work rotation employees are subject to control measures as set by the Baker Lake HTO;
- All spills of any materials will be reported and cleaned up, as set out in the spill contingency plans. The haulage fleet will be required to have appropriate spill containment and clean-up equipment on hand or available on demand;
- Signs will be posted at key points near and around the site again to advise the public traveling by skidoo or ATVs that they are in a restricted and potentially hazardous area.

#### **1.3.1 Mitigation Measures – Potential Effects From Traffic**

Mitigative measures taken to limit potential effects from traffic during mine construction and mine operations are:

- Provide all road operators information regarding the potential for wildlife/vehicle collisions;
- Restrict vehicles to designated roads and approved construction areas (i.e. no off road travel allowed);
- Ban any Agnico Eagle use of off-road vehicles outside exploration and mandatory legal requirement to avoid damage to local vegetation (tundra);

- Monitoring and reporting of significant numbers of wildlife observed in the vicinity of roads and immediately reporting to appropriate environmental mine staff who will issue notices to vehicle operators accordingly;
- Posting appropriate speed limits (e.g., 50 km/h);
- Giving wildlife the right of way and reducing traffic speeds when animals are detected near roads or other approved work areas;
- Reporting and disposing of accidental wildlife mortalities near the mine site.
- Dust suppression work will be completed during sensitive summer months in key identified areas on the AWAR. For complete details, refer to the Air Quality and Dustfall Management Plan.

### **1.3.2 Mitigation Protocols – Wildlife**

Wildlife is expected occasionally to be observed on the site roads, the airstrip, or the AWAR. Caribou and other wildlife will have the right-of-way at all times. All project personnel will be notified by dispatch radio if any wildlife is observed in the site vicinity.

The GN Department of Environment has indicated to Agnico Eagle that herding as a technique to move wildlife from their normal pathways, migration routes, and habitat is not acceptable and may be a violation of sections 73 and 74 of the Nunavut Wildlife Act. Consequently wildlife is not to be herded from the AWAR under any circumstance. When caribou are present on the road they are to be given the right of way. Vehicles should pull over and stop until the animals clear the roadway. Alternatively the vehicle can turn around and try to pass at a later time once the road is clear. This type of action (shutting down or turning around) should be immediately reported by radio to the Dispatch. Wildlife mitigation and monitoring will be undertaken as per the Terrestrial Ecosystem Management Plan.

Herding is not to be used as a technique to move wildlife without the permission of the Meadowbank Environmental Superintendent or the Environment General Supervisor. The Environmental Superintendent or the Environment General Supervisor will not grant such permission unless he believes that there is an imminent risk to the safety of mine personnel or the wildlife and that he has a valid permit for such activity from the GN Department of Environment. This permission will not be given under normal circumstances. It will only be given in very unique situations where there is an imminent danger that cannot be mitigated by other means.

Wildlife movement will be monitored throughout the mine life and improvements in mitigation plans made as appropriate (adaptively managed).

Wildlife mitigation for potential effects of road construction/maintenance includes:

- Protecting locally sensitive areas;
- Temporarily suspending circulation on the road when the safety of caribou, grizzly bears, or other wildlife is threatened.

### 1.3.3 Spill Contingency Plan

A trained site-based emergency response and spill clean-up team is available on site with appropriate equipment to respond to all spills. Spill response is implemented by environmental staff who advise, document, and report on initial response and clean-up actions.

### 1.3.4 Accident Procedures

The following action is to be taken in the event of an accident on the AWAR involving or not other vehicles (including ATV's) or in the event of an accident involving contact with wildlife such as caribou, musk ox, bear, wolf, etc.;

- ✓ Check condition of people involved in the accident and provide immediate first aid if appropriate;
- ✓ Call Code One as per the Emergency Response Plan or the Dispatch and report the location and nature of the accident and indicate the type of assistance required (medical help, environmental clean-up, fire and/or mechanical help);
- ✓ Secure the accident site so that the vehicles do not continue to present a hazard to others. This may involve moving the vehicles to the nearest pull off in the event of a minor accident; or blocking off the road back from the site in both directions in the event of a more serious accident.
- ✓ If safe to do so secure the site to prevent continued spill or leakage of contaminants into the surrounding environment.

