AGNICO EAGLE

AMARUQ EXPLORATION ACCESS ROAD

Road Management Plan

MARCH 2015

VERSION 1

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1	March 13, 2015		All	Amaruq Exploration Access Road Management Plan, version 1

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EXECUTIVE SUMMARY

The Road Management Plan (RMP) applies to the Amaruq Exploration Access Road and covers its construction, operation and closure phases. The RMP was prepared as a companion document to the water licence application to the Nunavut Water Board by Agnico Eagle. Other plans prepared for the Amaruq road include an Emergency Response and Spill Contingency Plan and a Conceptual Closure and Reclamation Plan.

Land and environmental management in the area of the road are generally governed by the provisions of the Nunavut Land Claims Agreement. A list of current licences for the Amaruq Project and anticipated permits, licenses, agreements, authorizations, and approvals for the road are presented.

The Amaruq access road will not be publicly accessible rather only used by Agnico Eagle exploration division and employees of its contractors. Agnico Eagle will educate all its employees and those of its contractors on road safety before they first drive the road. Daily traffic on the Amaruq road will transport equipment, supplies, fuel and personnel.

The RMP presents mitigation measures and protocols to be implemented during construction and operations to protect wildlife, prevent permafrost degradation, control surface runoff and sedimentation. Agnico Eagle will put in place operational procedures for daily operation and maintenance of the road including, if deemed necessary, dust suppression, snow removal and de-icing. Unmanned gates will be installed at both ends of the road. There will be occasions when access to the Amaruq road needs to be curtailed for short time periods for special reasons, such as bad weather, unsafe road conditions, maintenance activity on the road, heavy project related truck traffic, movement of oversized loads, and/or presence of large numbers of caribou on or adjacent to the road. The road could also be temporarily closed in the event of an incident, accident or other event requiring mitigation or response. Typically, these short-term closures will be required to ensure safety.

Protocols for accidents and anticipated use of police services are presented. Agnico Eagle has an establish, Emergency Response Team based at the Meadowbank Project with trained first responders based at the Amaruq Exploration site whose combined responsibilities in part will include responding to emergencies on the road in a timely manner. Agnico Eagle will also report all reportable scale incidents to the appropriate Government authority.

The Amaruq road will be decommissioned and reclaimed by Agnico Eagle if exploration on the Amaruq property fails to find sufficient ore resources to support mining, or Agnico Eagle fails to obtain the necessary authorizations to proceed. Closure and reclamation of the road would be initiated within a year following the completion of closure and reclamation of the Amaruq camp and exploration sites.

ACRONYMS

AANDC	Aboriginal Affairs and Northern Development Canada
Agnico Eagle	Agnico-Eagle Mines Limited
Amaruq road	Amaruq All-weather Exploration Access Road
ARD/ML	Acid Rock Drainage/Metal Leaching
ATV	All-Terrain Vehicle
CLARC	Community Lands and Resources Committee
DFO	Department of Fisheries and Oceans Canada
GN	Government of Nunavut
HTO	Hunters and Trappers' Organization
INAC	Indian and Northern Affairs Canada
IOL	Inuit Owned Lands
KIA	Kivalliq Inuit Association
NIRB	Nunavut Impact Review Board
NLCA	Nunavut Land Claims Agreement
NTI	Nunavut Tunngavik Incorporated
NPC	Nunavut Planning Commission
NU	Nunavut
NWB	Nunavut Water Board
RCMP	Royal Canadian Mounted Police
RMP	Road Management Plan

SECTION 1 • INTRODUCTION

1.1 Project Description

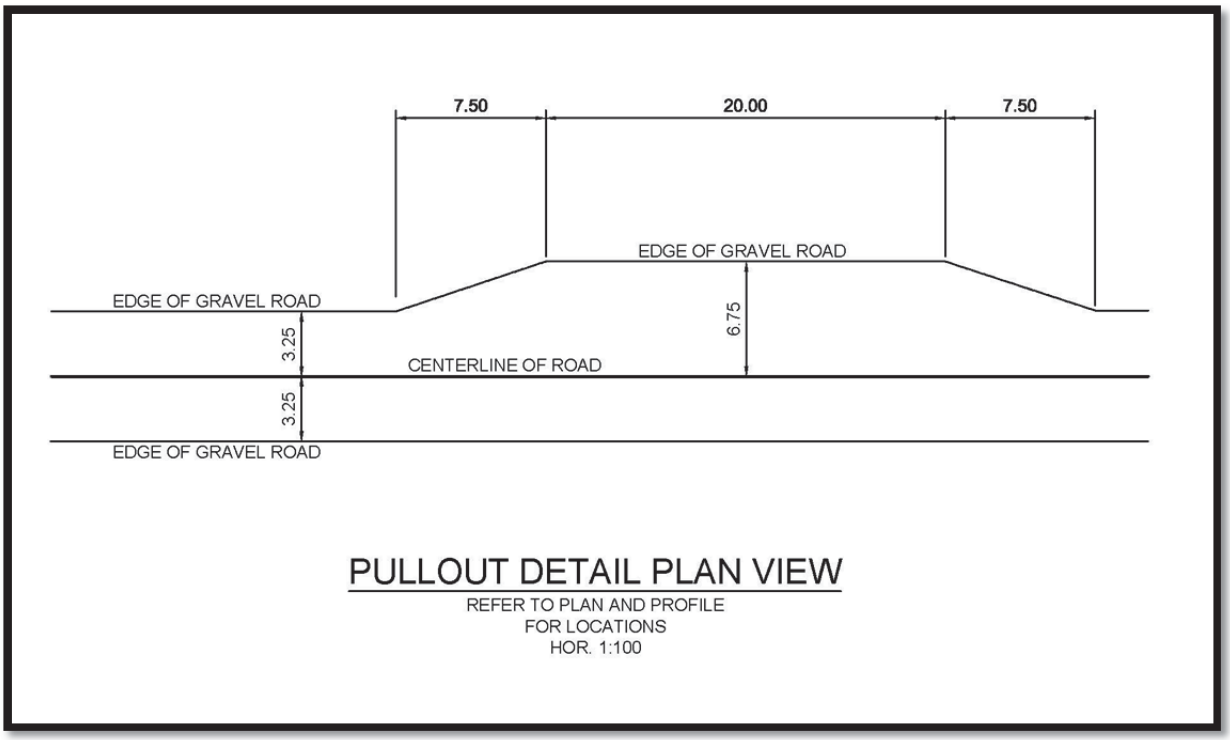
The Amaruq Exploration property is a 408-square kilometre exploration property located on Inuit Owned Land approximately 150 kilometres north of Baker Lake and approximately 50 kilometres northwest of the Meadowbank mine. Agnico Eagle purchased exploration rights to the Amaruq property from Nunavut Tunngavik Incorporated in April 2013. The Kivalliq Inuit Association issued Agnico Eagle a land use permit for exploration purposes. Similarly, the Nunavut Water Board issued Agnico Eagle a water licence for exploration purposes.

In July 2013, an exploration drilling program was initiated. The results of the drilling showed promising gold mineralization and drilling continued in October 2014 to continue to advance an inferred satellite pit deposit. Drilling will continue in 2015 as weather permits to progress the inferred deposit into a resource estimate to allow for feasibility studies to be presented in 2016.

Accelerating the year-round exploration is important to advance this site into the feasibility stages and to possibly build an exploration ramp in 2018, following the construction of the access road. Unfortunately, year-round exploration and the future fuel requirements for advanced exploration at the Amaruq property is not possible using a winter road. This caused Agnico Eagle to look at possible locations for an exploration access road between the Meadowbank mine and the Amaruq Exploration site to allow safe and efficient year-round transport of fuel, equipment, supplies, and personnel. Information related to the construction and operation of the exploration access road is presented in this main application document in support of the Type B water licence application and NIRB screening of the proposed access road.

The proposed access road route selected is 62.5 kilometres long. The road surface will be 6.5 metres wide, with 3 bridges, 8 large open bottomed arch culverts, 28 corrugated round culverts to pass watercourse crossings and many other localized drainage culverts to prevent erosion, reduce thaw susceptibility and washout of the road during freshet are proposed to be installed. The bridges, open bottom arch culverts and round culverts will allow normal river and stream flow, and fish migration at road water crossings. The Amaruq Exploration Access Road will have seven borrow areas with short spur roads, will use the Vault Pit as a Quarry and be a private publicly road constructed on Crown Land and Inuit Owned Land by Agnico Eagle. To accommodate two way traffic on the road, pullouts will be spaced approximately every 400 ± 50 on one side of the road. Figure 1.1 is a plan view of a typical pullout.

Figure 1.1. Plan view of pullout for the Amaruq road. (metres)

