



2011 Site Visit Report



Meadowbank Gold Project

October 3, 2011

Full Report Title: The Nunavut Impact Review Board's 2011 Meadowbank Gold Project Site Visit Report (NIRB File No. 03MN107)

Project: Meadowbank Gold Project
Project Location: Kivalliq Region, Nunavut

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Site visit dates: September 12-13, 2011
Last site visit: September 13-14, 2010

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Cover photo: Meadowbank mine site

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1. Introduction

In December 2006, the Nunavut Impact Review Board (NIRB) issued Project Certificate [No. 004] for the Meadowbank Gold Project (Project) in accordance with Section 12.5.12 of the Nunavut Land Claims Agreement (NLCA).

The project includes a gold mining operation located approximately 70 kilometres (km) north of the Hamlet of Baker Lake, as well as ancillary infrastructure consisting of barge unloading facilities, a laydown storage and marshalling area, a 40 million litre (ML) fuel tank farm, and associated interconnecting roads located approximately 2 km east of Baker Lake. The construction of a 110 km all weather private access road (access road) from the Hamlet of Baker Lake to the Meadowbank mine site was completed in 2008. The access road opened to mine related transportation of materials and personnel in March 2008. Supplies are shipped via barge from southern origins to Baker Lake where they are offloaded at the laydown and marshalling facilities. From there, materials and fuel are transported to the site via trucks along the 110 km access road.

Following requests from the Hamlet of Baker Lake and the Baker Lake Hunters and Trappers Organization, in accordance with Section 12.8.2 of the NLCA, the Board held a Public Hearing in 2009 to facilitate the reconsideration of Condition 32 of the Meadowbank Project Certificate. In June 2009, the Board issued a report to the Minister of Indian and Northern Affairs Canada (INAC; now Aboriginal Affairs and Northern Development Canada or AANDC) which recommended a revision to Condition 32 of the Project Certificate that would allow the Proponent to employ an alternative method of regulating access to the all-weather private access road and secondly, provide for limited public access along the all-weather private access road for the purposes of pursuing traditional activities.

The Meadowbank mine officially moved into the operations phase in 2010, with the first gold bar being poured on February 27, 2010. Throughout the 2010 year, AEM commenced the construction of a number of dewatering dikes and roads at site, and finalized the commissioning of the following facilities: the process plant, power plant, emulsion plant, primary and secondary crushers, reclaim tunnel, tailings pipeline and reclaim water system, truck shop/service complex, and 2 additional 10ML fuel tanks at AEM's Baker Lake facilities.

2. Objectives & Focus of Site Visit

As per the Project Certificate [No. 004] issued for the Meadowbank Gold project, the NIRB is responsible for the monitoring of this Project in accordance with Part 7 of Article 12 of the NLCA.

The objectives of the NIRB's site visit were therefore to determine whether, and to what extent the land or resource use in question is being carried out within the predetermined terms and conditions of the NIRB's Meadowbank Gold Project Certificate [004] (Section 12.7.2(b) of the NLCA).

Prior to the site visit, the Monitoring Officer reviewed the following items: Meadowbank Project Certificate [No. 004], Appendix D and follow up correspondence from the 2010 site visit.

The observations resulting from this site visit shall, wherever possible, be incorporated into the measurement of the relevant effects of the project, as per Section 12.7.2(a) of the NLCA.

3. 2011 Site Visit

On Monday September 12, 2011 an Agnico-Eagle representative met NIRB staff members and a consultant for AEM in Baker Lake and travelled via the access road to the Meadowbank site.

On the morning of September 13, 2011, Stéphane Robert of AEM delivered a presentation which provided the NIRB staff members with a general update of the activities taking place at the Meadowbank site during the 2011 calendar year. Following this presentation, Mr. Robert gave the NIRB staff members a tour of the site, which included the following facilities: camp; active mine area; tailings storage facility (north and south cells), waste and hazardous materials storage area and incinerator; water treatment plant; freshwater barge; primary crusher; fuel storage area; and mill. Later in the afternoon of September 13, 2011, an AEM staff member drove the NIRB staff back to the hamlet of Baker Lake, concluding the 2011 site visit.

