



February 4, 2011

Nunavut Impact Review Board
P.O. Box 1360
Cambridge Bay, NU
X0B 0C0

RE: Proposed Meliadine Access Road

Dear Stephanie,

Our company, along with numerous other businesses, organizations and local groups have been approached by Agnico-Eagle to provide support letters for the proposed access road to the Meliadine site; we wholeheartedly support the project not just because we've been asked to but because we understand it and recognize the necessity for it and benefits to our community.

Agnico has made a tremendous effort to keep our community informed about developments at the Meliadine site as well as Meadowbank; staff routinely visits the community to update us. We've also had the pleasure of visiting the Meadowbank and La Ronde Mine in Val D'or and talked with their employees, both Inuk and Non-Inuk; there is an overwhelming sense of pride and loyalty amongst their workers towards their employer. We've witnessed other examples of Agnico's commitment towards wildlife and environmental projects, labour force development, community liaison, the list goes on.

AEM is a committed company who has, in our opinion, already proven itself; it simply needs to move to next phase which will reduce costs, address some current safety and logistical concerns and at the same time provide benefits to our residents all the while conforming to NIRB requirements. We believe this is an advantageous situation for everyone.

Sincerely,

Silujjuaq Panniuq
Sarliaq Holdings Ltd.
Rankin Inlet, NU

10EAD8

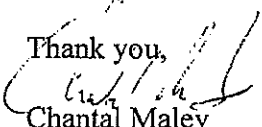
Nunavut Impact Review Board
PO Box 1360
Cambridge Bay, NU
X0C 0C0

Please be advised that our Company, Savik Inc, owned and operated by families with long historical family and cultural ties to Rankin Inlet and the Kivalliq Region, fully support Agnico Eagles request for the early construction of the all weather road to the Meliadine Gold Project.

We at Savik Inc fully support this project and our families feel that this road, and its early construction, will not only benefit the project but also the people of Rankin Inlet as a means of access to hunting, fishing and family camping grounds. The road has the support of this community and we are writing this letter as a means of showing this support.

It is our hope that NIRB will allow the road construction to proceed ahead of the full feasibility study for the entire project.

Thank you,



Chantal Maley

President
Savik Inc.

c.c. Larry Connell, AEM

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Legislative Assembly of Nunavut



Nunavut Maligaliurvia
Assemblée législative du Nunavut

Hon. Lorne Kusugak, MLA
Rankin Inlet South & Whale Cove

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FEB 01 2011

Nunavut Impact Review Board
Box 1360
Cambridge Bay, NU
X0B 0C0



Re: Proposed Meliadine Access Road

Dear Chair,

I am writing in reference to an application amendment sent to you by Agnico-Eagle Mines Limited in reference to the possibility of constructing the aforementioned access road.

As the MLA for Rankin Inlet South / Whale Cove I wanted to write supporting the possibility of this access road going ahead. As you are no doubt aware, when properly considered access roads can open up areas providing easier access to hunting and fishing for the residents. In this particular case the proposed route would formalize current trails and provide an extended route.

Of course, I recognize that any concerns that might be expressed need to be addressed and I fully support the process. I would just ask that the Board give consideration to the proposed timelines the company is suggestion, especially assuming this receives the support of the community.

Respectfully,

Lorne Kusugak
MLA

Cc: Larry Connell, Agnico-Eagle Mines Ltd
Mayor & Council - Hamlet of Rankin Inlet



Tagak Curley
MLA
Rankin Inlet North
Box 874
Rankin Inlet, NU
X0C 0G0

February 18, 2011

Nunavut Impact Review Board
P.O. Box 1360
Cambridge Bay, NU
X0B 0C0

Attn: S. Autut

Re: Proposed Meliadine Access All Weather Road

I wish to take this opportunity as one of the MLA's for Rankin Inlet, to send you a letter of support for the; Proposed Meliadine Access Road, early construction of all weather road. The proponent for this project; Agnico Eagle Mines Limited proposes to construct the Access Road and the spur road to the Meliadine Lake between Rankin Inlet and the Meliadine Gold project.

Please be assured that, in my view, the early construction of the access road for the current exploration program will not compromise the NIRB environmental assessment for the full development review process and plan to be submitted in near future.

Also, be assured that I fully support the local organizations including the municipality to be fully consulted for the early request for Access Road Construction by AEM.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Tagak Curley'.

Hon. Tagak Curley
MLA – Rankin Inlet, North

Cc: Hon. Lorne Kusugak – MLA for Rankin Inlet South – Whale Cove
Mayor, Rankin Inlet, NU
Mr. Larry Connell, P. Eng – Corporate Director of Sustainable Development

Kangiqliniq H.T.O.

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P.O. Box 194

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Rankin Inlet, Nunavut X0C 0G0

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Phone ᑭᑎᑭᑭᑭᑭᑭᑭ 867-645-2350 / Fax ᑭᑎᑭᑭᑭᑭᑭᑭᑭᑭᑭ 867-645-3257 / Email ᑭᑎᑭᑭᑭᑭᑭᑭᑭᑭᑭᑭ rankinhito@qiniq.com

March 17, 2011
Nunavut Impact Review Board
P.O. Box 1360
Cambridge Bay, NU
X0B 0C0

Dear Stephanie,

RE: Proposed Meliadine Access Road

The Kangiqliniq Hunters and Trappers Organization held their regular meeting on March 16, 2011 and had the opportunity to review and discuss the all-weather access road to the Meliadine gold project proposed by Agnico-Eagle Mines; the Board obviously has some general questions and comments but a consensus was reached and motion #KHTO-16-03-2011-370 was passed supporting the project.

During consultations with Agnico staff, the Board raised concerns with the Meliadine River crossing and the proposed bridge design but to our knowledge these concerns have been addressed with engineering changes. The Board has been assured that it will continue to be consulted as the project progresses therefore it feels comfortable in providing its support for this phase of the project.

Please do not hesitate to contact us if you have any questions.