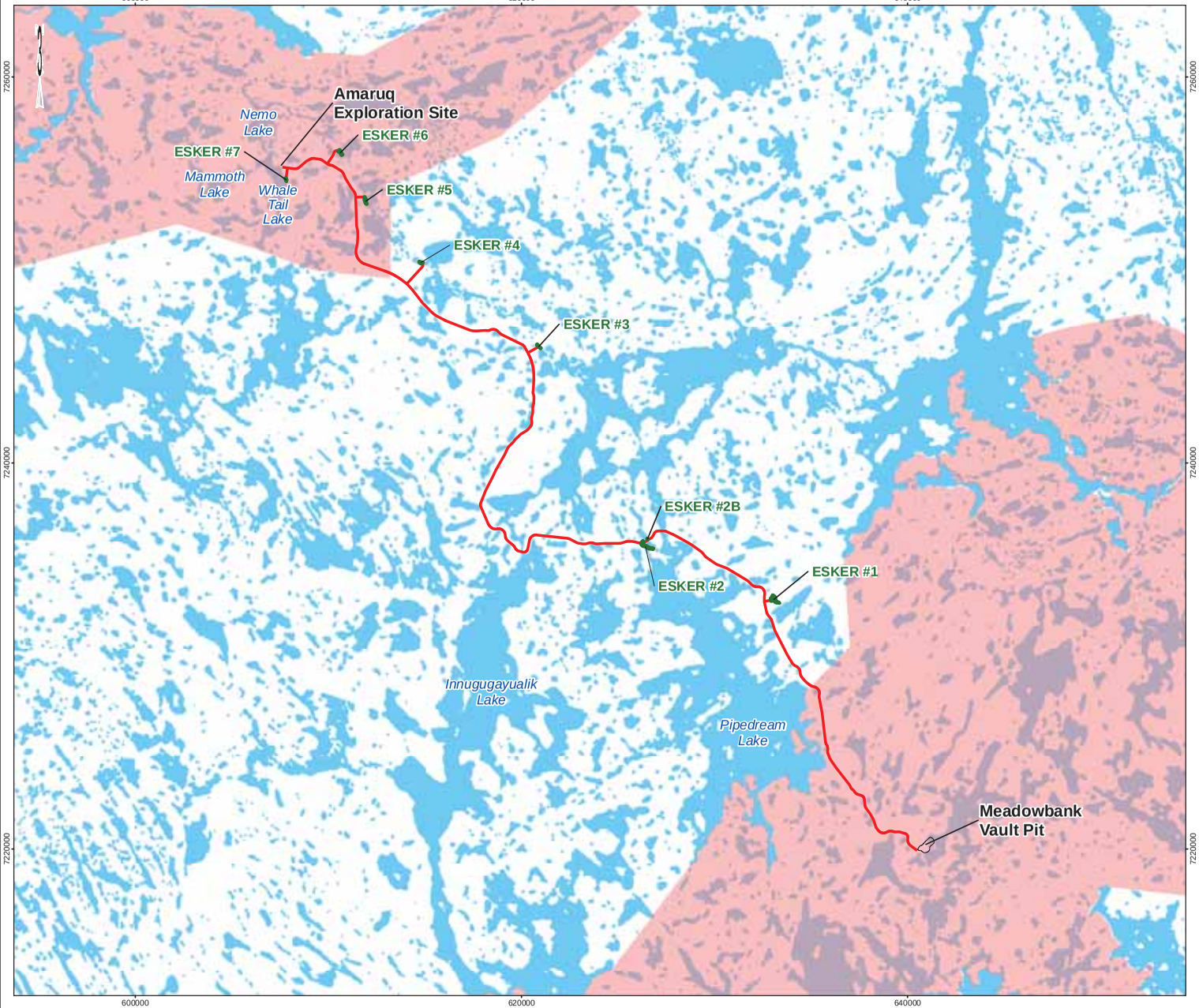


Safety will be emphasized in the use of the road, all road users, Agnico Eagle employees and contractors will undergo a road use orientation before being allowed to use it.

The routing of the Amaruq road is shown on figure 1.2; it was selected to minimize possible effects of construction and operations on the environment. Considerations included the overall length of the road, a desire to minimize the number of water crossings, the availability of borrow material along the route, acid rock drainage/metal leaching (ARD/ML) potential of borrow and waste rock materials, and avoidance of archaeological resources. Unmanned gates will be installed at both ends of the road. These will be closed during periods of bad weather, in the event of a serious road accident or major spill, and during major road maintenance.

After selecting the proposed route for the road, preliminary baseline studies were carried out in 2014 (and are ongoing) including a traditional knowledge study, archaeological, aquatic and wildlife surveys, water crossing assessments and gravel borrow pits appraisals including geochemistry assessments. Preliminary engineering for a proposed road construction design is also underway.

The road will be constructed, inspected, and maintained by Agnico Eagle. Consequently, Agnico Eagle has sole responsibility for the construction, operation, and decommissioning of this road, including the road bed, bridges, culverts, open bottom arch culverts and borrow pits used in the construction of the road.



LEGEND

- PROPOSED AMARUQ EXPLORATION ACCESS ROAD
- PROPOSED BORROW PIT
- INUIT OWNED LAND
- WATERBODY

REFERENCE

1. PROPOSED AMARUQ EXPLORATION ACCESS ROAD AND BORROW PITS OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. INUIT-OWNED LANDS OBTAINED FROM THE NUNAVUT-TUNNGAVIK INC.
3. WATERBODY DATA OBTAINED FROM CANVEC © DEPARTMENT OF NATURAL RESOURCES CANADA. ALL RIGHTS RESERVED.

DATUM: NAD 83 CSRS PROJECTION: UTM ZONE 14

4000 0 4000
METRES

PROJECT
AGNICO EAGLE MINES LIMITED
AMARUQ EXPLORATION ACCESS ROAD
NUNAVUT

TITLE
PROPOSED EXPLORATION ACCESS ROAD ON INUIT OWNED LANDS

Golder Associates

PROJECT	1408749		FILE No.	
DESIGN	DF	04 Mar. 2015	SCALE AS SHOWN	REV. 0
GIS	CD	16 Mar. 2015		
CHECK	DF	16 Mar. 2015	**FIGURE 1.2**	
REVIEW	GC	16 Mar. 2015		

\\golder.gds\gal\burnaby\CAD-GIS\Client\Agnico_Eagle_Mines_Ltd\Amaruq_Exploration_Road\99_PROJECTS\1408749_EIA\02_PRODUCTION\EIA\MXD\Report\EIS\GENERAL\1408749_FIG_1_4_2_INUIT_OWNED_LANDS.mxd

SECTION 2 ● DESCRIPTION OF SUPPORTING INFORMATION

The Amaruq road is subject to land use planning and environmental screening/assessment established under Articles 11 and 12 of the Nunavut Land Claims Agreement, respectively. If the road conforms to the Keewatin Regional Land Use Plan and if proposed mitigation measures are found acceptable in the environmental screening, applicable authorizations required for the construction, operation and closure of the road will be sought. Agnico Eagle is applying for a water licence for the access road to trigger the regulatory process as envisaged in the Nunavut Land Claim Agreement.

To prepare for the land use planning and environmental review, and subsequent authorizations for the construction, operation and closure of the road, Agnico Eagle has undertaken the following:

- Baseline and traditional knowledge studies are ongoing and provided a preliminary picture of the area. In summary the following has been completed:
    - Aquatic baseline evaluation of locations where aquatic habitat could be affected by the proposed road. This includes water-crossing assessments and fish community and habitat surveys in support of preliminary engineering for road feasibility and design (Portt and Associates, 2015);
    - Archaeological desktop overview of the general area along the proposed road right-of-way. Previous archaeological studies were reviewed and archaeological sites noted, which included an assessment of the potential for occurrence of archaeological and historic sites along the road right-of-way (Nunami -Stantec, 2014);
    - Terrestrial Baseline Characterization study gathered information on wildlife and vegetation within local and regional study areas. The regional study area encompassed a 50 km corridor centered on the proposed road, 25 km on either side. The local study encompassed a 3 km corridor centered on the road, 1.5 km on either side of the proposed road (Dougan and Associates, 2014);
    - Traditional knowledge study of the area between the Meadowbank mine and the Back River. Elders who hunted, lived and/or travelled through the area where the proposed road is to be located participated in the study. Discussions revolved around use of the land and wildlife of the area, survival in difficult times, legends and stories, their observations of changes in weather, climate and animal populations in recent years, establishing a baseline of place names on a map of the area, and getting a few recommendations from the Elders as to their concerns about the project (AEM, 2014); and furthermore Agnico Eagle completed,

- Geochemical assessment of proposed construction material delineated for the road to the Amaruq deposit. This includes waste rock from the Vault open pit at the Meadowbank mine and seven borrow pits located in eskers proximal to the proposed road. NPAG Waste rock from the Vault open pit is to be used to construct the first 17 kilometres of the road from its southeast end. The remainder of the road, 45.5 kilometres, is to be constructed using material obtained from borrow pits located at seven esker locations proximal to the road route (Golder, 2014);
- Developed management plans to mitigate unforeseen impacts by applying the precautionary principle and keeping sustainable development in mind;
- Mitigation and monitoring programs will be developed and these will form an integral part of advancing the satellite deposit, and will assist in identifying changes in the environment that result from related impact assessment; and
- Engineering of the road has been completed, but detailed construction engineering is ongoing. Engineering has identified a route and has outlined design specifications for the road and its water crossings. A total of 40 major watercourse crossings were identified. There will be three bridges, nine open bottom arch culverts, and approximately 28 crossings where multiple, corrugated, circular culverts will be used. Numerous other small water crossings are found along the road and will employ a single culvert to control localized drainage.

SECTION 3 • REGULATORY SETTING

3.1 Land Tenure

The Amaruq road will largely be located on Crown Land administered by Aboriginal Affairs and Northern Development Canada (AANDC) with approximately 38 percent of the road located on Inuit Owned Lands (IOL) administered by the Kivalliq Inuit Association (KIA). Approximately 14 kilometres of the road from its southeast end is located on Inuit Owned Land as is approximately 10 kilometres at its northwest end. In-between is Crown Land. The surface ownership of IOL encompassing the road right-of-way was transferred to the KIA when the Nunavut Land Claims Agreement (NLCA) came into effect. Land and environmental management in this area are generally governed by the provisions of the NLCA.

The proposed Amaruq road will be constructed under land use permits issued by AANDC for crown land, and the KIA for IOL. Leases will follow the completion of construction and a legal survey of the road right-of-way. The width of the land leases will be 30 to 40 m for the length of the road[1], wide enough to accommodate the 6.5 metre road width plus associated pull offs that will be found approximately every 400 ± 50 metres.

3.2 Permitting Regime

Federal and territorial laws and regulations that apply to the construction, operation, and final closure of the road are itemized in Appendix A. No land use permit, operating permit, authorization, or license can be issued by any regulatory agency that would allow Agnico Eagle to start construction on the road until the Nunavut Planning Commission has completed its conformity review and the Nunavut Impact Review Board its environmental screening/assessment.

Table 3-1 outlines the current licences and permits held by Agnico Eagle in relation to Amaruq Exploration Site. At this time, this includes a winter road between the Meadowbank mine and the Amaruq Exploration Site. Once the Amaruq access road is operational, the winter roads right-of-way permits will be allowed to expire.

A list of anticipated permits, licenses, agreements, authorizations, and approvals for the road is presented in Table 3-2.

[1] The final width of the land leases for the Amaruq road remains to be determined. The land lease for the Meliadine road from Rankin Inlet to the proposed Meliadine Gold Mine is 30 metres wide.

