



AGNICO EAGLE
NUNAVUT

SEALIFT SEASON 2021

SHIPPING ROUTES



INFORMATION FOR EMPLOYEES AND COMMUNITY MEMBERS ABOUT THE SEALIFT OPERATIONS

Agnico Eagle Mines - Nunavut Operations is committed to the social and economic development of sustainable communities in the Kivalliq and to be an active member of our communities. One of the ways in which we do this is by informing the community members on how we bring material to our sites and how crucial it is to our operations.

In this document, you will find information about the Sealift Operations and how we aim to protect the communities and environment while operating.

WHAT ARE SEALIFT OPERATIONS? WHY IS IT ESSENTIAL TO AGNICO EAGLE NUNAVUT OPERATIONS?

Since our Nunavut mine sites are in remote locations, we need to transport equipment such as fuel and dry goods. We transport them through barges to ensure the safe transfer of material that is crucial to the operation of our mine sites. The term “sealift operations” refers to when vessels are used to bring material to our laydown areas before transferring them to our Meliadine and Meadowbank Complex sites. This year, the vessels will be transporting material to both Baker Lake and Rankin Inlet to be delivered at our mine sites.

WITH THE CONTINUED COVID-19 PANDEMIC SITUATION, WAS AGNICO EAGLE ABLE TO CONSULT WITH THE LOCAL COMMUNITY AND PUBLIC BEFORE SENDING THE VESSELS?

In 2021, as in 2020, due to the exceptional circumstances around the COVID-19 pandemic, Agnico Eagle could not hold public meetings in person. However, these public meetings were held by way of video conferencing in the community Hamlet offices. Information related to the sealift season have also been shared through social media and over the radio. Agnico Eagle is also informing concerned authorities.

- ✓ Options for the current sealift season were carefully analyzed to ensure minimal impact on the surrounding communities.
- ✓ A Contingency and Emergency Plan is implemented by the sealift company and Agnico Eagle is closely following strict protocols to comply with regulations.
- ✓ The sealift season plan has been previously approved by the concerned authorities.
- ✓ The operations will take place in the respect of all Transport Canada regulations.
- ✓ A security guard will be present to ensure that no community member is in contact with the ship crew.

WHO APPROVED AGNICO EAGLE MATERIAL TRANSPORTATION TO RANKIN INLET AND BAKER LAKE?

- ✓ Transport Canada, along with the Government of Nunavut and the Medical Chief officer.
- ✓ The approval was to allow Agnico Eagle to ship its material by sealift to Rankin Inlet and Baker Lake. No contact with the community will be allowed.
- ✓ Baker Lake and Rankin Inlet Hamlets have also been consulted prior to submitting their plan to the Government of Nunavut to seek for their opinions and suggestions.

WILL YOU HIRE LOCAL ENTERPRISE(S) TO UNLOAD THE VESSELS?

- ✓ In Baker Lake, Peter Expediting Inc. will oversee unloading the vessels with their own equipment. Dry cargo and fuel hauling will be done by southern workers hired by Arctic Fuel. No contact will be allowed between Peter Expediting employees and any other workers.
- ✓ In Rankin Inlet, Nunavut Sealink Supply Inc. (NSSI) will supply their own unloading equipment – as per usual - and Agnico Eagle will operate Sakku Enterprise equipment for the material hauling.
- ✓ Throughout the operation, everyone involved must follow the preventive measures listed in the Hygiene Committee Reference booklet.



HAVE YOU CONSIDERED OTHER SCENARIOS TO AVOID PASSING THROUGH THE COMMUNITIES TO TRANSPORT THE MATERIALS TO THE MINE SITES?

