



AGNICO EAGLE

SEALIFT SEASON 2023

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.

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.
- ✓ 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.
- ✓ The approval was to allow Agnico Eagle to ship its material by sealift to Rankin Inlet and Baker Lake.

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.
- ✓ 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.

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
- One (1) vessel shared with the community
- Four (4) vessels shared with Meliadine
- Approximately 154,125 cubic meters (m³) of material

BAKER LAKE – FUEL

- Two (2) mothership vessels
- Approximately 82,852 cubic meters (m³) in fuel

RANKIN INLET – DRY CARGO

- Four (4) full vessels
- One (1) vessel shared with the community
- Four (4) vessels shared with Meadowbank
- Approximately 121,398 cubic meters (m³) of material

RANKIN INLET – FUEL

- Two (2) mothership vessels
- Approximately 45,000 cubic meters (m³) in fuel

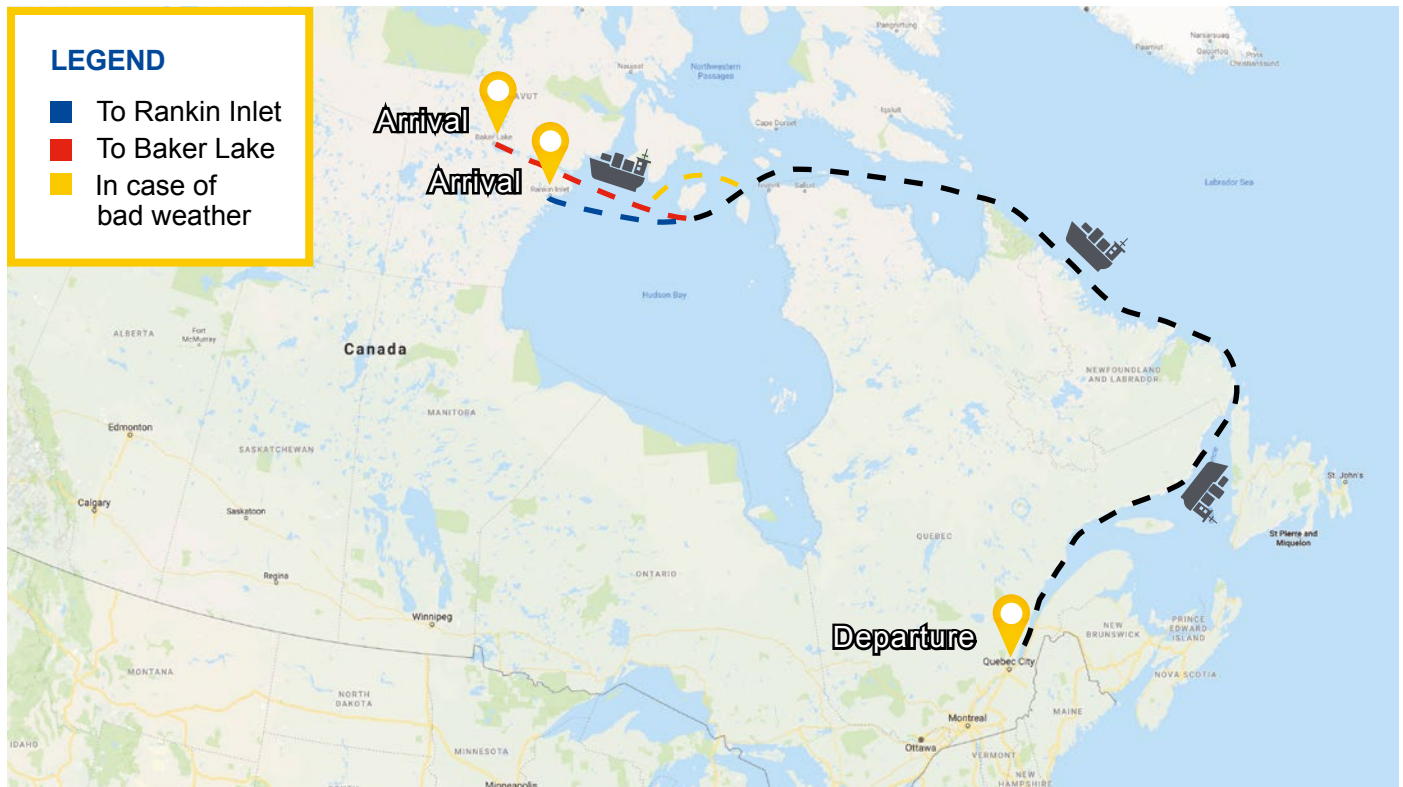
Note that these numbers only refer to vessels used directly for Agnico Eagle operations. There will be additional sea traffic as there will be some vessels used for the communities to re-supply.