Sincerely,

Titaaq Komaksiutiksak
Secretary Treasurer, Kangiqliniq HTO
cc:
Alex Ishalook, Chairman Arviat HTO
Mike Panika, Chairman Whale Cove
Richard Aksawnee, Chairman Baker Lake
Jayko Kimmarilardjuk, Chairman Chesterfield Inlet
Michel Akkuardjuk, Chairman Repulse Bay
Noah Kudluk, Chairman Coral Harbor
Larry Connell, Agnico-Eagle Mines
Pujjuut Kusugak, Mayor of Rankin Inlet
Joe Kaludjak, Vice-President KIA
Ross Tatty, KWB Chairman

6. Approval of March 02, 2011 Meeting Minutes
Moved by: Harry Ittinuar
Seconded by: Paul Kanayok
Motion Carried
KHTO 16-03-2011-390

7. Request for 700 more caribou commercial tags from DoE
Moved by: Tिताaq Komaksiutiksak
Seconded by: Paul Kanayok
Motion Carried
KHTO 16-03-2011-395

8. Next Meeting Date April 13, 2011 @ 1:00pm
Moved by: Tिताaq Komaksiutiksak
Seconded by: John Tatty
Motion Carried
KHTO 16-03-2011-400

9. Meeting Adjourned
Moved by: John Taipana
Seconded by: Tिताaq Komaksiutiksak
Motion Carried
KHTO 16-03-2011-405

6.) ዲፊንዲቲዎች ዲፊንዲ 02, 2011 ክብርታዎች
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KHTO 16-03-2011-390

7.) ጋራዎች 700 ወር ጋራዎች ስራዎች ስራዎች
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KHTO 16-03-2011-395

8.) ክብርታዎች ስራዎች በጋራ 13, 2011 1:00 ወር
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KHTO 16-03-2011-400

9.) ክብርታ ስራዎች
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KHTO 16-03-2011-405

COMMENT FORM FOR NIRB SCREENINGS

The Nunavut Impact Review Board (NIRB) has a mandate to protect the integrity of the ecosystem for the existing and future residents of Nunavut. To assess the environmental and socio-economic impacts of the project proposal, NIRB would like to hear your concerns, comments and suggestions about the following project proposal application:

Project Proposal Title: <u>AEM Meliadine All-Weather Road</u>																			
Proponent: <u>Agnico-Eagle Mines Limited</u>																			
Location: <u>North-west of Rankin Inlet</u>																			
Comments Due By: <u>April 28, 2011</u>	NIRB #: <u>11RN017</u>																		
<p>Indicate your concerns about the project proposal below:</p> <table border="0"> <tr> <td><input type="checkbox"/> no concerns</td> <td><input type="checkbox"/> traditional uses of land</td> </tr> <tr> <td><input type="checkbox"/> water quality</td> <td><input type="checkbox"/> Inuit harvesting activities</td> </tr> <tr> <td><input type="checkbox"/> terrain</td> <td><input type="checkbox"/> community involvement and consultation</td> </tr> <tr> <td><input type="checkbox"/> air quality</td> <td><input type="checkbox"/> local development in the area</td> </tr> <tr> <td><input type="checkbox"/> wildlife and their habitat</td> <td><input type="checkbox"/> tourism in the area</td> </tr> <tr> <td><input type="checkbox"/> marine mammals and their habitat</td> <td><input type="checkbox"/> human health issues</td> </tr> <tr> <td><input type="checkbox"/> birds and their habitat</td> <td><input type="checkbox"/> other: _____</td> </tr> <tr> <td><input checked="" type="checkbox"/> fish and their habitat</td> <td>_____</td> </tr> <tr> <td><input type="checkbox"/> heritage resources in area</td> <td>_____</td> </tr> </table>		<input type="checkbox"/> no concerns	<input type="checkbox"/> traditional uses of land	<input type="checkbox"/> water quality	<input type="checkbox"/> Inuit harvesting activities	<input type="checkbox"/> terrain	<input type="checkbox"/> community involvement and consultation	<input type="checkbox"/> air quality	<input type="checkbox"/> local development in the area	<input type="checkbox"/> wildlife and their habitat	<input type="checkbox"/> tourism in the area	<input type="checkbox"/> marine mammals and their habitat	<input type="checkbox"/> human health issues	<input type="checkbox"/> birds and their habitat	<input type="checkbox"/> other: _____	<input checked="" type="checkbox"/> fish and their habitat	_____	<input type="checkbox"/> heritage resources in area	_____
<input type="checkbox"/> no concerns	<input type="checkbox"/> traditional uses of land																		
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<input type="checkbox"/> wildlife and their habitat	<input type="checkbox"/> tourism in the area																		
<input type="checkbox"/> marine mammals and their habitat	<input type="checkbox"/> human health issues																		
<input type="checkbox"/> birds and their habitat	<input type="checkbox"/> other: _____																		
<input checked="" type="checkbox"/> fish and their habitat	_____																		
<input type="checkbox"/> heritage resources in area	_____																		
<p>Please describe the concerns indicated above: Impacts to fish and fish habitat resulting from the installation of the culverts and bridges.</p>																			
<p>Do you have any suggestions or recommendations for this application? Recommended mitigation's measures are included in the attached letter.</p>																			
<p>Do you support the project proposal? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Any additional comments?</p>																			
<p>Name of person commenting: <u>Georgina Williston</u> of _____</p>																			
Position: <u>Fish Habitat Biologist</u>	Organization: <u>Fisheries and Oceans Canada</u>																		
Signature: <u>Georgina Williston</u>	Date: <u>April 28, 2011</u>																		



Fisheries and Oceans Pêches et Océans
Canada Canada
Eastern Arctic Area
P.O. Box 358
Iqaluit, NU X0A 0H0
Phone: (867) 979-8000
Fax : (867) 979-8039

April 29, 2011

Your file *Votre référence*
NIRB File No. :11RN017

Our file *Notre référence*
09-HCAA-CA7-00002

Tannis Bolt
Nunavut Impact Review Board
P. O. Box 2379
Cambridge Bay, Nunavut
X0A0C0

Dear Ms. Bolt:

Subject: Part 4 Screening for Agnico-Eagle Mines Ltd. All-Weather Road.

Fisheries and Oceans Canada (DFO) appreciates the opportunity to participate in the Part 4 Screening process for the above mentioned project proposal as requested by you on April 7, 2011. To expedite future correspondence or inquiries, please refer to the referral title and file numbers when you contact us.

DFO File No.: 09-HCAA-CA7-00002

Title: All-Weather Road, Meliadine Gold Project, Kivalliq Region, Nunavut

The proposal has been reviewed to determine whether it is likely to result in impacts to fish and fish habitat which are prohibited by the habitat protection provisions of the *Fisheries Act* or those prohibitions of the *Species at Risk Act* that apply to aquatic species.*

Our review consisted of:

- Notice of Part 4 Screening for Agnico-Eagle Mines Ltd.'s All-Weather Road, project proposal sent on April 7, 2011.
- Agnico-Eagle Mines Limited, Project Description, All Weather Road in Support of the Underground Program – Rankin Inlet to the Meliadine Site.
- Fish Habitat Loss and Compensation Options for the All-Weather Access Road to the Meliadine Gold Project. December 2010, Prepared by Golder Associates, Edmonton Alberta.