The following observations were made during the site visit:

3.1. General Observations

The following are general observations made during the site visit and do not pertain specifically to any particular terms or conditions of the Project Certificate:

- a.** While being driven from the hamlet of Baker Lake to the Meadowbank site and back by an AEM staff member, few wildlife observations were made. These included white-fronted geese, sand-hill cranes, snow-geese (and blue geese), sik-sik and arctic hare.
- b.** It was noted that during the drive from the hamlet of Baker Lake to the Meadowbank site, an all-terrain vehicle (ATV) travelling southbound with driver was observed near kilometre 80. When returning to Baker Lake from the Meadowbank site. It was observed that a group of travellers were travelling on the land near kilometre 50 and another ATV was observed to be parked on the side of the road near kilometre 45. All travellers had the required buggy whip installed on their ATV's and all users observed wore the safety vests loaned out by AEM (see Photo 1 for example).



Photo 1: Public users of the access road (photo taken 2010; courtesy A. Hanson, NIRB)

- c. AEM staff advised that all contaminated soil previously stored at Quarry 6 had been moved to Quarry 22. Quarry 22 remains in service as a temporary land farm and storage area for contaminated soils. AEM indicated that it has plans to treat and/or remove contaminated soil. Currently, Quarry 22 is not being used to store other material as in the past (see Photo 2). Mr. Robert mentioned that while AEM may not develop a landfarm, it was considering the development of biopiles (bioremediation method used to reduce concentrations of petroleum constituents in excavated soils¹).



Photo 2: Quarry 22 serving as storage for contaminated soil

¹ Chapter IV of OUST's publication: *How to Evaluate Alternative Cleanup Technologies for Underground Storage Tank Sites: A Guide for Corrective Action Plan Reviewers*. (EPA 510-B-95-007). (<http://www.epa.gov/swerust1/pubs/tums.htm>.)

- d. NIRB staff were advised that environmental emergency sea-cans containing booms, shovels, absorbent pads, and other miscellaneous spill response equipment had been placed at every bridge crossing in the event of a spill (Photo 3).



Photo 3: Environmental Emergency Sea-can

- e. Active blasting and drilling were ongoing at the North and South Portage pits, with daily geotechnical inspections being undertaken to ensure the safety of all employees and contractors working in the active mine area (Photo 4).



Photo 4: Drill equipment works at the South Portage pit

- f. By the end of 2010, approximately 1.6 million cubic metres (m³) of tailings had been placed in the tailings storage facility (TSF) (Photo 5). A structure known as the ‘reclaim barge’ is used to re-circulate water from the TSF back to the mill for reuse within the processing cycle (Photo 6). In addition, Mr. Robert indicated that an internal dike (stormwater dike) is used to prevent leaching of tailings material from the north to the south cell of the TSF. As well, it was noted by Mr. Robert that having a dryer consistency to the tailings deposited within the TSF provides something of a “beach” in the facility which helps to protect the dikes and to prevent ice formation within them. The tailings contain copper and cyanide, and at the time of the 2011 site visit, the TSF contained more water than has been seen in previous years. AEM indicated that the diversion ditch north of the TSF was not completed prior to the freshet season resulting in the additional water and is working on having this diversion ditch completed by fall of 2011.



Photo 5: Tailings storage facility – north cell



Photo 6: Reclaim barge within the tailings storage facility

- g. It was noted that the liner for Saddle Dam #1 at the north cell of the TSF was ripped and exposed (Photo 7). Mr. Robert mentioned that the liner would be inspected for tears and that any found would be repaired once Saddle Dam #2 is installed.



Photo 7: Ripped liner at Saddle Dam #1

- h. The Bay-Goose dike and causeway was completed in 2010 with the fish out program completed in the summer of 2010. Many of the fish were transferred to Third Portage Lake. During the site visit, it was noted that the Bay-Goose basin was still being dewatered (Photo 8). Water from Bay-Goose basin and South Portage pit are tested for total suspended solids (TSS) to ensure the quality meets discharge criteria prior to release to the environment. Mr. Robert informed the Monitoring Officer that currently, water from the South Portage Pit have been treated at the water treatment facility (Photo 9) prior to discharge while water from the Bay-Goose basin have been discharged directly to the environment. At some point during the dewatering, AEM expects that the water quality from Bay-Goose will not meet the discharge criteria and at that point the water will be diverted to the water treatment facility for treatment prior to discharge.



Photo 8: Bay-Goose basin



Photo 9: Water treatment facility

- i. Water is seeping from Second Portage Lake into the Portage pit through the toe of the East Dike at a rate of 1000 m³ per day (Photo 10) from where it is pumped into the TSF. Once the coffer dam is completed, this seepage water will be pumped into the attenuation pond, located south of the actual tailings deposition. AEM is also in the process of submitting plans for future discharge and reclamation of this water.