WHAT ROUTE WILL THE VESSELS USE?

Whenever possible, the vessels will use the passage south of Coats Island near Coral Harbour. Last year (2022), 89% 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?

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.
- ✔ 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.



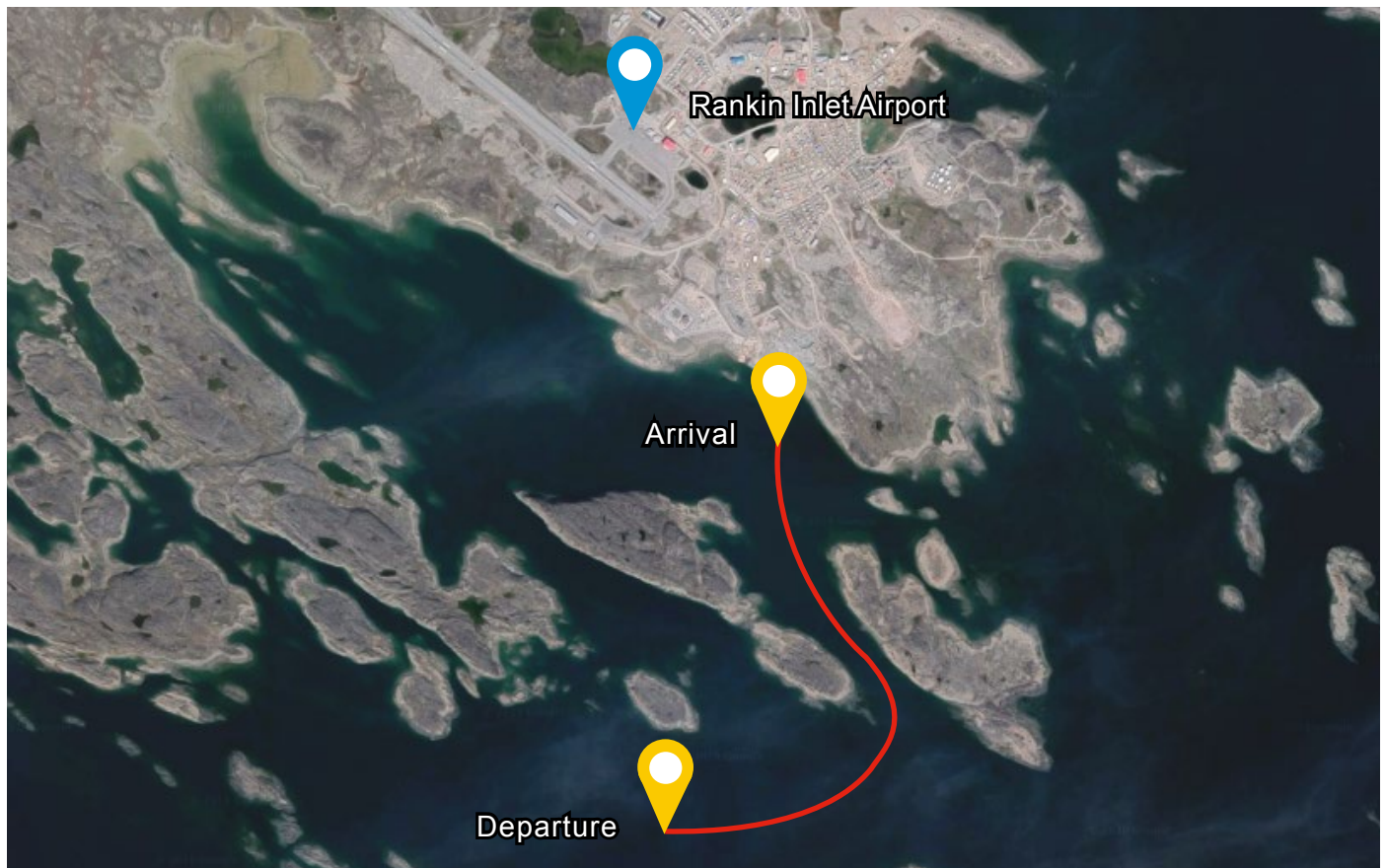
WHAT ARE THE MEASURES IN PLACE FOR THE USE OF THE ALL-WEATHER ACCESS ROAD NEAR RANKIN INLET?

- ✓ 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





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**.