*Those sections most relevant to the review of development proposals include 20, 22, 32 and 35 of the *Fisheries Act* and sections 32, 33 and 58 of the *Species at Risk Act*. For more information please visit www.dfo-mpo.gc.ca.

We understand that the proponent plans to:

- Replace the existing bridge at the Char River with a new Clear Span bridge.
- Install 2 new clear span bridges at the Meliadine River and Site M5.0.
- Install culverts at the following 9 crossings; M3.0, M3.9, M6.7, M8.6, M11.5, M13.3, M22.6, M23.7 and D1.2.
- Culverts will be embedded and sized appropriately at each of the above crossings to facilitate fish passage.

DFO has produced an Operational Statement titled “Clear Span Bridges” which can be found at the following website: <http://www.dfo-mpo.gc.ca/regions/central/habitat/os-ee/provinces-territoires-territoires/nu/os-ee24-eng.htm>. This operational statement covers activities and mitigation measures associated with the installation of the three proposed clear span bridge structures.

To reduce potential impacts to fish and fish habitat we are recommending the following mitigation measures be included into your plans:

- To protect fish spawning and nursery periods of local fish population, no in-water work should take place from May 1 to July 15.
- Sediment and erosion control measures should be implemented prior to work and maintained during the work phase, to prevent entry of sediment into the water or the movement of re-suspended sediment into the river.
- Sediment and erosion controls measures should be left in place until all disturbed areas have been stabilized.
- All disturbed areas should be stabilized and re-vegetated as required upon completion of work.
- Machinery is to arrive on site in a clean condition and is to be maintained free of fluid leaks
- Wash, refuel and service machinery and store fuel and other materials for the machinery away from the water to prevent deleterious substances from entering the water.
- An emergency spill kit should be kept on site in case of fluid leaks or spills from machinery

Provided that the plans are implemented as described DFO has concluded that the proposal is not likely to result in impacts to fish and fish habitat.

The proponent will not need to obtain a formal approval from DFO in order to proceed with the proposal.

If the plans have changed or if the description of the proposal is incomplete the proponent should contact this office to determine if the advice in this letter still applies.

I trust the information provided will be of assistance in the Nunavut Impact Review Board's review of Agnico-Eagle Mines Ltd. All-Weather Road. If you or the proponent have any questions concerning the above, or if my understanding of the proposal is either incorrect, incomplete, or if there are changes to the proposed work, contact the undersigned at (613) 925-2865 ext. 131, by fax at (613) 925-2245, or by email at Georgina.Williston@dfo-mpo.gc.ca.

Yours sincerely,



Georgina Williston
Habitat Management Biologist

Derrick Moggy: Fisheries and Oceans Canada
John Witterman: Agnico- Eagle Mines Ltd.

Environmental Protection Operations
Qimugjuk Building 969
P.O. Box 1870
Iqaluit, NU X0A 0H0
Tel: (867) 975-4631
Fax: (867) 975-4645

6 May 2011

EC file: 4704 004 072
NIRB file: 11RN017

Kelli Gillard
Technical Advisor
Nunavut Impact Review Board
29 Mitik, PO Box 1360
Cambridge Bay, NU X0A 0C0

Via email: info@nirb.ca

RE: Notice of Part 4 Screening for Agnico-Eagle Mines Ltd.'s (AEM) "All-Weather Road" project proposal

Environment Canada (EC) has reviewed the information regarding the above-mentioned project proposal, as submitted to the Nunavut Impact Review Board (NIRB). The following specialist advice has been provided pursuant to the *Canadian Environmental Protection Act 1999*, Section 36(3) of the *Fisheries Act*, the *Migratory Birds Convention Act*, and the *Species at Risk Act*.

Agnico-Eagle Mines Ltd. is proposing to construct a public, all-weather access road between Rankin Inlet and the Meliadine Gold Project. The intent of the road is to support the underground exploration and bulk sample at the Tiriganiaq deposit. The construction of the road is proposed to occur from June 2011 to May 2012. Project activities include the replacement of an existing bridge across the Char River, construction of a bridge across the Meliadine River, construction of a bridge across an unnamed ephemeral stream, installation of stacked culverts at nine ephemeral streams, development of a spur road to Meliadine Lake, construction of an emergency airstrip, and the development of esker and rock quarries.

EC encourages NIRB to consider the direct and cumulative regional impacts of the project taking into consideration the incremental increases in the activities currently being carried out as well as other activities that are reasonably foreseeable. In principle, and in keeping with EA best practice, EC is of the position that reviewing this project separately will make it more difficult to develop a comprehensive understanding of the project's overall effects. Accordingly, future review of any related development proposal would need to fully consider the use and operation of the road within the scope of any new assessment.

Based on the information provided, EC provides the following comments for the NIRB's consideration:

General

- The proponent shall not deposit, nor permit the deposit of chemicals, sediment, wastes, or fuels associated with the project into any water body. According to the *Fisheries Act*, Section 36 (3), the deposition of deleterious substances of any type in water frequented by fish, or in any place under any conditions where the deleterious substance, or any deleterious substance that results from the deposit of the deleterious substance, may enter any such water, is

prohibited. All construction materials; gravel fill, bridge components, and miscellaneous tools as well as debris or sediment should be located a minimum of 30 m from the high water mark of, and such they do not enter, any water body.

- EC recommends that an undisturbed buffer zone of at least 100 m be maintained between any quarrying that may occur and the normal high water mark of any water body and should only take place one metre above the summer or high groundwater table.
- The proponent shall not deposit nor permit the deposit of sediment into any water body and appropriate erosion control measures will be implemented, as required, down gradient of any quarrying activities.
- Stream bank disturbances must be minimized and all disturbed areas stabilized upon completion of the project.
- Equipment which will be working in-stream or fording the stream shall be clean and inspected for leaks prior to entering the stream channel.
- Abutment construction materials shall be clean and contaminant free; rock/construction materials are not to be gathered from below the high water mark of any watercourse.
- EC recommends that an Abandonment and Restoration Plan be prepared for the road. This Plan should communicate the proponent's reclamation objectives and procedures for the area affected by the road and through excavation activities.