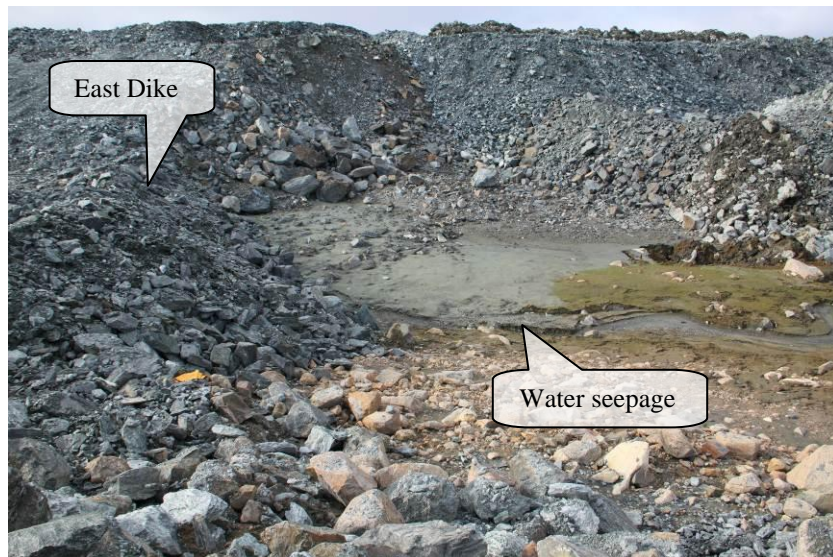


Photo 10: Seepage of water through East Dike

- j. The Meadowbank site dual chamber forced air incinerator remains in service for the combustion of all non-hazardous, combustible materials at the site (Photo 11). Mr. Robert indicated that approximately 1.7 tonnes of domestic garbage is incinerated per day.



Photo 11: Dual chamber forced air incinerator at the Meadowbank site

- k. In March 2011, a fire at the Meadowbank mine destroyed the kitchen and dining facilities, certain camp offices and the security office. Mr. Robert advised that a temporary kitchen was brought to site at the end of March and the new kitchen would be operational by December 2011. He further indicated that a separate kitchen space would be provided for Inuit employees to facilitate their preparation of more traditional foods (see Photo 12).



Photo 12: Construction of new kitchen facilities

Sections 3.2 through 3.8 relate to those sections of the Meadowbank Project Certificate as indicated, with specific terms and conditions providing a basis for the noted observations.

3.2. Water Quality and Waste Management

Condition 8

“...At the time samples are taken Cumberland shall also assess the condition of existing groundwater monitoring wells and replace any defective wells. Cumberland shall continue to undertake semi-annual groundwater samples and re-evaluate the groundwater quality after each sample collection...”

At the time of the site visit, only one groundwater monitoring well was operational. The last of the four groundwater monitoring wells installed in 2003 became damaged from frost action in 2010. Some of these defective wells were replaced in 2006 and two of them were again replaced in 2008 with a more robust design. Mr. Robert indicated that AEM was drilling a new well at Bay Goose area (Photo 13) and that a second well would be added under the TSF.



Photo 13: Drilling of groundwater well at Bay Goose area

Condition 15 states:

“Cumberland shall within two (2) years of commencing operations re-evaluate the characterization of mine waste materials, including the Vault area, for acid generating potential, metal leaching and non metal constituents to confirm FEIS predictions, and re-evaluate rock disposal practices by conducting systematic sampling of the waste rock and tailings in order to incorporate preventive and control measures in to the Waste Management Plan to enhance tailing management during operations and closure. The results of the re-evaluations shall be provided to the NWB and NIRB’s Monitoring Officer.”

Mr. Robert indicated that AEM samples every single blast hole and conducts an on-site analysis of the percentages of sulphur and carbon present in these samples. These results are used to differentiate between non-potentially acid generating (NPAG) and potentially acid generating (PAG) materials and to differentiate both of these from ore material. This information is then

used by mine surveyors and geologists to delineate the dig limits within the blasted rock and to guide the shovel and loader operators in directing where the rock is to be taken. Most of the NPAG material (see Photo 14) have been used to construct the dikes, dams, roads, and pads at site, while the PAG rock have been used in the TSF, stormwater dike, and rockfill road. Any remaining PAG rock material is sent to the Portage waste rock facility.