Table 3 -1. Current Licenses and Permits held by Agnico Eagle for Amaruq Exploration Site

License Number	Explanation	Issued By	NIRB File	Remarks
KVL312C03	Amaruq Exploration	KIA	11EN010	General land use permit applying to camp and exploration on IOL BL-42/43 (Expires 28 Aug 2016)
KVRW011F01	Amaruq Winter Road Right-of-Way on IOL	KIA	11EN010	Winter road across IOL (Expires Aug 28, 2016)
N2013F0030	Amaruq Winter Road Right-of-Way on Crown Land	AANDC	11EN010	Winter road across Crown Land (Expires Apr 15, 2016)
KVCL314C01	Amaruq commercial lease of 268 hectares	KIA		Commercial Lease for camp site and associated infrastructure (in preparation)
	Amaruq quarry permit	KIA		Borrow pit for Amaruq Exploration site use near the camp site (In preparation for exploration camp)
	WCB Program Authorization	WCB		Annual renewal
2BE-MEA1318	Type B Water License for camp and exploration drilling	NWB	11EN010	Allows use of water and disposal of waste for camp and drilling; Installation of a Wastewater Treatment System "bionest"; development and operation of quarries; construction of a gravel road between camp and quarries; and extension of exploration lease boundaries (Expires March 6, 2018).

Table 3 -2 Approvals and Authorizations required for the Amaruq Road

Authorization	Authority	Basis
Conformity determination with Keewatin Regional Land Use Plan	Nunavut Planning Commission	Allows Project to proceed to screening
Article 12, Environmental Screening/ Assessment	Nunavut Impact Review Board	Allows Project to proceed to authorizations to build and operate the road
Type B Water License	Nunavut Water Board	Allows for use of water and disposal of waste in constructing, operating and closing the road
Inuit Impact and Benefits Agreement	Kivalliq Inuit Association	Impacts are compensated and benefits provided to Inuit
Water Compensation Agreement	Kivalliq Inuit Association	Compensation for Inuit Water Rights under NLCA Section 20
Land Use Permit	Kivalliq Inuit Association	Allows construction of the road on IOL
Right-of-way Lease	Kivalliq Inuit Association	Allows lease right-of-way for completed and surveyed road across IOL
Quarry Permit	Kivalliq Inuit Association	Borrow pits proximal to the right-of-way for obtaining material to build the road.
Land Use Permit	Aboriginal Affairs and Northern Development Canada	Allows construction of the road across crown land
Right-of-way Lease	Aboriginal Affairs and Northern Development Canada	Allows lease right-of-way for completed and surveyed road across Crown Land.
Quarry Permit	Aboriginal Affairs and Northern Development Canada	Various borrow pit sites proximal to the right-of-way for obtaining material to build the road.
Fisheries Authorization	Department of Fisheries and Oceans	A Project Authorization will not be required as there is no harm to fish or fish habitat. Agnico Eagle intends to follow DFO operational statements for the installation of clear span bridges and culverts.
Navigable Waters Determinations	Transport Canada	The determination by Agnico Eagle if streams and rivers crossed by the Road are navigable. The report on navigability will be sent to Transport Canada.
Explosive Magazine Permit Renewal	Workers' Safety and Compensation Commission	Permits an explosive magazine on-site and at other approved locations
Class 2 Permit for Heritage Sites (obtained by qualified professional archaeologist)	Department of Culture and Heritage, Government of Nunavut	Unavoidable impacts of the road on heritage sites have been mitigated

SECTION 4 • RELATED DOCUMENTS

Environmental management documents that provided input to the Road Management Plan (RMP) include the following:

- Emergency Response and Spill Contingency Plan; and
- Conceptual Closure and Reclamation Plan.

The Road Management Plan will be in effect for the construction, operation, and closure phases of the road. It will also be in effect during any periods of temporary closure of the Amaruq Access Road and the Exploration Site.

SECTION 5 • CONSULTATION

Consultations on the Amaruq road route were initiated through discussions with the HTO, a traditional knowledge study where 10 elders who lived, hunted and/or travelled throughout the area described their traditional knowledge of the area between the Meadowbank mine and the Back River[2], and during the Meadowbank Type A hearings and public meetings. Table 5.1 summarizes the consultation that was completed prior to this submission.

Table 5.1: Summary of Consultation

Date	Description	Attendees
August 2014	Meeting with Hunters and Trappers Organization representatives to present upcoming work on the proposed exploration access road at the Meadowbank Mine Site	Hunters and Trappers Organization and Agnico Eagle
August 27, 2014	Pre-construction access road reconnaissance and fly over proposed route and stopped at Amaruq Exploration site with federal representatives	Environment Canada and Agnico Eagle
November 5, 2014	During the Meliadine Aquatic Effects Monitoring Program workshop, Agnico Eagle introduced the access road to local, territorial and federal representatives	Environment Canada, Aboriginal Affairs and Northern Development Canada, Hunters and Trappers Organization, and Agnico Eagle
December 2014	Traditional Knowledge workshop with Elders held in Baker Lake	Baker Lake Elders and Agnico Eagle
January 2015	Meadowbank NWB Type A public meetings as part of the pre-hearing conference; Agnico Eagle presented preliminary exploration results at the Amaruq Exploration site and the available information on the proposed exploration access road	Public presentations open to the Kivalliq; KIA, AANDC, Baker Lake Hamlet, Chesterfield Inlet, Agnico Eagle
March 24th 2015 (planned)	Meet with federal and territorial regulators in Iqaluit to discuss regulatory projects for Agnico Eagle	
April 2015 (planned for the week of April 13 to 17 or 20 to 24th)	Meet with DFO	
April 2015 (planned for the week of April 13 to 17 or 20 to 24th)	Consult with KIA	
Summer 2015 (planned)	Host community sessions in Baker Lake,	

[2] The Back River is north of the Amaruq Exploration site and Amaruq Access road.

	Chesterfield Inlet, Rankin Inlet, Whale Cover, and Arviat

Further consultation is planned with the regional communities with the Hunters' and Trappers' Organization (HTO), and Kivalliq Inuit Association (KIA) following the submission of the water licence application.

5.1 Road Use by Nunavummiut and Other Developers

The Amaruq road will be a private road used solely by Agnico Eagle and its contractors. Agnico Eagle intends to keep the road closed for public use at this time. This is mainly due to the fact that the road is not be entirely accessible from Baker Lake as there is restricted use near the Meadowbank mine site, which will bisect the access road. Agnico Eagle is unaware of any possible future developments in the vicinity of the Amaruq Exploration Site that could use the road.

However, it is Agnico Eagle's responsibility to decommission and reclaim the road once its activities in the area are complete. For a third party to take over the road(s), that third party would have to complete its own arrangements with the land owners (KIA and Crown) and then complete its own environmental screening/assessment and permitting process covering future use. Agnico Eagle does not own the land on which the access road is constructed on and, thus, cannot transfer future ownership or use privileges to any third party. Agnico Eagle must complete its obligation to decommission and reclaim the Amaruq road unless directed otherwise by a combination of the landowners and other regulatory agencies who issued permits/authorizations for it.

SECTION 6 • MEASURES TO PREVENT PERMAFROST DEGRADATION

The Amaruq road has been designed with a minimum fill thickness to maintain permafrost conditions within the subgrade soils. To the greatest extent possible, the road will be constructed in the winter when the subgrade soils are frozen in order to prevent insulation of thawed subgrade soils. The rough base would be advanced at the full road width. Depending on when the permits are received, Agnico Eagle intends to construct the base of the road under frozen ground conditions. The majority of the watercourse crossing culverts and bridge construction would also be installed in the winter. Once the rough base and stream culverts are installed, the remainder of the construction will be completed by building up the rough base primarily under winter conditions, and placing the final topping materials during the spring and early summer.

Mitigation and environmental design features to reduce the potential for permafrost degradation are as follows:

- The road alignment avoids, where possible, fine-grained, poorly drained, ice-rich, frost susceptible soil conditions due to susceptibility to thaw related settlement;
- Regions of high ground relief (higher elevations) were sought to provide better drainage conditions, to minimize the potential for snow drifting on the road and to avoid organic depressions and/or other poor ground conditions, which are more abundant in the low lying areas;
- Road fill material will be placed directly over the existing soil layer without cutting, stripping, or grubbing to avoid disturbing the subgrade soils;
- Only thick drifted snow will be removed before the road fills are placed;
- Road fill used will be dependent on the underlying ground conditions; these are:
    - soils very susceptible to freeze and thaw induced settlement where thawing of the near-surface sub-grade is expected to result in significant strength loss and excessive settlements. The road fill thickness in this situation will be a minimum of 1.5 metres plus sub-base[3], and will employ the use of geogrid, woven geotextile and expanded polystyrene to protect the soil (see figure 6-1 for details);
    - soils relatively susceptible to freeze and thaw induced settlement where thawing of the near-surface sub-grade is expected to result in significant strength loss and excessive settlements. The road fill thickness in this situation will be a minimum of 1.5 metres plus sub-base and will also employ the use of geogrids and woven geotextiles over the soil (see figure 6-2 for details); and

[3] The thickness of the sub-base will be variable and will in part be dependent on the topography of the ground surface where the road is to be constructed.

- soils relatively unsusceptable to freeze and thaw settlement where thawing of the near-surface sub-grade is expected to result in minimal strength loss and tolerable settlements. In this situation the thickness of the roadbed will be a minimum of 0.9 metres plus subbase (see figure 6-3 for details).

- To prevent insulation of thawed subgrade soils, to the greatest extent possible the road will be constructed in the winter when the subgrade soils are frozen.

As recommended in Golder (2010) for the Meliadine access road and being directly applicable to the Amaruq road, the road and its shoulders will be inspected weekly (at a minimum) during the summer period for evidence of seasonal freeze and thaw adjacent to the toe of the road embankment. Such movements are expected and may lead to longitudinal cracking and thaw settlement especially for portions of the road founded on thaw susceptible (ice rich) soils. When such areas are discovered, the affected area will be repaired using granular material obtained from a borrow pit. Agnico Eagle will maintain stockpiles of such material in select borrow pits that will remain open following completion of the road.