Acid Rock Drainage/Metal Leaching Potential of Borrow/Quarries for Road Construction

(Reference: Geochemical Assessment of Potential Road Construction Material, Meliadine Gold Project)

- EC noted that a limited number of samples were taken per quarry/borrow site (i.e., on average, 3 samples/site) to determine its respective metal leaching and acid rock drainage potential. EC would like confirmation from the proponent that additional sampling and visual examinations of quarried material will be undertaken during excavation to confirm quarry/borrow materials remain suitable for road construction. To that end, EC recommends AEM indoctrinate this practice in their quality control procedures to ensure mineralized or altered materials will not be incorporated into the road.
- EC noted that metal leaching results were compared to metal mining effluent regulations (MMER) limits (see Section 3.3 of report). As a matter of course, EC does not recommend such comparisons be made as the MMER parameter limits are based primarily on achievable national water treatment values, and not on parameter concentrations that are protective of aquatic life. Further, it has been the practise to not consider the road as part of the operational area for purposes of the Regulations. To that end, EC supports comparisons to CCME guidelines.
- EC noted that all tested borrow sources were found to be relatively low in sulphur (less than 2 % sulphur). The problem with this material is that it has low to negligible carbonate neutralizing potential and relies on the "secondary" neutralizing minerals. Considering the foregoing, EC recommends the proponent ensure the surface topping meets the highest possible quality (i.e. most benign).
- On a minor note, the first paragraph under Metal Leach Potential on p.18 appears to misidentify the problematic quarry as T043 instead of the correct T046 (p.15).

Wildlife and Species at Risk

- Agnico-Eagle is proposing to construct an emergency airstrip between June-August 2011. In the southern Arctic region of the Northwest Territories and Nunavut, migratory birds may be found incubating eggs from May 14 until July 30, and young birds can be present in the nest until September 12. Section 6 (a) of the *Migratory Birds Regulations* states that no one shall disturb or destroy the nests or eggs of migratory birds. The best mitigation measure to ensure compliance is to conduct activities with a risk of disturbing or destroying nests or eggs outside of the migratory bird nesting season. If project activities are conducted during the nesting season, areas should be checked for nests before work begins and all crew members should be trained on how to recognize signs that a bird might be nesting in the area. If an

active nest is found, the area should be avoided until nesting is completed (i.e. the young have left the vicinity of the nest).

- Section 3.2 of the proponents Project Proposal states that detailed information about the physical environment can be found in the “Terrestrial Vegetation and Wildlife Baseline Synthesis Report” and the “Aquatic Synthesis Report”, attached as a CD to the original document. Environment Canada requests that these reports be placed on the NIRB public registry.
- Environment Canada recommends that food, domestic wastes, and petroleum-based chemicals (e.g., greases, gasoline, glycol-based antifreeze) be made inaccessible to wildlife at all times. Such items can attract predators of migratory birds such as foxes, ravens, gulls, and bears. Although these animals may initially be attracted to the novel food sources, they often will also eat eggs and young birds in the area. These predators can have significant negative effects on the local bird populations.
- In order to reduce aircraft disturbance to migratory birds, Environment Canada recommends the following:
 - Fly at times when few birds are present (e.g., early spring, late fall, winter)
 - If flights cannot be scheduled when few birds are present, plan flight paths that minimize flights over habitat likely to have birds and maintain a minimum flight altitude of 650 m (2100 feet).
 - Minimize flights during periods when birds are particularly sensitive to disturbance such as migration, nesting, and moulting.
 - Plan flight paths to avoid known concentrations of birds (e.g., bird colonies, moulting areas) by a lateral distance of at least 1.5 km. If avoidance is not possible, maintain a minimum flight altitude of 1100 m (3500 feet) over areas where birds are known to concentrate.
 - Avoid the seaward side of seabird colonies and areas used by flocks of migrating waterfowl by 3 km.
 - Avoid excessive hovering or circling over areas likely to have birds.
 - Inform pilots of these recommendations and areas known to have birds.
- The following comments are pursuant to the *Species at Risk Act* (SARA), which came into full effect on June 1, 2004. Section 79 (2) of SARA, states that during an assessment of effects of a project, the adverse effects of the project on listed wildlife species and its critical habitat must be identified, that measures are taken to avoid or lessen those effects, and that the effects need to be monitored. This section applies to all species listed on Schedule 1 of SARA. However, as a matter of best practice, Environment Canada suggests that species on other Schedules of SARA and under consideration for listing on SARA, including those designated as at risk by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC), be considered during an environmental assessment in a similar manner. The Table below lists species that may be encountered in the project area that have been assessed by COSEWIC as well as their current listing on Schedules 1-3 of SARA (and designation if different from that of COSEWIC). Project impacts could include species disturbance, attraction to operations, and destruction of habitat.

Terrestrial Species at Risk potentially within project area ¹	COSEWIC Designation	Schedule of SARA	Government Organization with Primary Management Responsibility ²
Peregrine Falcon	Special Concern (<i>anatum-tundrius</i> complex ³)	Schedule 3 – Special Concern (<i>tundrius</i>)	Government of Nunavut
Short-eared Owl	Special Concern	Schedule 3	Government of Nunavut
Grizzly Bear	Special Concern	Pending	Government of Nunavut

Polar Bear	Special Concern	Pending	Government of Nunavut
Wolverine (Western population)	Special Concern	Pending	Government of Nunavut

¹The Department of Fisheries and Oceans has responsibility for aquatic species.

²Environment Canada (EC) has a national role to play in the conservation and recovery of Species at Risk in Canada, as well as responsibility for management of birds described in the Migratory Birds Convention Act (MBCA). Day-to-day management of terrestrial species not covered in the MBCA is the responsibility of the Territorial Government. Populations that exist in National Parks are also managed under the authority of the Parks Canada Agency.

³The *anatum* subspecies of Peregrine Falcon is listed on Schedule 1 of SARA as threatened. The *anatum* and *tundruis* subspecies of Peregrine Falcon were reassessed by COSEWIC in 2007 and combined into one subpopulation complex. This subpopulation complex was listed by COSEWIC as Special Concern.