Photo 14: NPAG waste rock material

Condition 25

“Cumberland shall manage and control waste in a manner that reduces or eliminates the attraction to carnivores and/or raptors. Cumberland shall employ legal deterrents to carnivores and/or raptors at all landfill and waste storage areas...incorporated into the final Waste Management Plan.”

During the 2011 site visit, AEM appeared to be segregating and storing all domestic, hazardous, and combustible wastes in marked sea-cans prior to being incinerated or shipped to appropriate and approved off-site disposal facilities (Photo 15). Sea-cans filled with waste are backhauled via truck haul to Baker Lake and then with the annual sea lift to southern Canada.

Mr. Robert indicated that relatively few arctic foxes were observed around site in 2011, while in 2010 foxes were denning near the mine site and presented an issue that required ongoing adaptive management.



Photo 15: Sea-cans used for waste segregation and storage area

Condition 26

“Cumberland shall ensure that spills, if any, are cleaned up immediately and that the site is kept clean of debris, including wind-blown debris.”

During the 2011 visit to the Meadowbank site, the Monitoring Officer noted that all areas were kept in an impressively clean state, with no spills and very few issues of wind-blown. However, it was noted that during the drive up to the mine site that there were truck tires on the side of the access road (after kilometre 10).

NIRB staff were advised that follow up action is still to occur for the 3,000 litre (L) fuel spill that occurred near kilometre 22 of the access road in October 2010. AEM indicated that booms deployed in the watercourse nearby are checked weekly and changed when needed (see Photo 16 and Photo 17) to ensure that contaminated water does not enter the water body. The contaminated soil (approximately 5,050 tons) was taken to Quarry 5 and will remain there until a management plan is developed and implemented that addresses the issue of the contaminated soil (see Photo 18). In addition, Mr. Robert indicated that follow up action will be completed in the spring of 2012 for this spill site. No fuel contamination or staining of the water was noted by the Monitoring Officer; however, a strong hydrocarbon odour was noticeable at the spill site.

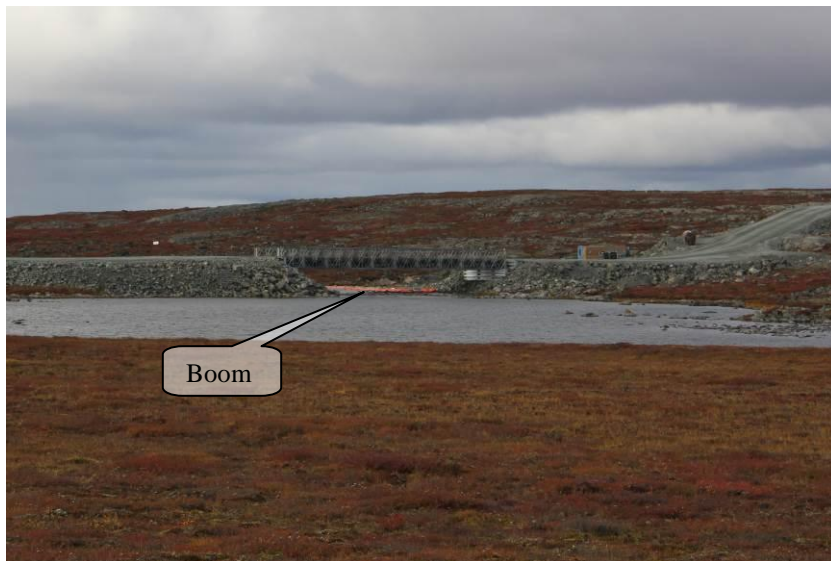


Photo 16: Bridge near kilometre 22 (HADD bridge)



Photo 17: Booms and screens in place at HADD bridge to prevent any fuel from entering stream



Photo 18: Quarry 5 containing contaminated soil from fuel spill at kilometre 22

Condition 27

“Cumberland shall ensure that the areas used to store fuel or hazardous materials are contained using safe, environmentally protective methods based on practical, best engineering practices.”

During the 2011 site visit, the Monitoring Officer observed that all of AEM’s fuel and hazardous materials associated with the Meadowbank project appeared to be stored in a safe and environmentally protective manner (i.e. secondary containment at fuel storage areas and secure containment of hazardous materials; see Photo 19). The fuel transfer station on site appeared to be well contained and properly set up for the fuelling of vehicles (Photo 20). Hydrocarbon odours were noted at the on-site fuel tank farm and at the HADD bridge at kilometre 22, and further, the Monitoring Officer noted that the liner at the on-site fuel tank farm was exposed.