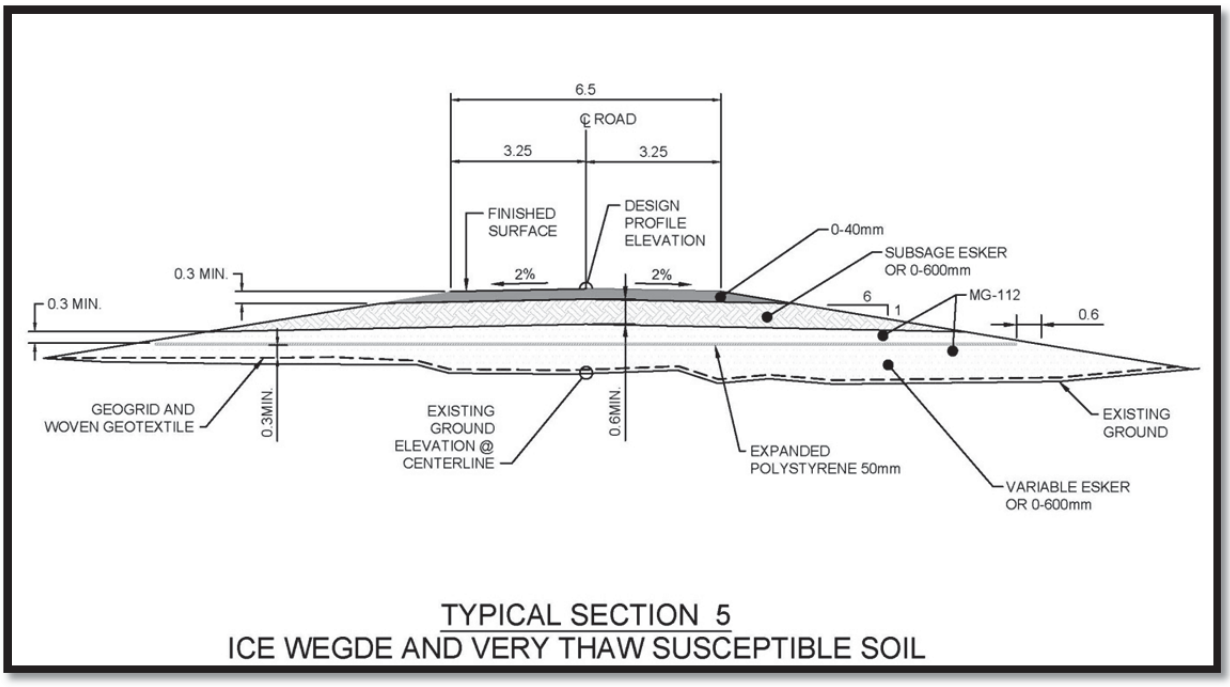


Figure 6.1 Typical cross-section of Amaruq road on ice wedge and very thaw susceptible soil

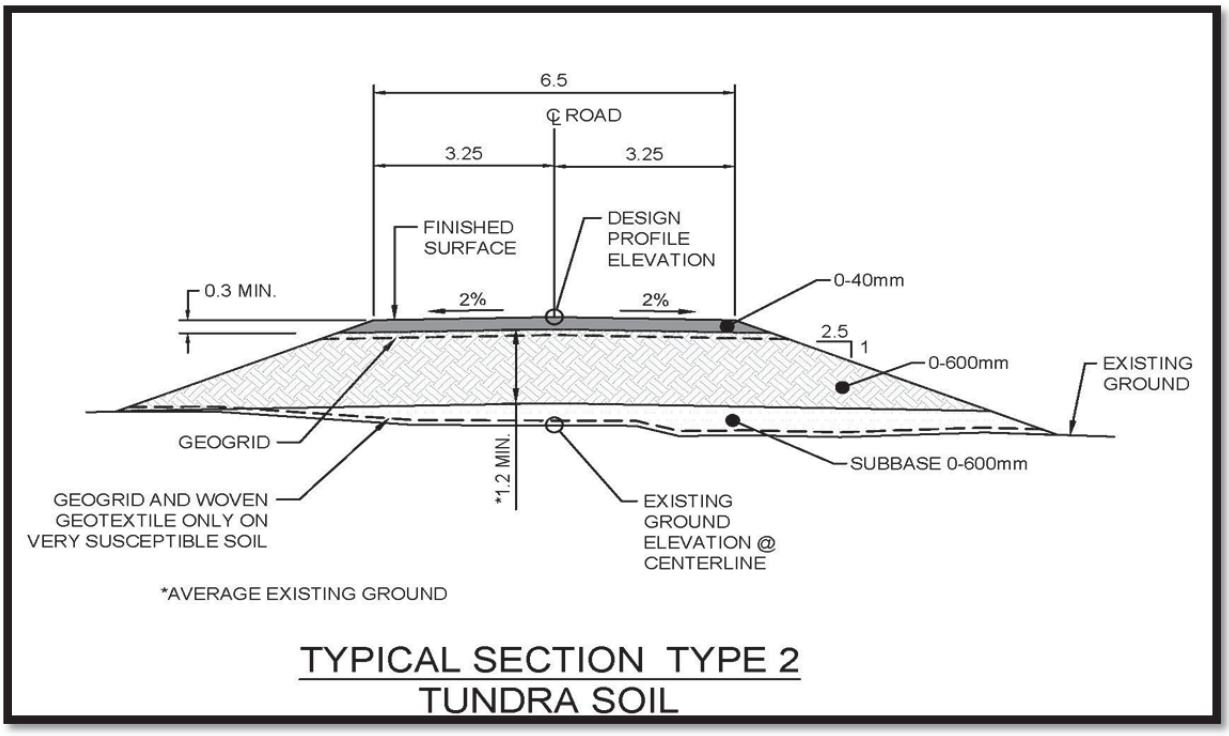


Figure 6.2 Typical Cross-section of Amaruq road built over thaw susceptible soil

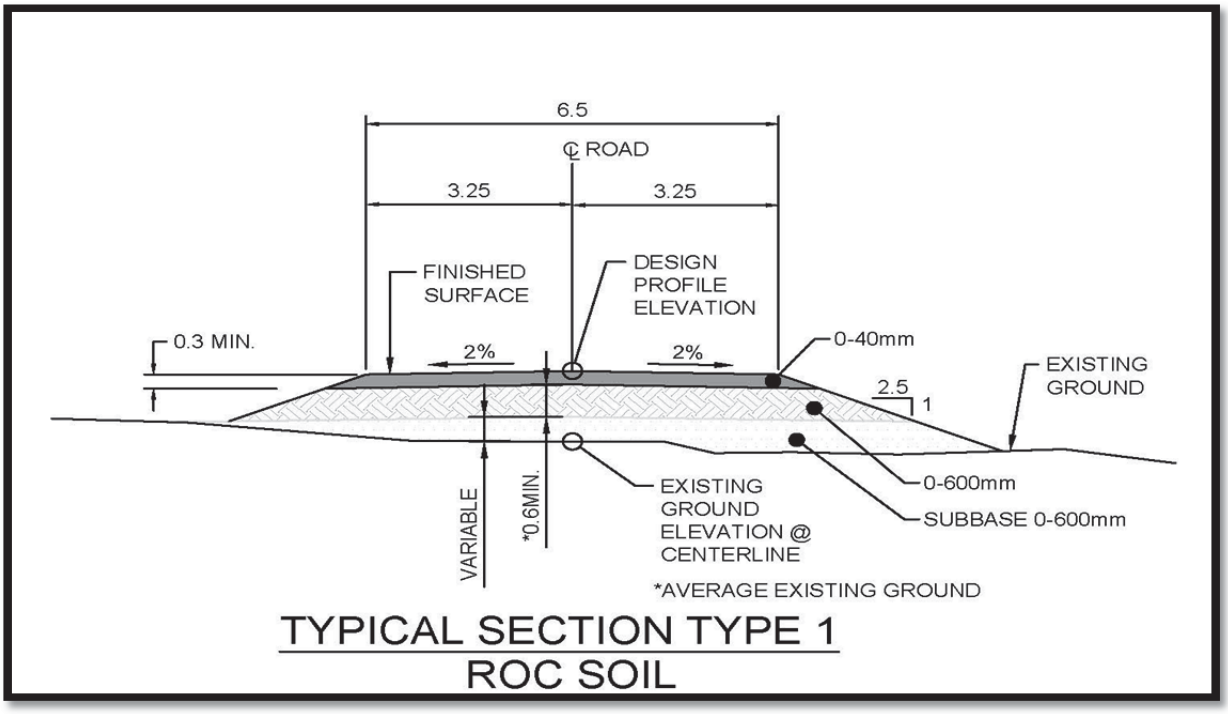


Figure 6.3 Typical section of Amaruq road built over soil relatively unsusceptible to freeze and thaw settlement

SECTION 7 • BORROW PIT MANAGEMENT

7.1 Open Pit and Borrow Pit Extraction Methods (including blasting if needed)

Table 7.1 presents the quantities of material that will be extracted for construction of the Amaruq exploration access road. The area footprints and locations of the proposed esker borrow pits are presented in Appendix B. Ripping frozen borrow pit material will be attempted using a dozer. This loosens the material and allows it to be picked up using a loader or a hydraulic shovel. Should this fail, standard drill and blast procedures can be used. The sequence of steps under this circumstance follows that for waste rock from the Vault open pit.

Table 7 -1 Amaruq Road Borrow Pits and Waste Rock for Road Construction

ID Number	Surface Area (ha)	Volume (m^3)[1]	Land Ownership[2]	Number of samples for ARD/ML testing	Location UTM Zone 14 W	
					Easting (m)	Northing (m)
Vault Open Pit – Waste Rock						
Vault Open Pit	Not Applicable	540,000	Meadowbank Gold Mine (IOL)	ARD testing in progress.	640141	7221038
Borrow Pits – Esker Material						
Esker 1	18.1	218,000	CL	8	633379	7232759
Esker 2	12.7	364,000	CL	14	626649	7235662
Esker 3	14.8	283,000	CL	11	621825	7247508
Esker 4	10.4	257,000	CL	10	614953	7250442
Esker 5	11.2	195,000	IOL	8	611936	7253888
Esker 6	6.9	111,000	IOL	4	610689	7256058
Esker 7	1.4	65,000	IOL	3	607799	7254627
Total	**75.5**	**2,033,000**		**58**		

[1] Volumes are provisional at this time and are subject to change.
[2] CL=Crown Land, IOL= Inuit Owned Land.

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, the rock, is then loaded into haul trucks using either a loader or an hydraulic shovel. The truck drives to the end of the road where the rock is dumped. The final step is moving the rock into place using a dozer. This sequence is called a “drill, blast, load, haul, dump” sequence.

Some rock can be moved to a crusher to produce aggregate of various sizes[4]. The main source of crush material will be at the Vault Pit. Operations in the Vault open pit use explosives to break the rock. The crusher will 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.

With the onset of winter, ramps will be built to the top of some eskers to obtain access to the borrow pit. Ramps will be necessary for esker borrow pits 2, 3 and 4. The following summer the aggregate material will be allowed to thaw and subsequently be stripped using a dozer or loader. It should be possible to strip two layers over the summer period, each to a depth of approximately one metre. The material will be piled in mounds to allow drainage. Subsequently the mounded material will be easily handled at all times of the year[5]. If access to the esker borrow pits is delayed, other procedures will be used to access road building materials at all times of the year.