- For any Species at Risk that could be encountered or affected by the project, the proponent should note any potential adverse effects of the project to the species, its habitat, and/or its residence. All direct, indirect, and cumulative effects should be considered. Refer to species status reports and other information on the Species at Risk registry at www.sararegistry.gc.ca for information on specific species.
- If Species at Risk are encountered or affected, the primary mitigation measure should be avoidance. The proponent should avoid contact with or disturbance to each species, its habitat and/or its residence.
- Monitoring should be undertaken by the proponent to determine the effectiveness of mitigation and/or identify where further mitigation is required. As a minimum, this monitoring should include recording the locations and dates of any observations of Species at Risk, behaviour or actions taken by the animals when project activities were encountered, and any actions taken by the proponent to avoid contact or disturbance to the species, its habitat, and/or its residence. This information should be submitted to the appropriate regulators and organizations with management responsibility for that species, as requested.
- For species primarily managed by the Territorial Government, the Territorial Government should be consulted to identify other appropriate mitigation and/or monitoring measures to minimize effects to these species from the project.
- Mitigation and monitoring measures must be taken in a way that is consistent with applicable recovery strategies and action/management plans.
- All mitigation measures identified by the proponent, and the additional measures suggested herein, should be strictly adhered to in conducting project activities. This will require awareness on the part of the proponents' representatives (including contractors) conducting operations in the field. Environment Canada recommends that all field operations staff be made aware of the proponents' commitments to these mitigation measures and provided with appropriate advice / training on how to implement these measures.
- Implementation of these measures may help to reduce or eliminate some effects of the project on migratory birds and Species at Risk, but will not necessarily ensure that the proponent remains in compliance with the *Migratory Birds Convention Act*, *Migratory Birds Regulations*, and the *Species at Risk Act*. The proponent must ensure they remain in compliance during all phases and in all undertakings related to the project.

If there are any additional changes in the proposed project, EC should be notified, as further review may be necessary. Please do not hesitate to contact the undersigned with any questions or comments with regards to the foregoing at (867) 975-4631 or by email at Paula.C.Smith@ec.gc.ca.

Yours truly,



Paula C. Smith

Environmental Assessment Coordinator

cc: Carey Ogilvie (Head, Environmental Assessment-North, EPO, EC, Yellowknife, NT)
Ron Bujold (Environmental Assessment Technician, EPO, EC, Yellowknife, NT)
Allison Dunn (Sr. Environmental Assessment Coordinator, EPO, EC, Iqaluit, NU)
Anne Wilson (Water Pollution Specialist, EPO, EC, Yellowknife, NT)
James Hodson (Environmental Assessment Analyst, CWS, EC, Yellowknife, NT)
Glenn Groskopf (Mining Specialist, EPO, EC, Regina, SK)



Nunavut Regional Office
P.O. Box 100
Iqaluit, NU, X0A 0H0

Your file - Votre référence
11RN017
Our file - Notre référence
5510-5-28-2

May 6th, 2011

Kelli Gillard
Technical Advisor
Nunavut Impact Review Board
P.O. Box 1360
Cambridge Bay, NU, X0B 0C0
Via electronic mail to: info@nirb.ca

Re: Notice of Part 4 Screening for Agnico-Eagle Mines Ltd.'s "All-Weather Road" project proposal.

Ms. Gillard,

On April 7th, 2011, the Nunavut Impact Review Board (NIRB) requested parties to comment on Agnico-Eagle Mines Ltd.'s "All-Weather Road" project proposal. Indian and Northern Affairs Canada (INAC) has reviewed the proposal and offers the following comments for the NIRB's consideration.

Based on INAC's analysis, the Proposal is missing a significant amount of important information. The purpose of this letter is therefore to identify deficiencies in the Proposal that require additional information, analysis or clarification. INAC requests that the Board solicit additional information from the proponent to support and clarify its Proposal. This will ensure that participants in this screening process have sufficient information to assess and comment on the Proposal. It will also ensure that the NIRB has a complete and proper evidentiary basis on which to make its screening decision.

INAC is aware that the NIRB will provide an additional comment period after the proponent has had an opportunity to consider and respond to intervener comments on the current Proposal. INAC welcomes this, and would have independently requested that the Board adopt this approach. INAC is not in a position to fully analyze the Proposal or to provide meaningful comment to NIRB with respect to its screening decision in the absence of the information requested below.

Need for the Project/Alternatives Assessment

The Proposal has very little information or analysis to support the proponent's statement that winter roads could not adequately support the 2012 and 2013 underground exploration and bulk-sampling planned by the proponent.

INAC suggests that this conclusion would need to be supported by information and analysis of the proponent's needs, the current preferred approach (*i.e.*, an all-weather road) and the available alternatives, including a comparison of the impacts of each option. It is only after such analysis is complete that the need for this project can be understood. This is particularly important in view of this project's obvious links to the proponent's longer-term plans for potential mine development.

Section 2.3 Scope

(b) Single-Span Bridges

The proponent has not identified the load capacity of the bridges. INAC requests that the proponent identify the proposed load capacity, anticipated loads, vehicle types and other relevant information.

(d) Road Width

While the alternatives assessment discusses the possibility of the road being 20m wide to accommodate power transmission to the potential future mine site, the proponent does not clearly identify the proposed width of the road. The unnumbered table on p. 13 only identifies the minimum width of the road. The proponent should identify a proposed width, and clarify whether transmission lines from Rankin Inlet to the Meliadine site are part of the current proposal, and identify whether the proposed width is designed to account for the 2012-2013 time horizon, or for future needs, including an electrical transmission system.

(f) Emergency Airstrip

The purpose and planned use of the airstrip should be clearly identified by the proponent. The Proposal does not provide information on frequency of flights or details of the planned usage of the "emergency airstrip". Additionally, the document includes discussion of activities that are clearly not "emergency" in nature. If the proponent plans non-emergency uses, the term "emergency airstrip" should be avoided.

Section 3.2 Physical Environment

(a) Permafrost

The discussion of impacts to permafrost from rock quarries is limited to a statement that impacts will be different from in granular-material quarries. The proponent should include a proper analysis of the potential impacts.

(d) Terrain

The proponent concludes that "there will be no impact on the terrain from...the road", but there is no discussion or rationale to support or explain this. The proponent should include a proper analysis of the potential impacts.

(f) Potential for Acid Generation/Metal Leaching

INAC identified the following deficiencies in relation to acid generation and metal leaching, and requests that NIRB solicit the missing information or required clarifications from the proponent:

- i) It is not clear that the assessment of metal leaching is adequate. It appears that the proponent dismisses leach test results obtained through static testing that indicate exceedances of "Canadian Water Quality Guidelines for the Protection of Freshwater Aquatic Life" as not necessarily reflecting what will actually happen in operation. No field tests are available at this time and it the Proponent appears to suggest that water quality monitoring at the Primary Containment Area can be used to estimate future results. The Proponent does not explain or substantiate of the adequacy of this or explain and how the use of this proxy may affect the certainty of the results.