Mr. Robert advised that the Meadowbank site receives 2-3 tanker trucks filled with diesel fuel per day, and that a total of 5 million litres of diesel are utilized on site each month.



Photo 19: Meadowbank on-site fuel tank farm



Photo 20: Meadowbank fuel transfer station

3.3. All-Weather Private Access Road (AWPAR)

Amended Condition 32

“AEM shall operate the all-weather road as a private access road, and implement all such measures necessary to limit non-mine use of the road to authorized, safe and controlled use by all-terrain vehicles for the purpose of carrying out traditional Inuit activities. The measures AEM shall undertake include, but are not limited to:

- a. Maintaining a gate and manned gatehouse at kilometre 5 of the Private Access Road;*
- b. In consultation with the Hamlet of Baker Lake, the local HTO, and the KivIA, update the All-Weather Private Access Road Management Plan to set out the criteria and processes to authorize and ensure safe and controlled non-mine use of the road by all-terrain vehicles for the purpose of carrying out traditional Inuit activities, and measure to limit all other non-mine use of the road. The updated Plan is to be*

- submitted to the GN, INAC, and KivIA for approval no later than one (1) month after the approval of revised Condition 32;*
- c. The posting of signs in English and Inuktitut at the gate, each major bridge crossing, and each 10 kilometres of road, stating that unauthorized public use of the road is prohibited;*
 - d. The posting of signs in English and Inuktitut along the road route to identify when entering or leaving crown land;*
 - e. Prior to opening of the road, and annually thereafter, advertise and hold at least one community meeting in the Hamlet of Baker Lake to explain to the community that the road is a private road with non-mine use of the road limited to approved, safe and controlled use by all-terrain vehicle for the purpose of carrying out traditional Inuit activities;*
 - f. Place notices at least quarterly on the radio and television to explain to the community that the road is a private road with non-mine use of the road limited to authorized, safe and controlled use by all-terrain vehicles for the purpose of carrying out traditional Inuit activities;*
 - g. Record all authorized non-mine use of the road, and require all mine personnel using the road to monitor and report unauthorized non-mine use of the road, and collect and report this data to NIRB one (1) year after the road is opened and annually thereafter; and*
 - h. Report all accidents or other safety incidents on the road, to the GN, KivIA, and the Hamlet immediately and to NIRB annually.”*

AEM maintains one gatehouse at kilometre 5 of the access road, and another gatehouse close to the entrance to the mine site and camp at Meadowbank. Both gatehouses are manned by guards who monitor the safety and security of all personnel using the road. All traffic is required to check in (via radio or in person) with the employee at the gatehouse prior to proceeding past either gatehouse (see Photo 21).

The AEM employee manning the kilometre 5 gatehouse maintains a daily logbook of all persons travelling the access road for non-mine use. Members of the public travelling along the road are required to sign AEM's *All Weather Private Access Road Safety Rules & Procedures for Road Access* prior to being granted access to the road ([Appendix B](#)).

The Monitoring Officer noted that the required signs as per Condition 32(d) were located at the gatehouse (Photo 22) and at 10 kilometre intervals along of the road (see Photo 23 for examples). The signs were posted in both English and Inuktitut and were placed on the sides of the emergency sea-cans which were located every 10 kilometres along the road. AEM indicated that previous free-standing sign posts had been damaged during the winter season. No signs were noted at bridge crossings.



Photo 21: Gatehouse at kilometre 5, near Baker Lake

In regards to Condition 32(e), Mr. Robert indicated that AEM holds meetings with the Community Liaison committee every six weeks and that these discussions include the public's authorized use of the road. In addition, notices are placed around town every spring before the road opens to access for traditional activities as per Condition 32 (f).



Photo 22: Signs posted at gatehouse at kilometre 5



Photo 23: Signs posted at kilometre 25 and kilometre 88

3.4. *Wildlife and Terrestrial*

Condition 56

“Cumberland shall plan, construct, and operate the mine in such a way that caribou migration paths through the Project, including the narrows west of Helicopter Island are protected. Maps of caribou migration corridors shall be developed in consultation with Elders and local HTOs, including Chesterfield Inlet and placed in site offices and upgraded as new information on corridors becomes available. Information on caribou migration corridors shall be reported to the GN, KivIA and NIRB’s Monitoring Officer annually.”