7.2 Borrow Pits Mitigation Measures

The ranking of mitigation options is as follows:

- **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 environmental 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;
- Where possible, maintain the floor of the borrow pits slightly above the elevation of the surrounding area 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;

[4] Aggregate will only be produced if it is required in building or maintaining the road.

[5] This procedure will be used if time allows.

- Protect archeological resources;
- Maintain air quality through dust control/suppression; 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.

7.3 Acid Rock Drainage and Metal Leaching

Geochemical testing was carried out to assess the chemical composition of the potential building material, its potential to generate acid rock drainage (ARD), and its potential to leach metals into the receiving environment upon exposure to ambient conditions. Sampling and testing prior to use of any borrow pit significantly reduced the risk of ARD/ML. Avoiding the use of undesirable or questionable road building materials ranks this mitigation measure as highly desirable.

Initial testing of borrow pit materials was completed in 2014 and found, *"The esker samples show no potential to generate acid drainage."* Further, based on criteria devised by MEND 2009, *"…all samples are classified as non acid generating"*. For waste rock from the Vault open pit, the analysis determined that, *"…total sulphur content <0.2% is recommended as an appropriate criterion for selecting non potential acid generating Vault material for use in road construction."*

Leach tests of the esker samples was carried out on samples collected from Eskers 1 to 6 inclusive[6]. Metal concentrations did not exceed the Metal Mining Effluent Regulations criteria. There were exceedances of Canadian Environmental Quality Guidelines (CEQG) for the protection of aquatic life for some samples. The parameters are namely As, Cu, and Pb.. It was found that:

> *"Exceedances in leachates from laboratory tests do not necessarily imply non-compliance of contact water quality. The quality of drainage water will depend on a number of factors that are difficult to reproduce in static leach test such as the SFE test, including, but not necessarily limited to, material exposure, drainage patterns and site climate, which affect the ratio of leaching solution to solid material and water-rock contact time. Rather the results discussed underline the propensity of the till material to release metals in dissolved form when in contact with water.*

The marginality of exceedances for some parameters is discussed and that they are not expected to be a concern to receiving water quality. However, to confirm that the best available road building materials are being used in constructing the road, additional samples will be collected during the construction of the road. Additionally, water quality monitoring will be carried out in confirming that the road building materials are not negatively affecting nearby water quality.

[6] Esker 7 was not sampled. This borrow pit is within the proposed commercial lease for the Amaruq camp site.

7.4 Management of Water Originating from Borrow Pits

While ARD/ML testing is a measure to avoid using questionable road building materials, 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 analysed for a full suite of water quality parameters[7]. 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.

7.5 Management of Archaeological Resources at Borrow Pits

Agnico Eagle has carried out a preliminary archaeological assessment of the road right-of-way and the proposed borrow sources using a professional archaeologist registered in Nunavut. No concerns were raised following the preliminary review of potential archaeological sites, however, the selected borrow pits and the road right-of-way will be examined for archaeological resources before road construction begins. A site with archaeological resources present will not be selected if there is a similar site devoid of archaeological resources nearby.

It is Agnico Eagle's intent to avoid archaeological resources in constructing the road wherever possible; this is the preferred mitigation measure. The goal is to protect archaeological sites identified at any borrow pit or on the road right-of-way. However, if any site identified cannot realistically be avoided, Agnico Eagle will apply for a Culture and Heritage permit to mitigate the site(s).

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.

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

[7] Physical Parameters: pH (field and laboratory), temperature (field), alkalinity, bicarbonate, carbonate, electrical conductivity, hardness, hydroxide, ion balance, total dissolved solids, total suspended sediments
Nutrients: NH_4, NO_3, NO_2, PO_4
Major Ions: Ca, Cl, Mg, K, Na, SO_4
Trace Metals: Al, Sb, As, Ba, Be, B, Cd, Cr, Cu, Fe, Pb, Li, Mn, Hg, Mo, Ni, Se, Ag, Sr, Sn, Ti, U, V, Zn

7.6 Ground Ice and Permafrost Protection

The selected borrow pits sites are on well-drained esker deposits. All eskers have positive topography rising above the local setting. These types of granular deposits were selected because they are largely free of ground ice, thereby minimizing possible thaw settlement, which can result in erosion, slumping of side slopes, and an altered landscape that extends beyond the borrow pit.

Should permafrost degradation become evident, the area will be monitored and, if necessary, stabilized by covering the affected land with 1.0 to 1.5 m of granular material. This reclamation effort would allow the permafrost to move up into the material covering the area and stop any further permafrost degradation or prevent further melting of any ground ice. Inspections of borrow pits will continue after their closure at the end of construction.

Any significant seeps originating from the borrow pits as a result of ground ice, permafrost melting, or from precipitation events will be monitored if the water is likely to reach receiving waters[8].

7.7 Traffic Management on the Amaruq road - Management of Agnico Eagle Traffic

All required fuel, supplies, equipment and workers for the Amaruq Exploration Site will be transported via the Amaruq road. All drivers transporting these materials and personnel will either be Agnico Eagle employees or employees of contractors directly hired by Agnico Eagle. In order to operate vehicles on the Amaruq road, they must possess a valid driver's license from a Canadian province or territory for the appropriate class of vehicle. Agnico Eagle will educate all its employees and all its contractor's employees on road safety rules during the safety induction training that occurs before they first drive the road. The safety rules[9] developed for the road will apply to Agnico Eagle employees and Agnico Eagle contractor employees. The Amaruq Access road will be closed for public use.

All Agnico Eagle and contractor's vehicles that travel routinely on the road will be equipped with a radio set to the requisite road frequency. Consequently, traffic on the road will always have radio contact with security, and other Agnico Eagle and contractor traffic. This system will be used to report any unusual conditions along the road such as location of other vehicles, presence of wildlife on the roadway, presence of non-Agnico Eagle traffic such as snowmobiles or ATVs on the road, any special road conditions, any special weather conditions, etc.

7.7.1 Intersection of Amaruq Road with Vault Haul Road

The southeastern end of the Amaruq road will start from the Vault haul road. Haul traffic from the Vault pit will have the right-of-way. This intersection will have a stop sign on the Amaruq road along with warning signs requiring vehicles on the road to stop and give way to the mine haul trucks on

[8] Shallow, standing water will not be collected as it poses little risk to the receiving environment.
[9] See the Section 9 for complete details on safety measures proposed for the Amaruq road.

the Vault haul road. Drivers will have to stop and look both ways before proceeding on the haul road.

7.7.2 Other Access Control Procedures

There will be occasions when access to the Amaruq road needs to be curtailed for short time periods for special reasons, such as bad weather, unsafe road conditions, maintenance activity on the road, heavy operational related truck traffic, movement of oversized loads, and/or presence of large numbers of caribou on or adjacent to the road. The road could also be temporarily closed in the event of an incident, accident or other event requiring mitigation or response. Typically, these short-term closures will be required to ensure safety. During these times, the gates at both ends of the road will be closed.

7.7.3 Projected Amaruq Traffic on the Amaruq road

The amount of traffic on the road will be highly dependent on the level of activity at the Amaruq Exploration Site and the time of year, (e.g. more traffic can be expected following the arrival of supplies and materials by sea). Weather will also directly influence use of the road (e.g. virtually no traffic is to be expected when the weather is bad). Additionally, overall traffic can be expected to increase should the level of exploration increase at the Amaruq Exploration Site. Table 7-2 provides a first estimate of the projected traffic under present exploration activities. Agnico Eagle and contractor vehicles expected to use the road will include, but not be limited to, pick-up trucks, cube vans, buses, fuel trucks, tractor-trailers, snowplows and graders.

Summer traffic is expected to be moderately higher than winter traffic as more contractual work can be expected over the summer. Fuel deliveries and passenger van/bus traffic are not expected to vary a great deal between winter and summer.

Table 7-2. Estimated Average Daily Traffic on the Amaruq road

Type of vehicle	Winter		Summer	
# of vehicles	Week Days	Weekends	Week Days	Weekends
Pick-up Trucks	8-8	2-4	10-14	4-8
Cube Vans	2	1	3	1
Passenger Vans/Buses	1	0	2	1
Fuel Trucks[1]	1	0	1	0
Transport Trucks[2]	1	1	Up to 10	1

[1] Transport of fuel will be continuous, year round. A fuel truck will carry on average 45,000 litres.

[2] Transport of dry goods, which arrive annually via the sea lift, will largely take place over a 4-month period, from August to November.

SECTION 8 • INSPECTION AND MAINTENANCE OF THE AMARUQ ROAD

Inspection precedes maintenance. Agnico Eagle recognizes that a good inspection program will lead to the early identification of areas of the road where improvements are necessary. The early resolution of any deficiencies will result in less ongoing maintenance and repair of the driving surface and to water crossings.

Agnico Eagle has sole responsibility for the ongoing inspection and maintenance of all of the components of the Amaruq road, including the roadbed, bridges, open bottomed arch culverts, circular corrugated culverts, and the borrow pits used in the construction and maintenance of the road. Agnico Eagle will apply the experience that it has gained from the ongoing operation of the Meadowbank All-weather Road, which has now been in operation for five years. This experience will be applied in the planning of the day-to-day operation, inspection and maintenance of the Amaruq road. Agnico Eagle will have a road supervisor who will be responsible for the ongoing road inspection and maintenance of the road.

The road supervisor will conduct periodic inspections (minimally on a weekly basis) of the road to ensure that the road is maintained for safe travel of personnel, equipment, and supplies. These inspections will be recorded and any deficiency recorded and followed up by a corrective plan. These periodic inspections will include an inspection of the bridge abutments and a visual observation of the road surfaces to assess the status of the road's foundation.

During the summer period, the road surface will be maintained with gravel being spread as required and regular grading of the road. In the fall, winter and spring time the maintenance will be adjusted according to the weather conditions. Snow clearing along the road will be done to ensure that the road can be operated safely. The manner in which the snow is cleared will also take into account the road configuration to ensure that snow accumulation will not cause any particular problem during the freshet.

The entire road will be inspected for signs of accumulation of ponded water either on the road surface or along the sides of the road. Where noticed, the Agnico Eagle road supervisor will evaluate and monitor the accumulation to determine why water is accumulating in these areas. Based on these evaluations and to avoid erosion or washing out of the road, the road supervisor will take remedial action where and when necessary to correct the cause of such ponding, such as grading of the road surface to remove areas of ponding or installation of additional culverts if the road is causing excessive water ponding.