Upon receiving the accident call, Dispatch will initiate the mine's emergency response procedure passing along the information to the Incident Commander. The Incident Commander will then call out the required emergency response personnel to assist at the accident site.

Once the accident site is secured and all people requiring assistance have been removed to medical care, the Incident Commander will turn the scene over to the mine's safety personnel so that an appropriate accident investigation can be initiated.

In the event of an incident involving contact with wildlife the Dispatcher will notify the site security personnel and the Environmental Superintendent (or designate). Security and the site environmental team will then initiate an appropriate accident investigation. The Environmental Department will ensure that appropriate reporting of such incidents is made on a timely basis to the Kivalliq Inuit Association, the Baker Lake HTO and the GN Department of Environment. The reader should refer to the Meadowbank Terrestrial Ecosystem Management Plan for further detail on how accidents involving wildlife are to be investigated.

The AWAR is a private road and is thus not policed by the Baker Lake RCMP. Emergency response is the responsibility of Agnico Eagle. However, in the event of a serious accident, the RCMP will be contacted and advised of the incident. The RCMP will then decide on whether they will become involved or take the lead on any subsequent accident investigation.

#### **1.4      AWAR PROCEDURES**

Meadowbank has developed site associated procedures for the AWAR. These procedures can be provided on request; MBK-SIT-0071 All Weather Access Road and MBK- ENV-PRO-Transportation of Dangerous Goods.

## **SECTION 2 • ROAD INSPECTION AND MAINTENANCE**

---

Agnico Eagle has sole responsibility for the ongoing inspection and maintenance of all of the components of the AWAR, including road beds, bridges, culverts, and borrow/quarry sites used in the construction and maintenance of the roads. Agnico Eagle has a designated road crew that looks after maintenance of the AWAR all year long. During the summer period (June to August), the road surface is maintained with fresh gravel and regular grading of the road. Dust suppression is applied as per the Air Quality and Dustfall Management Plan. Reject NPAG material from mining activities or from approved quarry along the AWAR is used to repair the surface of the AWAR. By September, the road starts to freeze; therefore, gravel is added for safety reasons. Snow clearing and road sanding along the road is done to operate vehicles on roads safely. The manner in which the snow is cleared also takes into account the road configuration to avoid snow accumulation that could cause problems during the freshet or block skidoo trails.

Any work/repair to stream crossing areas is completed, if needed, only upon receiving authorization of Fisheries and Oceans Canada for work that may have impact on fish habitat. Any minor work from which the self-assessment do not predicted impact to fish habitat can be authorized and should respect the in water work timing windows from DFO (spring spawners is May 1 – July 15 and fall spawners is August 15- June 30).

During the operational phase, weekly routine inspections of the AWAR are conducted by the Environment team as well as the E&I field services leader. These inspections include spill equipment availability, presence of wildlife, turbidity plumes at watercourse crossings, and areas of ponding, erosion, or sedimentation. An annual geotechnical inspection of the culverts, quarries and bridge crossings is conducted by an external qualified engineer.

## SECTION 3 • BORROW PIT MANAGEMENT

### 3.1 BORROW PIT EXTRACTION METHODS

Table 1 presents the location of the twenty-two (22) quarry areas that were approved for road construction and maintenance. Quarries will be expanded in depth (and width only if necessary) to obtain the required material following the standard drill and blast procedures in place. Material can also be used to complete some construction projects over the life-of-mine.