The Monitoring Officer noted that updated maps (March 2011) outlining caribou migration corridors were posted in high traffic areas such as the bulletin board outside the check-in office - all employees must report to the check-in office upon arrival to site at the commencement of their two-week shift and again upon departure from site.

Caribou were observed on an island near the freshwater barge (Photo 24). In addition, Canada Geese were observed in and near the TSF (Photo 25). Mr. Robert indicated that birds had been observed in and around the TSF, especially during the spring months. Mr. Robert noted that deterrents are used to keep wildlife including birds away from the facility. No other wildlife were observed around site except Snow Geese.

Condition 59

“Cumberland shall, in consultation with Elders and the HTOs, design and implement means of deterring caribou from the tailing ponds, such as temporary ribbon placement or Inukshuks, with such designs not to include the use of fencing.”

It was noted during the site visit that no deterrents had been established near the TSF (per Condition 59). Discussions with Mr. Robert indicated that geese had been landing in the open water of the TSF and subsequently, that AEM had attempted to deter the geese. No caribou have been observed by the environment department in or near the tailings facility. The Monitoring Officer also noted that the TSF is bounded on all sides by active mine site roads.



Photo 24: Caribou near freshwater barge



Photo 25: Canada Geese at the tailings storage facility

3.5. Noise

Condition 62

“Cumberland shall develop and implement a noise abatement plan...will be developed in consultation with Elders, GN, HC, and EC and include:

- a. The use of sound meters to monitor sound levels in and around the mine site, including workers’ on-site living/sleeping quarters and any summer camps adjacent to the site, and in the local study area, with the locations and design of the sound meters selected in consultation with HC and EC. Sound meters are to be set up immediately upon issuance of the Project Certificate for the purpose of obtaining baseline data, and monitoring during and after operations;*
- b. ...*
- c. Restrictions on blasting and drilling when migrating caribou, or sensitive local carnivores or birds may be affected;*
- d. ...*
- e. ...”*

During discussions with Mr. Robert, it was mentioned that it was not feasible to install sound meters for extended periods of time at the Meadowbank site. Noise monitoring occurred at four stations in July 2010 and at five stations in August 2011. Mine activities such as helicopter and other air traffic, the use of construction and operation heavy equipment and blasting are the dominant mine noise sources. Mr. Robert also indicated that every blast is monitored with an InstanTel Minimate Blaster to ensure that vibrations and overpressure are within the required limits to protect fish and fish habitat.

3.6. Human Health

Condition 66

“Cumberland shall establish a nursing station and hire a registered on-site nurse.”

During the 2010 site visit, AEM had established a temporary nursing station that had been housed in a camper-style site response vehicle, while the permanent nursing station was being completed. During this site visit, the Monitoring Officer was able to visit the new permanent nursing station established at site (Photo 26). Usually, AEM has two nurses at site at the same time.



Photo 26: Permanent nursing station at the Meadowbank site

3.7. Air Quality

Condition 71

“Cumberland shall, in consultation with EC, install and fund an atmospheric monitoring station to focus on particulates of concern generated at the mine site. The results of air-quality monitoring are to be reported annually to NIRB.”

At the time of the 2011 site visit, the atmospheric monitoring station had not yet been set up. Mr. Robert indicated that the station would be installed in the fall and that it would be located within a sea-can as the monitoring station must be located in a regulated and relatively warm temperature in order to function properly for the collection of data.

Condition 74

“Cumberland shall employ environmentally protective techniques to suppress any surface dust.”

Water is administered onto the roads around the Meadowbank site as a dust suppressant. The Monitoring Officer noted however, that no dust suppression was employed along the access road. Mr. Robert indicated that due to the logistical requirements and other feasibility issues, the use of dust suppressant has not been initiated along the access road (Photo 27).



Photo 27: Semi-truck hauls empty sea-cans from Meadowbank to Baker Lake (photo taken 2010; courtesy A. Hanson, NIRB)

3.8. Other**Condition 81**

“Beginning with mobilization, and for the life of the Project, Cumberland shall provide full 24 hour security, including surveillance cameras and a security office at the Baker Lake storage facility/marshalling area, and take all necessary steps to ensure the safe and secure storage of any hazardous or explosive components within the Hamlet of Baker Lake boundaries.”