The Proposal states that the proponent will have a better understanding of the potential for metal leaching after future data collection. As a result, INAC is not certain whether the proponent believes that its current understanding of the potential for metal leaching is sufficient for the purposes of impact assessment. If the proponent believes that its current understanding is sufficient at this stage, the proponent should explain and substantiate this conclusion.

- ii) The Primary Containment Area (PCA) is not described. INAC presumes that the proponent is referring to the containment area associated with the proponent's proposed underground exploration program, however as this is a separate NIRB process, it would be helpful if the proponent clarified what the PCA refers to, especially as it appears to be a crucial element of this section of the Proposal.
- iii) The proponent states that "Monitoring of the PCA and various water bodies in the immediate vicinity of the PCA will continue in 2011." However the proponent does not identify these water bodies, or state the methodology by which they were or will be selected. The proponent has also not provided a monitoring plan.

Section 3.3 Aquatic Environment

(a) Water Quality

The proponent states that they will undertake post-project water monitoring. This statement should be elaborated upon with a description of the nature, duration, and plans for water monitoring, and an explanation of the appropriateness of the planned approach.

Section 4 Use of the Road

The proponent anticipates public use of the road. As the Government of Nunavut has legislative authority over public highways, the proponent should indicate what steps it has taken or plans to take in cooperation with the Government of Nunavut's transportation officials to ensure that it undertakes appropriate planning for the development, operation and maintenance of a public highway. For example, design, construction and maintenance standards, traffic management, emergency response, snow clearing and the management of hazards, policing, and by-law and other regulatory enforcement must all be taken into account.

The Proposal discusses many potential mitigation measures such as a southern gate and potential closing of the road for safety reasons. While it is useful to have an understanding of possible mitigation measures, it is essential that the proponent make clear which of the potential mitigation measures it intends to put into place.

The document does not describe or analyze the potential for accidents or malfunctions of — or in relation to use of — the road. While the safety of all users of the road is important, this issue is particularly important in view of the proponent's expectation that the general public will not be restricted from using the road. Unrestricted use—mixing mining/industrial users and the general public—may have implications for the likelihood and consequences of an accident or malfunction, and should be accounted for in both planning and assessment. Therefore, the proponent should provide a thorough analysis of the potential for accidents and malfunctions, including identifying potential consequences and conceptual plans for avoidance of accidents and malfunctions, and for response should they occur.

Section 5 Public Consultation

The proponent's descriptions of consultation sessions do not include any sessions that were open to the general public. The proponent should indicate whether it held any open sessions, describe any such sessions highlighting any concerns raised, and the results, conclusions or follow-up to these sessions.

Section 7 Residual and Cumulative Effects

The proponent discusses cumulative effects of its project in combination with other mine development activity, but not in combination with any other types of

activity. The proponent should broaden its analysis of cumulative effects to take into account other activities, including exploration activities and activities unrelated to the minerals sector.

Section 8 Reclamation

INAC presumes the proponent's desired participation in the operation and maintenance in the road is limited to the period in which it requires use of the road for its commercial purposes, others, including the Government of Nunavut, the Hamlet of Rankin Inlet, and the Kivalliq Inuit Association may have interests that will survive the proponent's needs. The Proposal should identify likely scenarios for operation and maintenance of the road both during and after its period of usefulness to the Proponent, and assess those scenarios, including the possibility of a need to decommission and reclaim the road should there be no subsequent operator.

More specifically, this section describes that 'the road as designed will eventually be part of the Manitoba-Nunavut road to Chesterfield Inlet. As such, the larger part of the road – approximately 17 kilometres would not be reclaimed, and responsibility for it would be assumed by the Government of Nunavut upon closing of the Meliadine site.'

Given that the 'Manitoba-Nunavut' road is not currently in the Nunavut Environmental Assessment processes, and given that the all-weather road is being constructed to support activities related to the bulk sample program which will end in 2013, the proponent should address reclamation of the 17 km of the proposed all-weather road by way of their reclamation plan, or provide evidence that the Government of Nunavut or the responsible Inuit Organization will assume responsibility for the 17 km of the all-weather road upon closing of the Meliadine site, whether or not the 'Manitoba-Nunavut' road is a reality.

INAC looks forward to working further with the NIRB on this project. Should you have any questions, please do not hesitate to contact me at 867-975-4549 or by email at margaux.brisco@inac-ainc.gc.ca.

Sincerely,

[original signed by]

Margaux Brisco
A/Manager, Environment



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Kavamaliqiyikkut

Ministère de l'Exécutif et des Affaires Intergouvernementales

Department of Executive & Intergovernmental Affairs

May 6, 2011

Kelli Gillard B.Sc., P.Ag.
Technical Advisor
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via Email to: info@nirb.ca

RE: NIRB FILE # NIRB File No.: 11RN017 – Notice of Part 4 Screening for Agnico-Eagle Mines Ltd.'s "All-Weather Road" project proposal

Dear Ms. Gillard:

As requested by NIRB on April 7, 2011, the Government of Nunavut (GN) has considered the project proposal for an "All-Weather Road, submitted for NIRB screening by Agnico-Eagle Mines Ltd., and has attached the following comments.

A number of concerns have been raised with respect to the project proposal. Specific comments and concerns are outlined within the departmental submissions. Concerns are centered around project details, the duration and the need for more information on a variety of topics. Given the amount of information reviewed and made available to date we feel that in addition to the responses provide by the Government of Nunavut we are also asking for clarification under Part 4, article 12.4.4 (c).

We thank NIRB for giving us the opportunity to review and provide comments on this screening and we look forward to receiving further information on this project from NIRB. You can contact me, Pauloosie Suvega at (867) 975-6022 or psuvega@gov.nu.ca if you have any questions or comments.