8.1 Watercourse Crossings Inspections and Maintenance

The watercourse crossing inspection and maintenance program has three main components:

- A regular inspection program to identify issues relating to watercourse crossings, such as structural integrity and hydraulic function;
- An event inspection program to track the impacts of large storm events on watercourse crossings, such as structural integrity and hydraulic function; and
- A culvert location inspection program to ensure that open bottomed arch culverts and pipe or corrugated culverts have been installed in the right location with respect to the watercourse and that their capacity is adequate to ensure that the culvert(s) pass the water under all hydraulic conditions. In most cases for circular, corrugated culverts, they will be installed in multiples at different elevations at each stream crossing to ensure that these culverts can adequately pass normal summer flows as well as spring freshet and heavy rainfall flows.

8.1.1 Regular Crossing Inspection and Maintenance

Just prior to spring freshet, all culverts and stream crossings will be inspected to confirm that they are in good state to accommodate the rapid spring thaw that is seen in the north. During the freshet period, crossings inspections will be performed daily (mid-May thru June) and weekly during the remainder of the ice-free period prior to fall freeze-up (July through October) by the road supervisor and/or an environmental technician. An annual geotechnical inspection of the road will be conducted by a qualified engineer.

These inspection activities for each watercourse crossing will consist of:

- Visual inspection of its infrastructure to identify defects, cracks or any other risks to structural integrity. Particular attention will be paid to the inlet and outlet structures of culverts, and to bridge abutments and their foundations, as required;
- Visual inspection to identify sediment or other debris accumulation impeding the free flow of water through the crossings. Maintenance operations will consist of hand removal of accumulated debris and repairing damages as soon as possible; and
- Visual inspection of upstream and downstream channel to identify bed erosion or scour around the watercourse crossing structure. Particular attention will be paid to abutments and their foundations as they will be vulnerable to scour and erosion during flood events. Particular attention will also be paid to potential sources of sediment transport at the crossing.

Inspection results will be recorded by Agnico Eagle to help track changes in conditions over time. Maintenance operations will consist of undertaking remediation of any detected problems and repairing damage as soon as possible.

8.1.2 Event Crossing Inspection and Maintenance

Inspection frequency will increase just after heavy or prolonged rainfall storm events. Visual inspection of each watercourse crossing will be completed to identify potential risks to the

crossing's structural integrity, debris accumulation and whether erosion and scour have occurred. Water accumulation along the road will also be monitored. Results will be recorded by Agnico Eagle to help track changes in condition over time. The remediation of any detected problem and any necessary damage repairs will be undertaken as soon as possible, under the direction of Agnico Eagle's road supervisor.

8.1.3 Culvert Location Inspection

Following their installation, the circular, corrugated culvert crossings will be visually inspected to confirm they have been properly executed and installed. Depending on when the permits to construct the access road are received, these culverts will initially be installed during winter conditions and thus it is possible that a culvert will not be sited correctly to pass all water through the road, which results in excessive water ponding against the road. The intent is to check for such conditions during the first snow melt and after rain events so that if deemed necessary, adjustments can be made accordingly. Although a conservative estimate of culverts has been proposed, if deemed necessary following inspections additional culverts may be installed in locations that may not optimally route water flows.

8.2 Snow Removal and Snow Management

Sections of the road are expected to experience snow drifts because of strong winds over the winter period. As much as possible, this snow will be cleared to the downwind side of the road to limit the wind re-depositing the same snow on the cleared road. Routine spring snow management will include the removal of any snow that accumulates at bridges and culverts so that water at freshet can move freely through the circular culverts, and under open bottom arch culverts and bridges. In the case of culverts, snow will be removed from both ends but not from the inside.

8.3 Dust Suppression

The amount of dust generated along a road is dependent on the dryness of the road surface, the number of vehicles, weight and speed, and maintenance of the driving surface. Regular grading of the road combined with the addition of granular material to the driving surface will be needed. This will improve road safety and also reduce the amount of dust. Dust will also be mitigated by maintaining posted speed limits.

In areas or times identified by the Agnico Eagle road supervisor as being prone to high dust levels, where safe road visibility is impaired, or in areas where dust deposition is impacting fish habitat and/or water quality, the road supervisor will arrange mitigation measures as appropriate. This could involve actions such as grading of the road surface, placement of new coarser topping, and/or watering of the road surface. Based on the experience of the Meadowbank AWAR from Baker Lake to the mine site, use of chemical dust suppressants is not expected for the exploration access road. However, if there are safety concerns, chemical dust suppressants will be only used as a last resort

and only in accordance with the Environmental Guidance for Dust Suppression published by the Government of Nunavut Department of Environment (GN 2014).

SECTION 9 • ROAD SAFETY

Agnico Eagle security personnel along with Agnico Eagle's road supervisor will monitor activity on the Amaruq road through radio contact with drivers on the road, and through periodic patrols of the road. All Agnico Eagle and contractor vehicles that routinely travel on the road will be equipped with a radio set to the requisite road frequency. Consequently, all traffic on the road will always have radio contact with security and other road traffic. This system will be used to report any unusual conditions along the road such as the location of other Agnico Eagle and contractor vehicles, presence of wildlife on the roadway, presence of snowmobiles, any unsafe practices noticed, any special road conditions, any special weather conditions, etc.

The same safety rules that will apply to all users of the Amaruq road, these are:

- Maximum speed limits of 50 km/h;
- Use of seat belts by all drivers and passengers is mandatory;
- Driving under the influence of alcohol or intoxicating drugs is prohibited;
- Wildlife has right-of-way on the road, and no harassment of wildlife is allowed;
- All hunting activity must avoid shooting across the road and should respect a safe shooting distance from the road (suggested at 1 km)[10];
- Hunting is not allowed within 1 km of Meadowbank mining areas or the Amaruq Exploration Site;
- Vehicles are not to park on the travel surface of the road but pull off the road at a safe location such as passing pullouts to prevent accidents (passing pullouts are spaced approximately every 400 ± 50 metres along road's length); and
- Signs will be posted warning of an upcoming gate[11].

9.1 Road Signage

Agnico Eagle will post appropriate road signs along the road in both English and Inuktitut. Typically, signs will advise drivers of the posted speed limit, of approaching bridges, of approaching curves, and/or areas of lower visibility (blind hills or obstructed curves).

English and Inuktitut signs will be posted at the eastern and western ends of the road, at an appropriate mid-point to advise road operators that they are in a potentially hazardous area due to

[10] Even though the road will be a long distance from Baker Lake and closed to public use, there is a possibility that individuals using snowmobiles may use the road during the winter period. Winter travel between Gjoa Haven and Baker Lake is a common occurrence, which may lead to the road being crossed or used by snowmobiles. Agnico Eagle will work with local hunters to ensure the preferred snowmobile crossing areas are well identified for both hunters and operators on the road.

[11] Unmanned gates will be installed at both ends of the road.

the presence of truck traffic. This recognizes that snowmobiles can enter and leave the road from any point along its length.

Speed limit signs will be posted at intervals of approximately every 5 km along the road. Reflective flags will be installed along one side of the road to help drivers identify the road shoulder during blizzard, white out conditions or dense fog. Typically, these flags will be black in colour to help them stand out in white-out conditions, and are nominally set at intervals of 100 to 200 m apart. Kilometre markers will be posted at intervals of at least 1 km along the road.

A list of road signage is presented in Table 9-1.

Table 9-1. Road Signage

Element	Location
Safety precautions and users advice	At the eastern and western ends of the road, and at an appropriate mid-point along the road
Blind hill	200 m ahead of the beginning of a blind hill
Speed limit	Nominally at 5 km intervals
Curve	200 m ahead of a curve
Bridge announcement	200 m ahead of a bridge
Bridge side sign	On each side of the bridge
Snowmobile crossing signs	At the crossing approach for road operators and well-marked stop signs at crossing approaches for snowmobile operators
Flexible delineators (flags)	Nominally at 100 to 200 m intervals
Kilometres markers	Nominally at 1 km intervals

9.2 Policing of Road Safety Rules

As a privately operated road, responsibility for “policing” will not fall under the RCMP. Responsibility for all operating and maintenance activity on the road will rest solely with Agnico Eagle. All Agnico Eagle employees and its contractors who will use the road will be required to take road safety training before being allowed to venture out on the road. Further, Agnico Eagle will concentrate on maintaining awareness among Agnico Eagle employees and contractors on the safe use of the road.

Agnico Eagle will use its road supervisor and site security to monitor what is occurring on the road. They will monitor activity on the road through periodic patrols of the road, and in conversation with drivers on the road at the time. Agnico Eagle will monitor speed limit infractions by direct observation of drivers seen to be driving too fast. Agnico Eagle will also rely on radio contact with all

company and contractor vehicles on the road to monitor unsafe conditions or activity. Agnico Eagle does not have any special policing powers and cannot issue tickets or use other methods to address unsafe operation. Agnico Eagle can record unsafe practices, warn the person causing the infraction, and in severe or repeated cases of violation, remove all privileges for future access to the road by an offending driver.

Regulatory inspectors can inspect the road and any associated infrastructure at will. Agnico Eagle will abide with the recommendations and directives provided by the inspectors.

However, it is worth noting that the *Criminal Code* of Canada applies to private roads. For example, if an accident were to occur on a road and alcohol was involved, that person could be charged by the RCMP.

SECTION 10 • ACCIDENTS, SPILLS, MALFUNCTIONS AND EMERGENCY RESPONSE

Emergency response is reactive, while prevention reduces the frequency of emergency responses. Agnico Eagle's emphasis will be on prevention, while at the same time keeping resources close at hand in order to respond to emergencies on the road in a timely manner.

Three possible causes of road emergencies are the road, vehicles and people. The interplay of these three elements leads to either safe use of the road or emergency responses. Agnico Eagle is fully responsible for the design, construction and maintenance of the road. Agnico Eagle will ensure that its vehicles and those of the contractors are in good working order before they venture out on the road. As well, Agnico Eagle will train its employees and contractors on road safety far more than any legal minimum.

Agnico Eagle will lead by example in road safety. Agnico Eagle will train road users in road safety, shaping good driving practices and influencing behaviour on the road. Emphasis will be placed on the use of seat belts; observing posted speed limits; improving visibility for others by wearing reflective clothing at all times; dealing with driver inexperience, etc.