During unofficial visits to AEM’s Baker Lake fuel tank farm and barge laydown facility, the Monitoring Officer did not observe any notable security measures in place at these sites (see Photo 28 through Photo 31). During the 2011 Site Visit, Mr. Robert indicated that all hazardous and explosive components received at the marshalling and storage area are shipped immediately to site and further, that during the sealift period, AEM ensures that 24 hour security, including surveillance cameras, are put into place.

The Monitoring Officer did note that these areas were kept impressively clean with sea-cans well organized during the barge season (see Photo 29 through Photo 31).



Photo 28: Barge offloading cargo at Baker Lake barge laydown facility (photo taken July 28, 2011)



Photo 29: Baker Lake laydown facility (photo taken September 17, 2011)



Photo 30: Baker Lake barge laydown facility (photo taken September 17, 2011)



Photo 31: Baker Lake fuel tank farm (photo taken September 17, 2011)

4. Findings and Summary

The NIRB request to be kept informed of any future plans to develop biopiles as an alternative to landfarms for the treatment of contaminated soil.

Regarding Condition 8, the Proponent has indicated that two new groundwater wells are to be installed in the future. The Monitoring Officer notes that during the 2010 groundwater monitoring program, only one well remained operational and functioning to collect data compared to the original four installed in 2003.

Condition 26 requires that spills be cleaned up immediately and that the site be kept clean of debris. The Monitoring Officer notes that the fuel spill near kilometre 22 was still being treated and through discussion with AEM, that follow-up action would be continued in the spring of

2012. Furthermore, a few instances of wind-blown debris scattered around the site were evident, possibly requiring management of waste piles or other on-site protocol.

Condition 27 requires that the Proponent use safe, environmentally protective methods for areas used to store fuel or hazardous materials. The Monitoring Officer noted that the liner at the on-site fuel tank farm was exposed.

At the time of the site visit, the atmospheric monitoring station required by Condition 71 had not yet been installed. The Proponent indicated that this station would be installed by fall of 2011.

The Proponent does not appear to have fully met the requirements of Condition 74, as dust suppression techniques while applied at the Meadowbank site, have not been applied to the access road.

As noted in the 2010 site visit and monitoring reports, and as was observed again during the 2011 site visit, no security measures were in place at the Baker Lake storage and marshalling area as required by Condition 81.

As with years past, the Proponent appears to be in compliance with a majority of the terms and conditions contained within the Meadowbank Project Certificate and reviewed during the NIRB's 2011 Site Visit. There may be certain situations in which the Proponent has not yet fully met the requirements of the Meadowbank Project Certificate and which may require further consideration and follow up by the Board.

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Appendix A:
Agnico-Eagle Mines Ltd.'s Meadowbank Gold Project All Weather Private Access Road
Safety Rules & Procedures for Road Access



**Meadowbank Gold Project
All Weather Private Access Road**

Safety Rules

- This is not a public road. Access to the road is not allowed without an HTO pass and authorization from AEM Dispatch at the Baker Lake Gatehouse.
- Only ATVs are allowed to travel on the road.
- If the Gatehouse is closed, the road is also closed, and access is not allowed. This is likely due to unsafe weather, road conditions or safety reasons
- Use of the Meadowbank All Weather Private Access Road is at your own risk. AEM is not responsible for personal injury or property damage.
- AEM reserves the right to refuse entry to anyone who does not respect these safety rules and procedures.
- AEM reserves the right to restrict public access in periods of heavy mine traffic flow, for example, during the transfer of supplies from Baker Lake to Meadowbank after the annual sealift.

Procedures For Road Access

1. Report to the Baker Lake Gatehouse to access the road. Show your HTO Pass to AEM Dispatch and provide your name and expected time of return. AEM Dispatch will explain the safety rules and procedures and provide an update on current road and weather conditions.
2. Install a buggy whip on the ATV while at the AEM Baker Lake Gatehouse and can be kept by the driver to take home.
3. Safety vest must be worn by driver and passenger.
4. AEM traffic has the right of way – the ATV must pull off the road when a vehicle is oncoming or approaching from behind and wait for that vehicle to pass before entering back onto the road.
5. Maximum speed limit is 50 km/hr.
6. All hunting activity must occur at a minimum distance of 1 km from the All Weather Private Access Road. This 1 km zone is the No-Shooting Zone that is implemented for safety reasons to avoid accidental shooting.
7. Access is forbidden upon km 85.
8. Return safety vests must be returned to Baker Lake Gatehouse.

Printed name

Date

Signature