- ✓ Options for the current sealift season were carefully analyzed to ensure minimal impact on the surrounding communities.
- ✓ In Baker Lake, the routing to Meadowbank Complex has been chosen in order to avoid contact with the local community. Specific road sections will be closed to traffic during the shipment transportation. Communication through the local radio and on social media will be done to inform the community of unloading times and that the road remains closed.
- ✓ Note that the community of Chesterfield Inlet will also be kept informed on the sealift routing prior its arrival close to the community.
- ✓ In Rankin Inlet, the trucks will be using the bypass road to avoid any contact with the community members. Local road sections will also be closed to ensure the operation safety. Like in Baker Lake, communication will be made through the local radio and on social media to inform the community on the ongoing operations.
- ✓ In the event of bad weather, the vessels will be using the north passage which means that it will pass in front of the Coral Harbor community. Community members will be informed if it happens.

WHAT IS THE ROAD PROCEDURE DURING CARIBOU MIGRATION FOR THE HUNTERS?

- ✓ The road procedure remains the same as per usual. The hunters cannot be closer than 1.5 km from the mine site.
- ✓ Road closures will be managed as per approved procedures and in collaboration with local authorities.
- ✓ Agnico Eagle will be informing the community members through its Facebook pages and over the radio when the road will be closed due to caribou migration.



WHAT ARE THE DRY-CARGO AND VESSELS QUANTITY?

This year, vessels will be transporting material to both Baker Lake and Rankin Inlet to support our operations. Here are the details about how much cargo and how many vessels will be sent to both communities:

BAKER LAKE – DRY CARGO

- Four (4) full vessels and two (2) full barges
- Five (5) vessels shared with Meliadine
- Approximately 170,000 cubic meters (m³) of material
- Approximately 99,100 cubic meters (m³) of fuel

RANKIN INLET – DRY CARGO

- Five (5) full vessels
- Five (5) vessels shared with Meadowbank Complex
- Approximately 145,000 cubic meters (m³) of material
- Approximately 50,000 cubic meters (m³) of fuel

Note that these numbers only refer to vessels used directly for Agnico Eagle operations. There will be additional sea traffic as there will be some vessels used for the communities to re-supply.

HOW WILL AGNICO EAGLE PREVENT THE SPREAD OF THE VIRUS IN THE COMMUNITIES?

- ✓ Preventive measures have already been implemented to avoid any contact with the local communities.
- ✓ Nunavut-based workforce remain in their communities since March 23rd, 2020.
- ✓ In Baker Lake, the unloading will be done by residents working for Peter Expediting Inc. They will be using their own equipment and will never be in contact with anyone.
- ✓ In Rankin Inlet, the unloading will be done by Nunavut Sealift Supply Inc. (NSSI) employees with their own equipment. To avoid any contact with the community, the bypass road will be used to haul the material to the mine site.
- ✓ Contingency and Emergency Plans are implemented to meet the regulations requirements and ensure no-contact with community members during the sealift period.

WHAT ROUTE WILL THE VESSELS USE?

Whenever possible, the vessels will use the passage south of Coats Island near Coral Harbour. Last year (2020), 92% of the passages were done south of Coats Island.

As a security measure, weather and ice condition are the major factors considered when determining whether the vessel will use the passage north or south of Coats Island.