**Table 1 AWAR Quarries Sources for Road Construction and Maintenance**

Quarry	Permit	Location
1	QP-06-603-001(a)	GN
2	66A/8-72-6	Crown Land
3	KVCA06Q011	IOL
4	KVCA06Q011	IOL
5	KVCA06Q011	IOL
6	66A/8-72-6	Crown Land
7	66A/8-72-6	Crown Land
8	66A/8-72-6	Crown Land
9	66A/8-72-6	Crown Land
10	66A/8-72-6	Crown Land
11	66A/8-72-6	Crown Land
12	66A/8-72-6	Crown Land
13	66A/8-72-6	Crown Land
14	66A/8-72-6	Crown Land
15	66A/8-72-6	Crown Land
16	66A/8-72-6	Crown Land
17	66A/8-72-6	Crown Land
18	66A/8-72-6	Crown Land
19	66A/8-72-6	Crown Land
20	KVCA06Q011	IOL
21	KVCA06Q011	IOL
22	KVCA06Q011	IOL

If deemed necessary, the design, size and shape of the blasts are planned with safety being the foremost consideration and best management practices for blast procedures will be followed. A predetermined pattern of drill holes are drilled to a predetermined depth and filled with explosives. Prior to a blast, all personnel and equipment are moved to a safe distance from the blast area. The blast fragments will be crushed and then loaded into haul trucks using either a loader or by a hydraulic shovel. The truck drives on the road where the rock material is dumped. The final step is moving the rock material into place using a dozer. This sequence is called a “drill, blast, load, haul, dump” sequence.

Approved ammonia management procedures at the Meadowbank Mine will be adopted to ensure blasting practices monitor explosive quantities and blast performance to optimize the blasting practices while reducing impacts to nearby water quality from blast residue.

The crusher is to be located as far from water as possible and where it is best shielded from the prevailing wind, preferably behind a high wall so as to reduce the quantity of wind-blown dust and have as much dust as possible fall within the bounds of the borrow pit.

### 3.2 BORROW PITS MITIGATION MEASURES

The ranking of mitigation option is as follow:

- **Avoidance** – using an alternate site to avoid the adverse effect all together. This is the most desirable;
- **Minimization** – taking actions to minimize and/or contain effects to the maximum extent possible during engineering design, construction, operation and closure;
- **Rectification** – taking actions to rehabilitate or restore the affected environment after the fact; and
- **Compensation** – this is used as a last resort to offset adverse environment effects. This is the least desirable

Best management practices will employ the following general mitigation measures for the borrow pits:

- Minimize the surface area of borrow pits;
- Locate borrow pits in well drained areas;
- Maintain a minimal distance of 31 meters between the borrow pits and waterbodies;
- Where possible, maintain the floor of the borrow pits slightly above the elevation of the surrounding area or blast with a sloped floor to drain water naturally to promote natural drainage patterns, to avoid creating ponds, and to prevent permafrost degradation in borrow pits;
- Prevent erosion and sedimentation through appropriate control measures such as silt fences;
- Carry out ARD/ML testing and water quality monitoring in support of mitigation measures as per approved management plans;
- Protect archeological resources and mitigate as deemed appropriate by GN Cultural and Heritage department;
- Protect predatory mammal denning sites;
- If deemed necessary, maintain air quality through dust control/suppression;
- At the request of the NIRB and local stakeholders, as a safety measure, flag borrow areas and refuelling areas; and
- Use progressive reclamation in closing borrow pits that are no longer needed.

Where mitigation measures are not proving effective, adaptive management will be employed to address shortcomings.

### **3.3 MANAGEMENT OF WATER ORIGINATING FROM BORROW PITS**

Water quality monitoring of seeps from borrow pits provides information on possible impacts on the environment should the water reach any nearby water bodies. A buffer of at least 31 m of undisturbed land is maintained between borrow pits and water bodies, and best management practices will prevent direct drainage. However, any significant seeps originating from the borrow pits that are likely to reach receiving waters will be sampled and analyzed in accordance with the Water Quality and Flow Monitoring Plan.

Any problematic water will be directed away from water bodies, or held if possible. If necessary, silt curtains will be used to control suspended sediments in water seeping from the borrow pits.

Although erosion is not expected to originate from water flow from borrow pits, any evidence of erosion will be repaired by placing rip-rap over the affected area, and measures will be taken to reduce the velocity of the water with, for example, silt curtains and/or small dikes.

