AGNICO EAGLE

Meadowbank Complex

Whale Tail SANA Crusher Pad Design Report

MAY 2022

Table of Contents

Prepared by: Meadowbank Engineering Department

Approved by:

Pier-Eric McDonald P.Eng
Engineering Coordinator

1. Introduction

The Whale Tail Project requires crushing yearly quantities of aggregates required for road maintenance and construction activities. As such, an annual crushing period is planned at Whale Tail between April and December. With evolving mining operation, the two previously active crushing location will become inoperable:

These two main crushing locations will have to be replaced by a new one to secure aggregates crushing and storage which is the subject of this request. This report includes the final design and construction drawings as required by the Water Licence 2AM-WTP1830 Part D Item 1.

2. Design Basis

2.1 Specifications & Quantities

2.1.1 2.1.1 Location

A location between road 22 and Pad E is depicted in Appendix A. The location was chosen according to the following criteria: Minimizing water management issues (high topographic area), maximizing pad size, minimal presence of current infrastructures, and proximity to operations.

2.1.2 Geometry

The proposed pad is of irregular shape and it`s eastern edge will follow the West part of Whale Tail South Ring road. The northern edge will follow road 22 alignment while the western edge has been designed to minimize existing pipes move.

Length: 415m
Max width: 185m

On the southern side where it merges with existing pad E it will have a thickness of 1m from tundra and from there will gradually increase to 4.5m as natural topography slopes down in a Northwesterly fashion towards road 22. The pad will have berms with a height respecting the Mine Act. Pad elevation will be consistent at 160.5 masl.

2.1.3 Material used

Material used will be non-potentially acid generating (NAG) waste rock extracted from the adjacent Whale Tail pit. Loads can be traced to a precise dig locations associated with a blast pattern and having specific sample values for acid generating and metal leaching properties. The operators will be made aware in daily communications and are used to utilize NAG only.

2.1.4 Quantities

A total of 146,000 m^3 of NAG will be used to complete the pad which represents a total of 292,000 tonnes.

2.2 Material Placement Protocol

The pad construction will progress from the existing access roads adjacent to it. The material will be dumped on the pad using 777 or 785 CAT trucks before its edge and a dozer will push it. The material will be pushed in a single lift and naturally compacted by equipment weight. No blast or excavation in the proposed area will be needed.

2.3 Surface Water and Erosion Control

During construction, daily inspections will be conducted to avoid water ponding or erosion against the structure. With natural topography this should be naturally avoided however if ponding water is observed, actions will be taken to pump the water to Whale Tail Attenuation Pond. Agnico Eagle is not expecting any ponding water on the pads.

2.4 Critical Infrastructure Protection

The pad has been designed to be at least 5m away from critical dewatering pipes and 11.4m away from the closest electrical wire.

2.5 QA/QC

Before construction starts and after the pickets have been laid out on the field, an inspection (QA/QC) must be done by the production engineer and a representative from the water management department to make sure the pad respects the appropriate distances to critical infrastructures. During construction, regular daily inspections must be completed by the production engineer.

2.6 Schedule

The proposed pad will be used for the operations phase of the Whale Tail project. It will be built during the month of July 2022.

Appendices

A. SANA Crusher Pad Drawings

14,000E 15,000E 16,000E

8,000N 7,000N

N

IVR West

IVR-2

IVR-1

WENCO + RAJAR

WENCO

Whale Tail Pit

New SANA Crusher Pad

Close up View

NAG Stockpile

Pad E

LEASE LIMIT

REGISTERED PROFESSIONAL ENGINEER
A.N. MARTORELLI HERNANDEZ
LICENSEE
NT/NU
2022-05-13

AGNICO EAGLE
MEADOWBANK

DRAWN BY	DATE
AL	4/22/2022
SURVEY CHECK	DATE
GEOLOGY CHECK	DATE
ENGINEERING CHECK	DATE

MODIFIED BY	DATE
AL	4/24/2022
AL	5/12/2022

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New SANA Crusher Pad

Overview

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13,750E 14,000E 14,250E 14,500E

7,250N 7,000N 6,750N

N

Access ramp

New SANA Crusher Pad

Whale Tail Pit Ring Road

B-B'

A-A'

2.8m

NAG Stockpile

Before Construction starts and after the pickets have been layed out on the filed, an inspection (QA/QC) must be done by the production engineer and a representative from the water management department to make sure the pad respects the appropriate distances to critical infrastructures.

LEASE LIMIT

Pad will be built with NAG Pit run 146,000m³ or 292,000 tons

Closest distance to lease limits = 2.8m

Pad is designed to respect all current water management and electrical infrastructures. Ramp placed to use existent pipe crossing for construction and pad use

REGISTERED PROFESSIONAL ENGINEER A.N. MARTORELLI HERNANDEZ LICENSEE NT/NU 2022-05-13

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Close-up View

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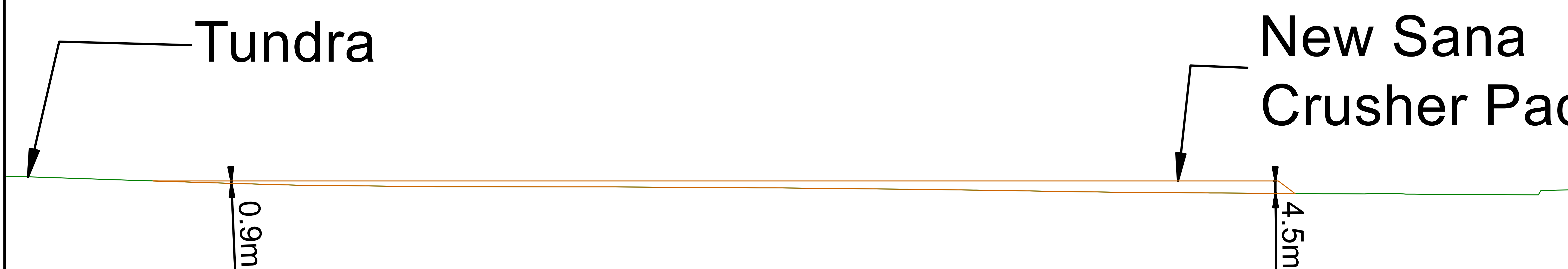

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A-A'

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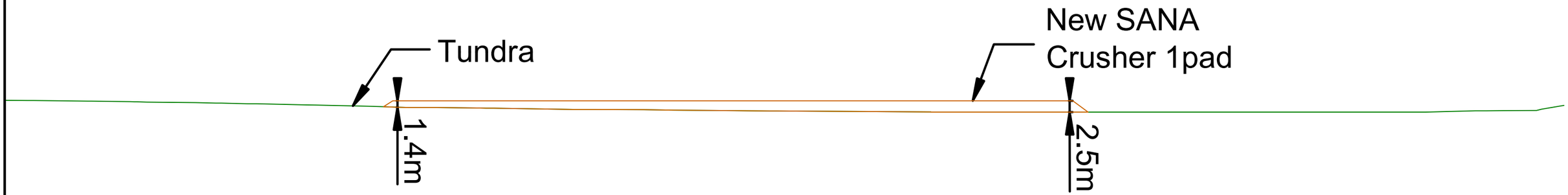

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New SANA Crusher Pad
B-B'

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