MAP 1: ROUTING FROM QUEBEC TO NUNAVUT



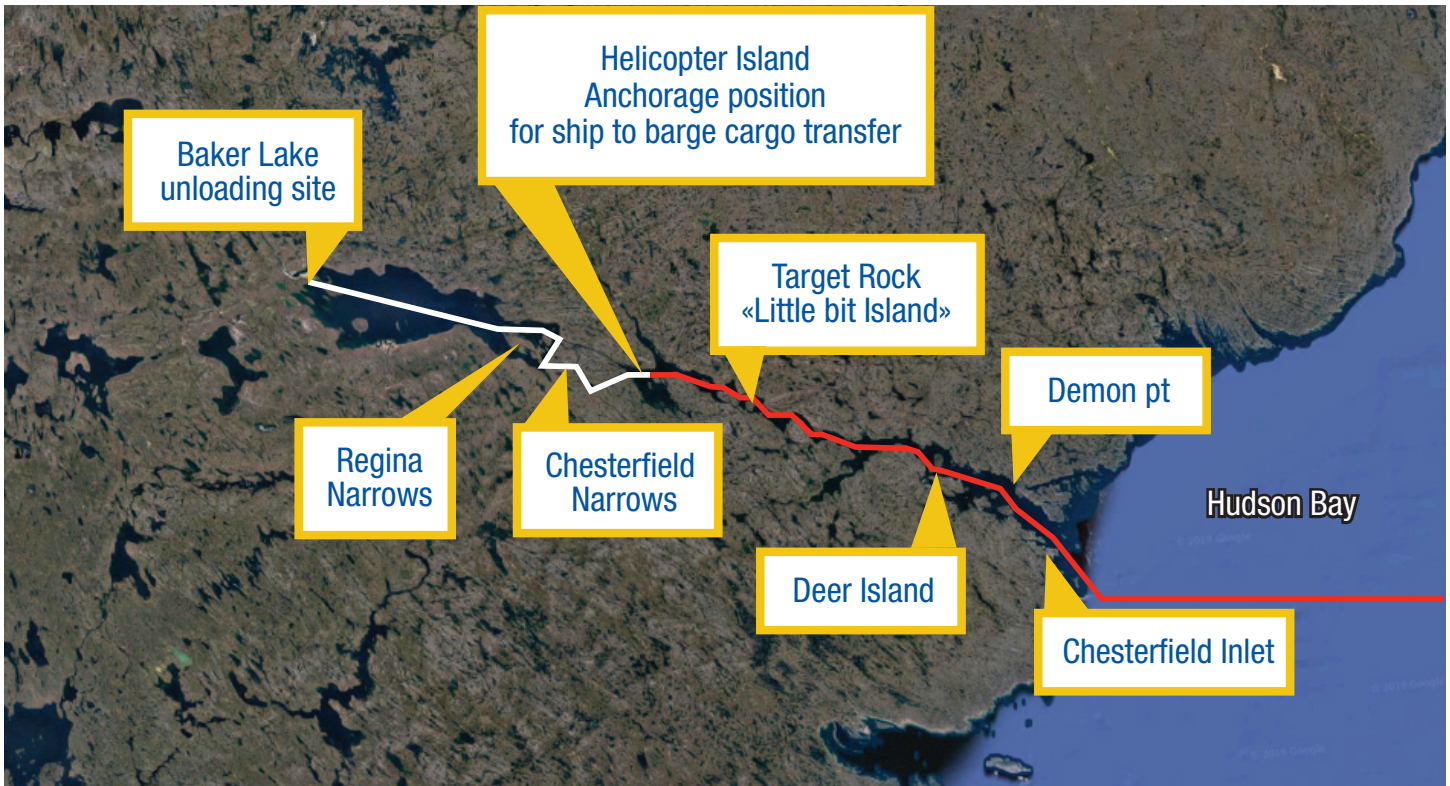
WHAT ARE THE MEASURES IN PLACE FOR THE USE OF THE ALL-WEATHER ACCESS ROAD NEAR BAKER LAKE?

Due to the COVID-19 pandemic, some measures needed to be implemented to ensure the safety of all Nunavummiut regarding the use of the All-weather Access Road (AWAR). Since the AWAR is sometimes used by Nunavummiut for numerous reasons such as the practice of traditional activities, the decision was made that an employee from Baker Lake will work at the gatehouse as a dispatcher.

- ✓ The gatehouse dispatcher monitors the flow of traffic and maintains radio communication with the drivers on the AWAR.
- ✓ Some specific measures will be implemented to ensure that the no-contact procedure is still maintained between on-site employees and community members.
- ✓ The gatehouse dispatcher will not be in contact with on-site employees.
- ✓ Drivers must also record all entries and exits of All terrain Vehicle onto the AWAR.