### **3.4 MANAGEMENT OF ARCHAEOLOGICAL RESOURCES AT BORROW PITS**

Borrow pits and quarries identified for material extraction were surveyed for archaeological resources. Areas selected avoid archaeological resources.

If any potential archaeological site is identified during the operation of any borrow pit, work will stop, a professional archaeologist will be consulted, and Culture and Heritage will be informed of the discovery. If an archaeological site or find is confirmed, the borrow pit will not be developed or the site will be mitigated.

All road construction equipment will remain within the boundaries of the borrow pits to ensure any nearby archaeological site is not inadvertently damaged.

### **3.5 WILDLIFE MONITORING AT BORROW PITS**

All wildlife monitoring is conducted in accordance to the Terrestrial Ecosystem Management Plan (TEMP) and discussions with the Terrestrial Advisory Group (TAG).

The Nunavut Wildlife Act and Regulations will apply as raptors nesting close or in the quarry may be disturbed, or raptors may nest in the quarries upon the completion of their use. The Agnico Eagle Environmental Department will complete inspections in quarry pit on a weekly basis to make sure there is no raptor nest during operation and before any work is conducted. If a nest is discovered, all work will be suspended.

If Agnico Eagle suspect or confirm that a den is present within the active footprint and vicinity of Project facilities, a den management plan will be prepared and applied.

Land animals may also be disturbed by the quarrying activities. Blasting will require the use of explosives. The activities will have to comply with the Explosive Use Act and Regulations, and the Mine



Health and Safety Act and Regulations. No blast will be held if there is any wildlife near the area to be blasted.

## **SECTION 4 • REPORTING**

---

As per NIRB Condition 32g), dispatch will record all authorized and unauthorized use (when aware of such use) of the AWAR by non-mine vehicles. The data will be submitted to DFO, GN, NIRB, Environment and Climate Change Canada, and the Nunavut Water Board annually via the Meadowbank Annual Report.

In accordance with CIRNAC Land Lease 66A/8 72-6, Condition 8 and 25 and KivIA Right of Way Authorization KVRW06F04, Schedule E, Condition 8, Agnico will provided annually, via the Annual Report, the borrow management activities and reclamation work.

## **SECTION 5 • DECOMMISSIONING AND RECLAMATION**

---

Decommissioning of the all-weather access road will be accomplished by loosening compacted surfaces, flattening side slopes, and removing all culverts and other potential obstructions to drainages paths. Reclamation of the quarry along the AWAR will promote natural drainage and ensure wall stability. Details for AWAR and quarry reclamation are provided in the *Interim Closure and Reclamation Plan Update 2019 (March 2020)*.

