



## THE LAYDOWN AREA

Most of equipment and material required for the construction of the mine site will be transported via ships during the summer sea lift.

Between July and December, material offloaded from the ships will be transported to the Meliadine site.

To ensure a smooth transfer of material from the barges to the Meliadine site, Agnico need to expand the actual laydown area. This will provide adequate space for the transit of sea cans brought in during the barge season.





8 SHIPS WILL ANCHOR IN RANKIN INLET THIS YEAR BETWEEN JULY AND NOVEMBER



About 2,000
SEACANS WILLTRANSFERTHROUGHTHELAYDOWN
AREA FROM JULY TO DECEMBER

## THE FUEL FARM

Agnico will construct 2 fuel tanks to store it's fuel delivered by ship necessary for construction and mining operations at the Meliadine site. The fuel will then be transported to the mine site. The construction of the Itivia fuel farm area requires drilling and blasting to set the tanks on solid bedrock.





35 M LITRES

OF FUEL STORED IN THE ITIVIA FUEL FARM



40,000 LITRES / DAY OF FUEL REQUIRED IN 2017



TOBE TO THE MELIADINE



REDUCE BY ALLOWING FOR STRONGER
THE RISK SECONDARY CONTAINMENT WALLS OF SPILLS SURROUNDING THE FUEL TANKS





## THE BYPASS ROAD

A 6 km bypass road will be built south of the airstrip to Itivia. This will allow traffic from Itivia to bypass the Hamlet in delivering materials and fuel to the Meliadine mine site. The bypass road will avoid the west end of the airstrip allowing Nunavut Airports to expand the airstrip if needed. The bypass road will also avoid Nipissar Lake watershed, the Hamlet's water intake source.





FACTS CONSTRUCTION OF THE BYPASS ROAD BY NOVEMBER 2017



20,000 TO 40,000 TONNES

OF DRY CARGO THE SITE ANNUALLY



THE BYPASS ROAD WILL BE USED FOR AND CARGO ONLY



THE WORKERS TO AND FROM THE AIRPORT WILL CONTINUE USING THE ACTUAL ITINERARY



THE BYPASS ROAD WILL BE CLOSED TO THE PUBLIC FOR SAFETY REASONS