For any questions regarding the AWAR, visit our website at aemnunavut.ca/community/roads/

MAP 2: ROUTING TO GO TO BAKER LAKE



HOW TO SAFELY USE THE ALL-WEATHER ACCESS ROAD (AWAR) IN THE BAKER LAKE AREA?

- ✓ Stay informed. Subscribe to our Facebook page – AEM Meadowbank Complex to have access to the latest information regarding the road activities. Visit our website – aemnunavut.ca – to learn more about the Sealift Season.
 - ✓ All Baker Lake residents that need to use the AWAR must report to the dispatcher. However, to protect the safety of all, community members are asked to limit their use of the AWAR. The road will be closed during the material hauling.
 - ✓ Only ATVs and snowmobiles are allowed on the AWAR.
 - ✓ Speed limit is 50 km/h.
 - ✓ The safety of everyone on the AWAR is the main priority.
 - ✓ Hunters – no hunting is allowed at less than 1.5 km from the mine site. No shooting is allowed within 1 km of the AWAR. Hunters are allowed up to km 85 on the AWAR.
 - ✓ Hauling – E&I will provide the service of hauling the material to the mine site.
 - ✓ Transportation of NSSI employees to and from site by helicopter twice a day (morning and at the end of the shift).
- For any questions regarding the AWAR, visit our website at aemnunavut.ca/community/roads/**

IS THERE MONITORING DONE TO PROTECT THE MARINE MAMMALS AND SEABIRDS?

Yes, monitoring will be done to ensure marine mammals and seabirds are not affected by the sealift operations. The groups in charge of monitoring them are the Nunavut Sealink & Supply Inc. (NSSI) and Woodward crews. The environmental logs are available and reported through the Marine Mammal and Seabird Observation (MMSO) annual report. Additionally, there will also be Cadets on board of the vessels for this year's sealift operations.

WHERE CAN I FIND LIVE INFORMATION ABOUT THE VESSELS ROUTING?

You can go to the following website to look at the vessels routing in live-time :

<https://www.arcticsealift.com/en/position.php>

Note that each northbound vessel will be sailing for approximately 8-9 days and will be docked approximately 7-10 days before sailing back south for approximately another 8-9 days.