In urgent circumstances and where appropriate, Agnico Eagle will request assistance from other parties at the Meadowbank mine or in Baker Lake. However, based on Agnico Eagle's experience with the Meadowbank access and haul roads, Agnico Eagle does not believe that its Amaruq road will result in any increased demand on local public service providers (i.e., fire, police, ambulance, medical, and maintenance) in Baker Lake.

10.1 Accidents and Malfunctions

There will be accidents and malfunctions that occur on this road. Such unfortunate events are inevitable, no matter how much effort is devoted to preventing them. However, mitigation measures and response plans will be developed that can be applied to reduce the frequency and severity of such events. The types of events considered likely are as follows:

- Vehicle collisions that may result in personal injury and spillage of potential harmful materials such as fuel, lubricating fluids, antifreeze, etc.;
- Contact between vehicles and wildlife that may result in harm to wildlife, personal injury and spillage of potentially harmful materials, etc.;
- Single-vehicle accidents that may result in personal injury and spillage of potentially harmful materials;
- Risk of people getting stuck on the road in bad weather such as in heavy snow or whiteout conditions, or due to mechanical breakdown; and
- Spills of harmful materials onto the land or into water.

In an effort to prevent these occurrences, the road will be closed under poor weather or road conditions. Furthermore to improve the response in the event of an incident or accident, emergency responders will be available at Meadowbank and at Amaruq, an emergency spill response seacan will be installed midway along the road and will be fully stocked with emergency response equipment and the road supervisor will have an emergency spill response kit in their vehicle.

All employees will be responsible to report, mitigate and clean up small spills. In the case of a larger spill, spill response will be implemented by the ERT based at Meadowbank and the environmental staff, who will advise, document, and report on initial response and clean-up actions. The Spill Contingency Plan will be activated in responding to a spill.

Agnico Eagle emergency response team (ERT) personnel are tasked with responding to any vehicle accident resulting in personal injury or spillage of harmful material. Agnico Eagle will initiate extraction and transport to medical assistance at the Amaruq camp or the Meadowbank mine. In the event of serious injuries, the person or persons will be evacuated by air to the Baker Lake medical centre or a Winnipeg medical facility. The procedures in place in the Risk Management and Emergency Response Plan will be followed.

Agnico Eagle will report all reportable scale incidents to the appropriate Government authority (e.g., Mines Inspector, RCMP, Nunavut Water Board (NWB), NU Spill Line, Environment Canada, GN Department of Environment, Fisheries and Oceans Canada (DFO), KIA and Hamlet of Baker Lake).

The following actions are to be taken in the event of an accident on the road (including snowmobiles):

- Check the condition of people involved in the accident and provide immediate first aid if appropriate;
- Call the Amaruq road dispatch by radio and report the location and nature of the accident and indicate the type of assistance required (medical help, environmental cleanup, 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 pulloff in the event of a minor accident, or blocking off the road in both directions in the event of a more serious accident; and
- 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, the road dispatch will initiate the emergency response procedure passing along the information to the emergency response coordinator. The emergency response coordinator 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 emergency coordinator will turn the scene over to Amaruq safety personnel so that an appropriate accident investigation can be initiated.

In the event of an incident involving contact with wildlife, the road dispatch will notify the site security personnel and the environmental representatives. 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 KIA, the Baker Lake HTO, and the GN Conservation Officer in Baker Lake. Any animal carcasses will be removed from the scene of the accident and will be incinerated or delivered to the GN officer.

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.

SECTION 11 • WILDLIFE MANAGEMENT

Wildlife is expected to occasionally be observed on or immediately next to the road. Caribou and other wildlife will have the right-of-way at all times. In case of problems (e.g. aggregations of caribou), Amaruq Exploration Site environmental personnel will be in charge of managing the situation and, with the collaboration of the security department, will advise road users by patrolling the road. Site personnel will notify and be notified by dispatch radio if any wildlife is observed on the road or if extra vigilance is needed along a specific area of the road.

The following protocol will be implemented for the protection of wildlife on the road:

- Vehicular traffic speeds on the road will be limited to 50 km/h;
- Where small to moderate aggregations of caribou (i.e., 1-50 animals) are observed within 100 m of a road, travel speeds will be reduced to 30 km/h;
- Where large aggregations of caribou (i.e., 50 or more) are observed within 100 m of a road, at the discretion of the road supervisor, vehicle movements may be suspended, this includes closing the gates on both ends of the road until animals have moved away;
- Caribou and all other wildlife will be given right-of-way on the road: vehicles must stop until the animal(s) moves off the road;
- Locations of large aggregations of animals must be reported to the road dispatch, security or the road supervisor who will inform all potentially affected employees and the environmental representative. The environmental representative will inform the KIA, the hamlet, HTO, and the GN Conservation Officer in Baker Lake;
- All incidents between vehicles and wildlife must be reported to the Agnico Eagle road supervisor and the environmental representative whether they are:
  - Near-miss;
  - Collision with injury to wildlife; or
  - Accidental death.
- Each incident will be investigated by the road supervisor and the Environment Department, and measures taken to avoid re-occurrence put in place. Disciplinary measures will be taken against any employee if the investigation concludes that the accident is the result of negligence; and
- In the case of accidental death of an animal, the Agnico Eagle's Amaruq Environmental Coordinator(s) will contact the GN Conservation Officer in Baker Lake. The carcass will be removed from the road and incinerated to avoid attracting scavengers such as Arctic foxes, wolves, grizzly bears, and/or wolverines.

11.1 Wildlife Monitoring Program

Once the road is operational, Agnico Eagle will implement a monitoring program to record on a systematic basis the prevalence of wildlife seen along the road. In advance of the road opening, the

program will be developed with the input of the local HTO and the KIA. The program will focus on caribou, muskoxen, bears, wolves, migratory birds, and raptors.

The program as envisioned will consist of a periodic ground survey of wildlife observed along the road. At the current time, Agnico Eagle thinks that the minimum frequency would be weekly and will increase to twice weekly during migration periods. The survey would log type of wildlife observed, estimate of numbers, and nearest kilometre marking along the road. The data would be aggregated and presented in the annual report. Furthermore, Agnico Eagle intends to install motion sensing cameras in predetermined transects to monitor caribou. Complete details on wildlife management and monitoring will be developed prior to the operation of the road and will be consistent with the Meadowbank AWAR monitoring.

SECTION 12 • CLOSURE AND RECLAMATION

The Amaruq road will be decommissioned and reclaimed by Agnico Eagle if exploration on the Amaruq property fails to find sufficient ore resources to support mining, or Agnico Eagle fails to obtain the necessary authorizations to proceed with any mining development. Closure and reclamation of the road would be initiated within a year following the completion of closure and reclamation of the Amaruq camp and exploration sites.

Progressive reclamation will, in some instances, lead to borrow pits being reclaimed after they are no longer needed. As described in the Conceptual Closure and Reclamation Plan, the road should be the last exploration component to be closed and reclaimed.

Decommissioning of the road will be accomplished by loosening compacted surfaces, flattening side slopes, removing all culverts, and bridges, and other potential obstructions to drainages paths. The objective will be to make the road surface impassable by vehicular traffic by ripping the entire road bed and removing all bridges and culverts along the route.

The loosening of compacted surfaces will be accomplished by ripping of the roadbed utilizing a dozer with a “ripper” attachment on the back. Successive passes with the dozer longitudinally along the road bed will eliminate the level road surface and make travel difficult. It is anticipated that, in this way, the abandoned road will not be useable by wheeled vehicles (i.e. pick-up trucks). The road bed would still be useable by ATV or snowmobile and, thus, even after final reclamation, the reclaimed roadbed would offer similar passage that currently exist.

Road decommissioning works will be carried out as necessary to stabilize any slopes where potential for slope erosion may exist. Stabilization measures may require pulling back of side-cast fills on locally steep slopes or buttressing and/or re-contouring of steepened out slopes using non-acid generating material.

These measures would also be applicable to borrow pits located adjacent to the roadway that remained open following road construction. As much as practical, deactivated surfaces will be graded to blend with the existing topography.

To the extent practical, the reclamation would also restore the natural pre-road hydrology. Natural drainage courses would be restored primarily through the removal of all culverts and bridges, and through rehabilitation of channels and banks at the crossing sites. Cross-drain structures (cross-ditches) will also be installed where necessary between culvert sites. Where armouring rock (rip-rap) is required, this rock will be non ARD/ML for the protection of aquatic life. Where affected watercourses are fish bearing, the timing of work will have to be restricted to within the designated Fisheries and Oceans Canada fisheries work window. All in-stream works will be carried out using best management practices for erosion and sediment control.

Decommissioning of the road will start from the Amaruq road end of the road and progress southeast towards the Meadowbank mine. Stream crossings will be rehabilitated as they are encountered during the progression of the work.

12.1 Reclamation of Borrow Pits Sites

All borrow pit sources developed during the construction of the road will be selected to generate only non-acid generating/low metal leaching materials. Water quality monitoring and testing will be undertaken periodically during the construction and operational period of the road to measure the quality of water draining from the open borrow pit sites and from the road base materials.

The borrow pits will have gently sloping walls and be designed for positive drainage wherever possible. With prudent initial design, the borrow pits should require little reclamation following completion of the road. Loose material will be pulled to the floor of the borrow pit and the entrance blocked.

During reclamation of the road, should acid-generating bedrock be exposed along the roadway or in borrow pit, these areas will be covered with a minimum 2-m thick layer of non-acid generating soil or rock to direct water away from the surface.