Qujannamiik,

Sent via email

Pauloosie Suvega
Assistant Deputy Minister
& Sustainable Development Advisory Group Chairman
Executive and Intergovernmental Affairs

Comments from the Department of Environment

Kelli Gillard
Technical Advisor
Nunavut Impact Review Board

via Email to: info@nirb.ca

RE: NIRB File No. 11RN017 – Agnico-Eagle Mines Ltd – All Weather Road – Underground exploration and Bulk Sample Program, Meliadine Gold Project

Dear Kelli Gillard:

The Department of Environment (DOE) has reviewed the project proposal from Agnico-Eagle Mines Ltd in accordance with its mandate under the *Environmental Protection Act*, the *Nunavut Wildlife Act*, the *Territorial Parks Act* and pursuant to section 12.4.4(b) of the *Nunavut Land Claims Agreement* (NLCA).

The following information and recommendations have been provided for the Board's, as well as the Proponent's, information and consideration.

GENERAL

The proposal is for the construction of a 27.4km permanent road and a right-of-way from Rankin Inlet to Meliadine Lake for exploration projects. The road will require the construction of two new bridges, the replacement of an existing bridge as well as a number of new water crossings using culverts.

In 2007-2008 the former proponent for this site, Comaplex, utilized a winter road to conduct the same exploration activities. It is therefore unclear to DoE why the current proponent finds it necessary to construct an all-weather, permanent road.

A term of authorization of 18 years has been requested for the proposed exploration. That time frame appears rather lengthy for an exploration project at this stage, especially given the prominence of investor confidence as a reason for advancing this project. The application also makes reference to a future mine site, power lines, power plants, tank farms and other infrastructure. There are suggestions in the application, of a mine and associated infrastructure. This appears to contradict the proposal's assertion that the purpose of this project is to contribute to exploration activities. This leads DoE to believe that this proposal is not for a standalone project, but will contribute to a larger one.

Furthermore, it is implied that this road will be a key feature in future community infrastructure. The inconsistency of the current application with the activities of the former owner/operator, Comaplex, the proposal's suggestion of the development of a mine, the questions surrounding the term of authorization for this proposal, and the potentially far-reaching ecosystemic and

socioeconomic impacts all imply that the scale of this project may be far beyond that expressed in the proposal.

Based on the above, DoE believes the scale of this proposed project requires further and in-depth review of the anticipated effects on the ecosystemic and socioeconomic impacts. Consequently, we recommend the proposal be subject to 12.4.4(c) of the NLCA. In consideration for the long term implications of this project, the proposal provides insufficient information for DoE to contribute extensive comments. Please see Appendix A for general comments.

Below are the DoE comments that identify the concerns for which minimal information has been provided by the proposal.

1. Will the project have significant adverse effects on the ecosystem, wildlife habitat or Inuit harvesting activities?

A permanent road may have long term implications for wildlife habitat in the region. The proponent is proposing to remove an estimated two million cubic meters of rock and two million cubic meters of granular material from various sources to build the road and right-of-way. The source point of the material and the associated topographic features (eskers, moraines) can never be restored and would otherwise be used by wildlife as habitat for dens, nests, burrows, insect, and predator avoidance. These aggregate sources are not all within the immediate vicinity of the proposed road and right-of-way, which may necessitate tertiary access roads, the impacts of which have not been explored. The construction of the road will damage the vegetation and at least alter the local hydrology, which can affect habitat quality.

Sampling of aggregate sources suggests a large percentage (47%) of the tested potential quarries may have significant concentrations of metals like aluminum, copper, and zinc. Therefore, road materials have the potential for metal-leaching, which may have long term systemic effects on the quality of wildlife habitat in the area. It is unlikely that the permanent road would ever be restored to pristine conditions. In fact, doing so may further contribute to habitat destruction. The cumulative impacts associated with long term development may also further contribute to the degradation of wildlife habitat quality.

2. Will the project have significant adverse socio-economic effects on northerners?

The project proposal does not provide a clear indication on the intensity of the road usage by community members. There are significant implications on how the road and right-of-way will contribute to future developments (e.g., power plant, tank farm, power lines) that have long term systemic impacts.

3. Will the project cause significant public concern?

We are aware that there is a great deal of public support for this project. The concerns being expressed are in reference to scale of this project and its potential contribution to multiple large scale developments. Another concern is with respect to the Iqalugaarjuup Nunanga Territorial Park Master Plan. The Plan is an agreement among Inuit, the community and Government about

the management of the Park. The Plan explicitly states the concerns of local people regarding vehicle noise in the vicinity of the Park and its impacts on both wildlife and on the enjoyment of the Park. These are enforceable under 11.(1)(c)(ii) and (iii) of the *Territorial Parks Act*.

4. Will the project involve technological innovations for which the effects are unknown?

The proposal does not indicate the use of new technologies, but the projects implied in the proposal do indicate the use of new technologies in relation to the potential leaching of metals.

APPENDIX A

The Department of Environment has developed a number of environmental guidelines/codes of practice that are intended to assist the public and industry in remaining or coming into compliance with Nunavut's *Environmental Protection Act*.

- Contaminated Site Remediation;
- Contaminated Site Remediation: A Property Owner's Guide
- Industrial Projects on Commissioner's Lands;
- Management of Hazardous Waste;
- Industrial Waste Discharges into Municipal Waste & Sewage Treatment Facilities;
- Waste Batteries;
- Waste Paint;
- Waste Asbestos;
- Waste Antifreeze;
- Waste Solvent;
- Ozone Depleting Substances;
- Dust Suppression;
- SO₂ and Suspended Particulates;
- Illustrated Homeowner's Guide to Heating Oil Tanks
- Burning and Incineration of Solid Waste in Nunavut
- Operation of Wood-Burning Appliances
- A Guide to Spill Contingency Planning and Reporting

These guides can be downloaded in PDF format from the following website:

<http://env.gov.nu.ca/programareas/environmentprotection/legislation>

Specific comments are as follows:

SPILL CONTINGENCY

Based on the DOE *Spill Contingency Planning and Reporting Regulations*, and *A Guide to the Spill Contingency Planning and Reporting Regulations*, we recommend the following measures are implemented for overland transportation of bulk fuel:

- Speed on winter roads should not exceed: 30 km/hr for fully loaded vehicles; 50 km/hour for empty vehicles.
- Trucks should carry at least 10 square metres of polyethylene material (for lining a trench or depression), a spark proof shovel & oil absorbent blankets or squares.
- Trucks should carry reliable radio and/or satellite phone communications.
- Trucks should carry sufficient response equipment for the safe removal of fuel from an overturned tanker (such as hatch cone covers, hoses etc).
- In general, proponents should be fully prepared to deal with spills resulting from vehicle accidents along the road, in a timely and efficient manner.