## **Figure 1**

### **Meadowbank AWAR Shooting Zone**

---

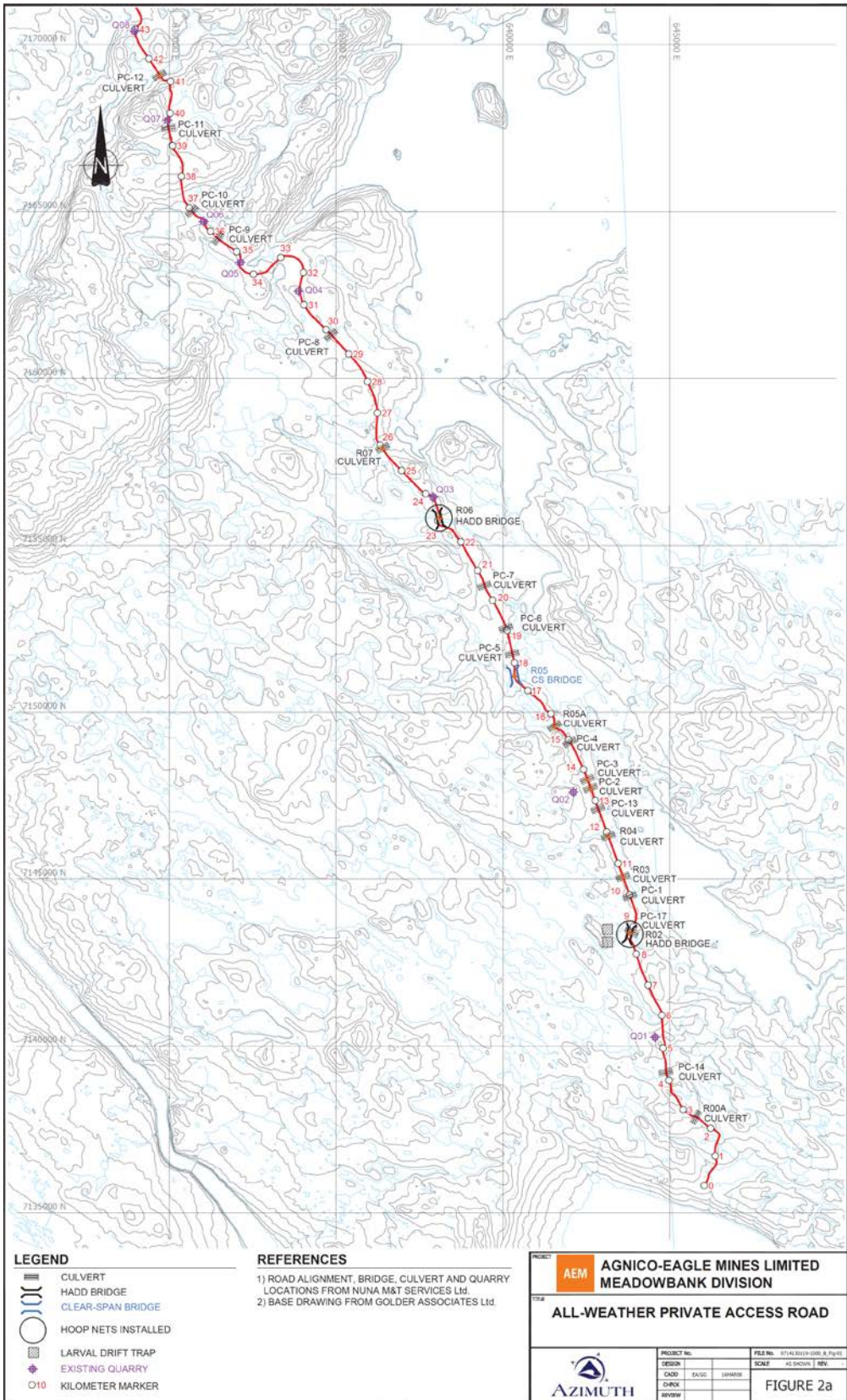


## **Figure 2**

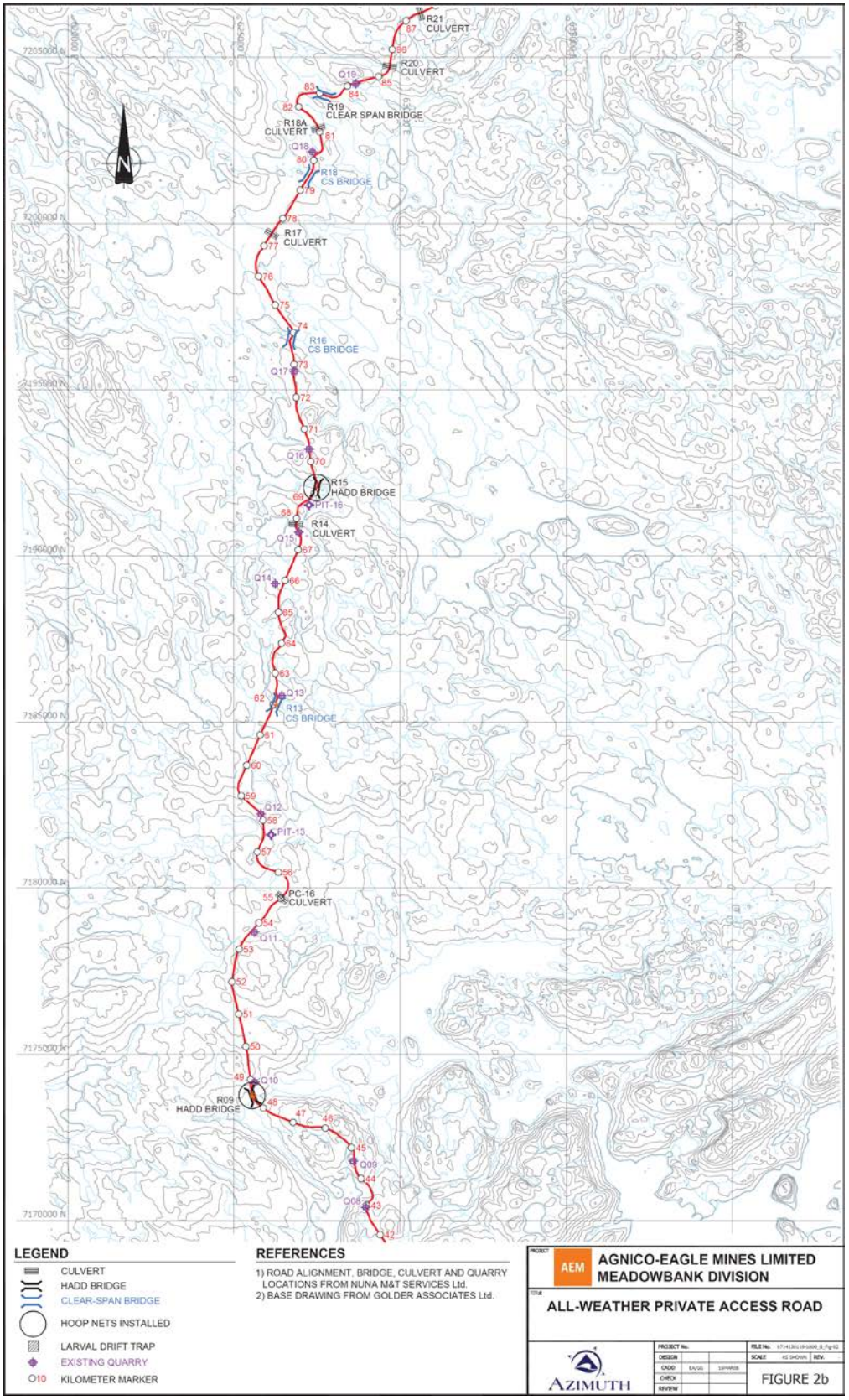
### **AWAR Road Alignment**

---









## **Appendix A**

### **AWAR Safety Rules and Procedures**

---





## ALL WEATHER ACCESS ROAD



### SAFETY RULES

- The road remains closed to cars and trucks owned by the public. Access is restricted to All Terrain Vehicles (ATVs).
- If the gatehouse is closed, the road is closed and access is not allowed. This is likely due to unsafe weather, road conditions or safety reasons such as cyanide convoy.
- Use of the Meadowbank road is at your own risk. AEM is not responsible for personal injury or damage to your property.
- AEM reserves the right to deny entry to anyone who does not respect safety rules and procedures. AEM also reserves the right to restrict public access during heavy mine traffic. Example: During barge season.

### PROCEDURE FOR ROAD ACCESS

- All ATVs accessing the road are required to report to the gatehouse and register. Fill out information requested and please ensure to fill out your expected time of return.
- A safety vest must be worn at all times by the driver and passenger and keep your headlights on. If you do not have a vest, the dispatcher will lend you one, which has to be returned at the end of day.
- AEM traffic has the right of way. ATV's must pull up on the side for oncoming traffic and heavy equipment. Wait until the traffic passes before you continue.
- Maximum speed limit is 50 km an hour.
- For safety reasons all hunting must occur at least 1 km away from the road.
- To ensure the safety of field workers, no access allowed beyond Km 85

---

PRINT NAME

---

DATE

---

SIGNATURE