SECTION 13 ● REFERENCES

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Appendix A • Applicable Acts, Regulations, and Guidelines for the Amaruq road

Applicable Acts, Regulations, and Guidelines for the Amaruq road

Act	Regulation	Guideline
Federal		
Canadian Environmental Protection Act (1999 c.33)	*Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations* (SOR/2008-197) *Environmental Emergency Regulations* (SOR/2003-307) *Interprovincial Movement of Hazardous Waste and Hazardous Recyclable Material Regulations* (SOR/2002-301)	CCME - Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products Notice with respect to substances in the National Pollutant Release Inventory (threshold for hydrochloric acid 6.8 tonnes)
Canada Water Act (1985 c.11)		
Canada Wildlife Act (1985 w9)		
Species at Risk Act (2002 c.29)		(Eskimo Curlew – endangered)
Migratory Birds Convention Act (1994 c.22)	*Migratory Birds Regulations* (C.R.C., c. 1035)	
Fisheries Act (1985, c. F-14)	*Metal Mining Effluent Regulations* (SOR/2002-2222)	The Policy for the Management of Fish Habitat Guidelines for the Use of Explosives In or Near Canadian Fisheries Waters Freshwater Intake End-of-Pipe Fish Screen Guideline Standard Operating Procedure – Clear Span Bridges
Explosives Act (1985 c.E-17)	*Ammonium Nitrate and Fuel Oil Order* (C.R.C., c. 598) *Explosives Regulations* (C.R.C., c. 599)	
Navigation Protection Act (R.S. 1985 c. N-22)		
Transport of Dangerous Goods Act (1992, c. 34)	*Transportation of Dangerous Goods Regulations* (SOR/2001-286)	
Territorial Lands Act (R.S. *1985, c. T-7)*	*Northwest Territories and Nunavut Mining Regulations* (C.R.C., c. 1516)	
Nunavut Waters and Nunavut Surface Rights Tribunal Act (2002, c.10)		
Nunavut Act (1993 c.28)	*Nunavut Archaeological and Paleontological Sites Regulations* (SOR/2001-220)	

Act	Regulation	Guideline
Nunavut Land Claims Agreement Act (1993, c.29)		
Territorial - Nunavut		
Environmental Protection Act (RSNWT (nu) 1988, c E-7)	*Spill Contingency Planning and Reporting Regulations* (NWT Reg (Nu) 068-93)	Guideline on Dust Suppression
	The removal of hazardous materials will require the registration with the Government of Nunavut, Department of Environment as a waste generator as well as carrier (if applicable) prior to transport.	Guideline for the General Management of Hazardous Waste in Nunavut
		Guideline for Industrial Waste Discharges in Nunavut
		Guideline for Air Quality – Sulphur Dioxide and Suspended Particulates
		Guideline for the Management of Waste Antifreeze
		Guideline for the Management of Waste Batteries
		Guideline for the Management of Waste Paint
		Guideline for the Management of Waste Solvents
		Guideline for Industrial Projects on Commissioner's land
		Canada-Wide Standards for Particulate Matter (PM) and Ozone
		Canada-Wide Standards for Petroleum Hydrocarbons (PHC) In Soil
Historical Resources Act (RSNWT (Nu) 1988, c. H-3)		
Wildlife Act (RSNWT (Nu) 1988, c W-4)	*Wildlife General Regulations* (NWT Reg (Nu) 026-92)	
	Wildlife Licences And Permits Regulations (NWT Reg (Nu) 027-92)	
	Wildlife Management Barren-Ground Caribou Areas Regulations (NWT Reg (Nu) 099-98)	
	Wildlife Management Grizzly Bear Areas Regulations (NWT Reg (Nu) 155-96)	

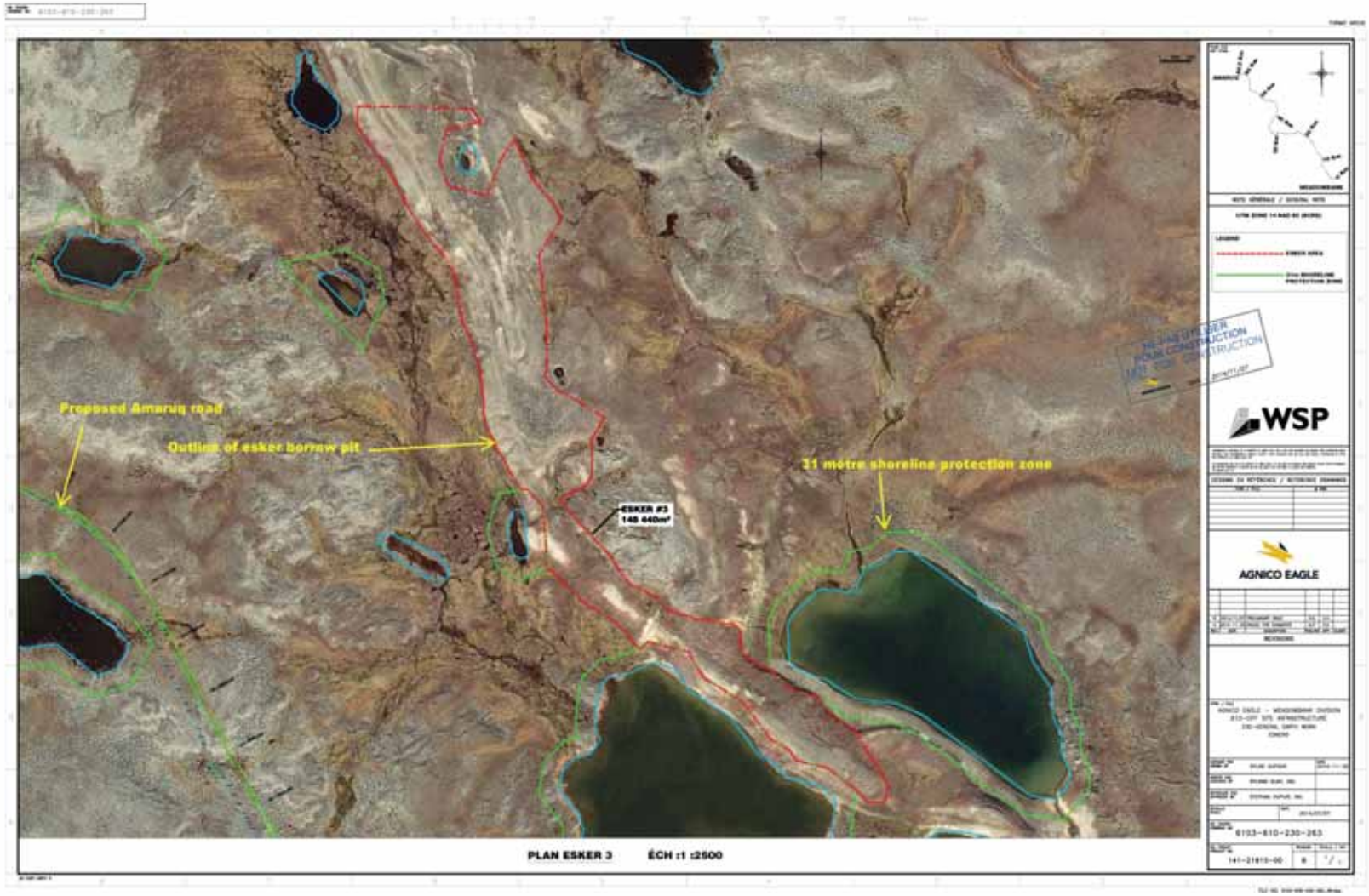
Act	Regulation	Guideline
	Wildlife Management Zones Regulations (RRNWT (Nu) 1990 c W-17) *Wildlife Regions Regulations* (NWT Reg (Nu) 108-98)	
Territorial Parks Act (RSNWT (Nu) 1988, c T-4)	*Territorial Parks Regulations* (RRNWT (Nu) 1990 c T-13)	
Scientists Act (RSNWT (Nu) 1988 c S-4)	*Scientists Act Administration Regulations* (NWT Reg (Nu) 174-96)	
Commissioner's Land Act (RSNWT 1988, c C-11)	*Commissioner's Airport Lands Regulations* (NWT Reg (Nu) 067-97) *Commissioner's Land Regulations* (RRNWT 1990, c C-13)	
Mine Health And Safety Act (SNWT (Nu) 1994, c 25)	*Mine Health And Safety Regulations* (NWT Reg (Nu) 125-95)	
Workers' Compensation Act (RSNWT, 1988, c. W-6)	*Workers' Compensation General Regulations* (Nu Reg 017-2010)	
All-Terrain Vehicles Act (RSNWT (Nu) 1988, c A-3)	*All-Terrain Vehicles Regulations* (RRNWT (Nu) 1990 c A-1)	
Apprenticeship, Trade And Occupations Certification Act (RSNWT (Nu) 1988, c A-4)	*Apprenticeship, Trade And Occupations Certification Regulations* (RRNWT (Nu) 1990 c A-8)	
Electrical Protection Act (RSNWT (Nu) 1988, c E-3)	*Electrical Protection Regulations* (RRNWT 1990 c. E-21)	
Explosives Use Act (RSNWT (Nu) 1988, c E-10)	*Explosives Regulations* (RRNWT (Nu) 1990 c E-27)	
Fire Prevention Act (RSNWT (Nu) 1988, c F-6)	*Fire Prevention Regulations* (RRNWT (Nu) 1990 c F-12)	
Hospital Insurance and Health and Social Services Administration Act (RSNWT 1988, c T-3)	*Territorial Hospital Insurance Services Regulations* (RRNWT (Nu) 1990 c T-12)	
Labour Standards Act (RSNWT (Nu) 1988, c L-1)	Various	
Motor Vehicles Act (RSNWT (Nu) 1988, c M-16)	*Large Vehicle Control Regulations* (RRNWT (Nu) 1990 c M-30) *Motor Vehicle Registration And Licence Plate Regulations* (RWT Reg (Nu) 054-94)	
Petroleum Products Tax Act (RSNWT (Nu) 1988, c P-5)	*Petroleum Products Tax Regulations* (RRNWT (Nu) 1990 c P-3)	
Public Health Act (RSNWT (Nu)	*Camp Sanitation Regulations* (RRNWT	

Act	Regulation	Guideline
1988, c P-12)	(Nu) 1990 c P-12) *General Sanitation Regulations* (RRNWT (Nu) 1990 c P-16)	
Public Highways Act (RSNWT (Nu) 1988, c P-13)	*Highway Designation And Classification Regulations* (NWT Reg (Nu) 047-92)	
Safety Act (RSNWT 1988, c.S-1)	*General Safety Regulations* (RRNWT (Nu) 1990 c S-1)	
Transportation Of Dangerous Goods Act (1990. RSNWT (Nu) 1988, c 81 (Supp))	*Transportation Of Dangerous Goods Regulations* (1991, NWT Reg (Nu) 095-91)	

Appendix B. Layout of the Seven Esker Borrow Pits.

Esker borrow pit 1 located on Crown Land. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.

Esker borrow pit 2 located on Crown Land. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.



Esker borrow pit 3 located on Crown Land. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.

Esker borrow pit 4 located on Crown Land. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.

Esker borrow pit 5 located on Inuit Owned Land. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.

Esker borrow pit 6 located on IOL. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.

Esker borrow pit 7 located on IOL and within the proposed commercial lease for the Amaruq camp and airstrip. Figure 1.1 shows where the proposed borrow pit is to be located along the proposed road.