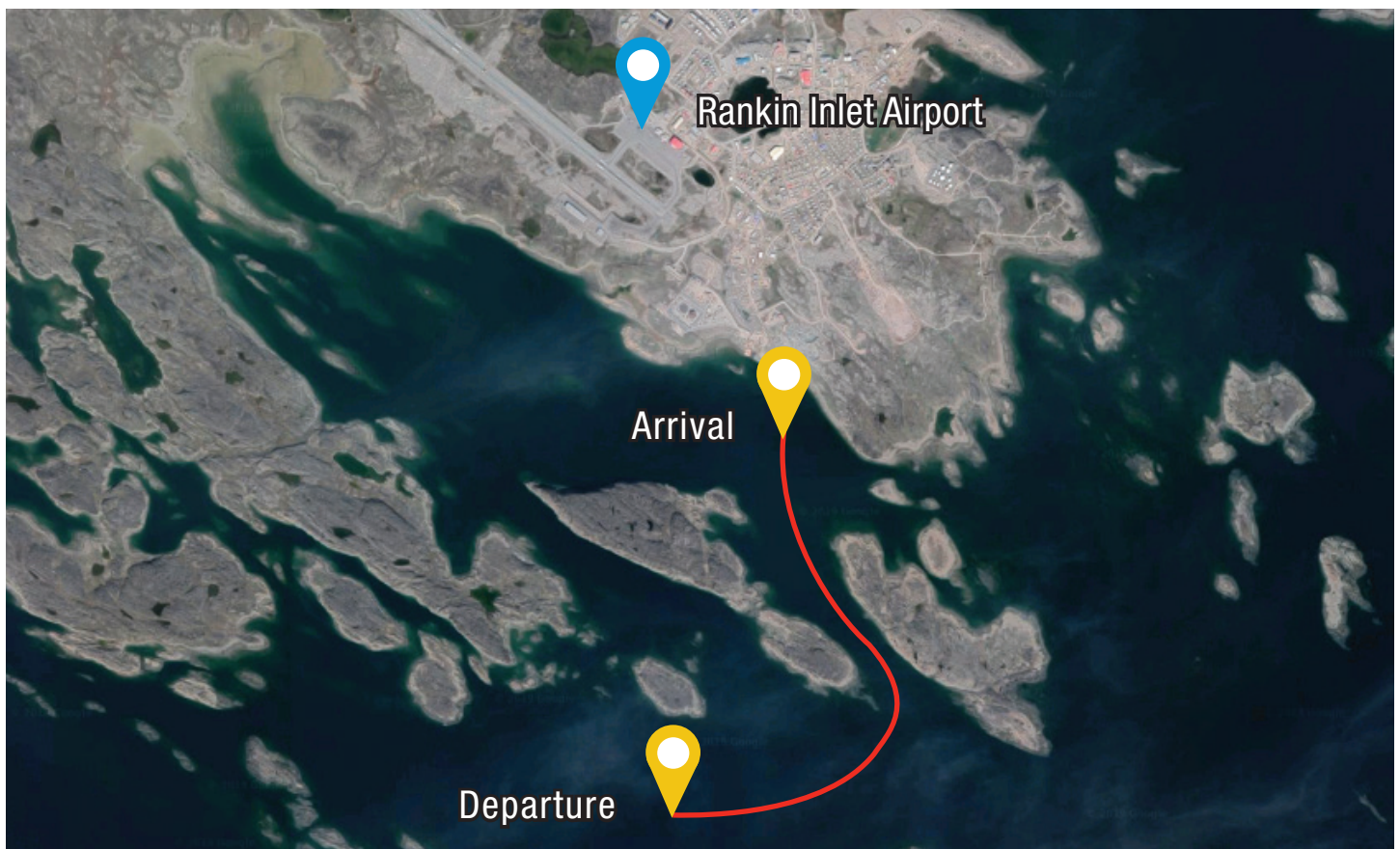
WHAT ARE THE MEASURES IN PLACE FOR THE USE OF THE ALL-WEATHER ACCESS ROAD NEAR RANKIN INLET?

- ✓ Stay informed. Subscribe to our Facebook pages – AEM Meliadine and AEM Meadowbank Complex to have access to the latest information regarding the road activities. Visit our website – aemnunavut.ca – to learn more about the Sealift Season.

A security guard will be posted at all times at the Itivia boat launch to ensure the preventive measures are followed. The security guard will coordinate over radio communication with the unloading crew to allow a safe boat launch to all community members. The use of the by-pass road will be prioritize to keep a safe distance and to avoid any local traffic.

For any questions regarding the AWAR, visit our website at aemnunavut.ca/community/roads/

MAP 3: ROUTING TO GO TO RANKIN INLET





IMPORTANT HIGHLIGHTS REGARDING COVID-19 PREVENTIVE MEASURES

- ✓ Whenever Nunavummiut will be encountered travelling on the AWAR, and the by-pass road, Meliadine and Meadowbank Complex employees working in the area must remain in their vehicle or equipment to avoid any direct contact.



- ✓ In the event of an emergency and Nunavummiut require assistance on the AWAR, Meliadine and Meadowbank Complex employees will first inform them that non-necessary contact must be avoided to limit any potential virus transmission risk. If an intervention is necessary, PPE such as gloves and masks have been made available in every vehicle so that the employees can safely aid.



WHERE CAN I GO TO FOR QUESTIONS OR TO RAISE CONCERNS?

If you have any concerns, you can share them via our **Nunavut Community Communication System - Tusaajugut** at tusaajugut@agnicoeagle.com or call us toll-free at **1-844-323-3002**.



AEMMeadowbankComplex | AEMMeliadine