CHEMICALS/CHEMICAL STORAGE

All chemicals should be stored in a safe and chemically-compatible manner a minimum of 31 horizontal meters from all bodies of water. The proponent should remove unused chemicals for reuse or disposal to an approved site using methods approved by the Land Use Inspector.

Hazardous materials stored on-site should be marked so they will be visible under all conditions, in all seasons. This recommendation is intended to prevent possible injuries to camp personnel and/or damage to the containers. Unless otherwise specified by the land use inspector or licence-issuing agency, all hazardous materials should be removed from the site upon completion of the activity.

SOLID WASTE MANAGEMENT

The proponent shall make determined efforts to achieve compliance with the Canada-wide Standards for dioxins and furans and the Canada-wide Standard for mercury. Efforts should include the implementation of a comprehensive waste management strategy (especially waste segregation) that is designed to reduce and control the volumes of wastes produced, transported, and disposed of. The Waste Management Strategy should consider and include:

- Purchasing policies that focus on reduced packaging,
- On-site diversion and segregation programs

Should the proponent elect to incinerate their waste the following should be observed:

- Ensure diligent operation and maintenance of the incineration device and provide appropriate training to the personnel operating and maintaining the incinerator.
- Waste wood treated with preservatives such as creosote, pentachlorophenol or heavy metal solutions should not be burned. Additionally, plastics, electrical wire, asbestos and building demolition wastes (except clean wood) are wastes likely to produce dioxins and furans when burned and should be excluded from incineration. Under no circumstance should hazardous wastes be managed through burning or incineration.

- In addition, all ash produced by the incineration of waste material should be disposed of properly.

For detailed guidance on the proper incineration of solid waste, the proponent is referred to the *Environmental Guideline for the Burning and Incineration of Solid Waste*.

WILDLIFE

Wildlife in Nunavut is fundamental component of the culture, landscape, health of people, the environment, and Inuit Qaujimajatuqangit. The project is located in an area where Barren-ground caribou (*Rangifer tarandus*), carnivores, and other wildlife may be encountered. During any activity conducted by the proponent wildlife will have the right-of-way.

Populations of caribou are cyclical and they are currently on a downward trend. Every effort should be taken to ensure that caribou and caribou habitat are not disturbed.

To prevent and minimize project related impacts on wildlife, it is important that the proponent is aware that encounters with wildlife are possible and have the necessary protocols, training, and equipment to mitigate their impacts. DOE asks for the proponent to develop a wildlife mitigation plan to address collisions with wildlife and emergency kills from problem wildlife. The plan should include a detailed reporting system that will track every animal harmed or killed by the proponent's activities.

Proponent should be aware that they may not harass wildlife (Wildlife Act, 71(1)). This includes persistently worrying or chasing animals, disturbing large groups of animals, and attempting to photograph an animal from an aircraft. Also, the proponent shall not intentionally feed wildlife (Wildlife Act, 90 (1)).

DoE has provided further recommendations pertaining to caribou, habitat disturbances, and winter road closures.

CARIBOU

Caribou populations in Nunavut are currently displaying a downward trend. The Qamaniruaq herd is the largest local herd found within proximity of the project. Overall, since 1994 there has been an estimated 2% annual decline in the population (Campbell *et al*, 2010). Elsewhere in the territory the Bathurst herd has declined from an estimate of 100,000 animals in 2006 to 31,900 in 2009 (Nesbitt and Adamczekski, 2009). Peary caribou were recently listed as Endangered under the Federal Species at Risk Act (Canadian Gazette Part II, 2011), and future research initiatives will be assessing the Beverly and Ahiak herd (Campbell - per com, 2011) Every effort should be made to ensure that caribou and their habitat are not impacted. Additionally, recent research has strengthened our understanding of how caribou responses to human activities on calving and post-calving areas can accumulate and affect caribou over time. Caribou require a relatively uninterrupted feeding/fattening cycle - when this cycle is significantly interrupted, calf production may decrease, calf mortality may increase and female and male condition may drop

affecting future breeding cycles. Air, ground, and general noise disturbances will disrupt caribou behavior with potential impacts to fitness and survival.

- The proponent shall not locate and operate so as to block or cause diversion to migrating caribou. The proponent shall cease activities that may interfere with migration such as sampling, construction, movement of equipment and/or personnel, until the caribou have passed.
- During the transportation of equipment, supplies, and personnel the proponent is reminded that wildlife have the right-of-way and will be allowed to pass uninhibited.
- During the period of May 1 to July 15 if caribou are observed with calves in the project area, the proponent should suspend all operations, particularly blasting, overflights and airborne geophysics surveys, and vehicles near the project site.

RAPTOR NESTING AREAS

The following is a list of general precautions that must be considered when conducting activities near Peregrine Falcon, Gyrfalcon, and other raptor nests (most of these precautions will also apply to all nesting bird species):

- Disturbance is most harmful early in the nesting period (May and June for Peregrine Falcon and Gyrfalcon, similar for Rough-legged Hawk):
 - Raptors will attempt to maximize their chances of successfully raising young. If they decide early in the breeding period that their nest is at risk, they may abandon it. If nests are disturbed at this stage of nesting, there may not be sufficient time to re-nest. All disturbances to nests during the early part of the nesting cycle must be avoided (avoid nest sites from late May through to mid-July).
- Individuals show variability in their response to disturbance:
 - Different birds will show different responses to varying levels of disturbance. This may result from the general health of the bird, weather conditions, previous life experiences, and adaptability. Therefore, treat all nest sites with equal precaution, regardless of the response of the bird. Do not disturb raptor nests during conditions of poor weather (rain, snow, high winds).
- Approaching the nest site near the time of fledgling (where chicks fly from the nest) often leads to premature nest departure:
 - During the last few weeks of nesting, severe disturbance at the nest often causes young raptors to jump out of the nest. This can cause death from exposure, predation, starvation, or trauma from the fall itself. All activity within 100m of a nest site during the latter part of the nest stage (10-20 August for peregrine falcons in this region) must be avoided.

CARNIVORE CONFLICTS

Inevitably there is always the potential for predator-prey interactions and the field protocol should be in place to avoid wildlife interactions, and to mitigate any predator interactions. Sightings and occurrences, such as wildlife near human activities, close encounters, and attacks, should be recorded. Carnivores may approach humans or disturbances out of curiosity; however, their keen sense of smell can detect food or waste odors from great distances. Potential human-carnivore encounters can result in injury or death to the bear or the humans, all possible efforts to avoid human-carnivore encounters must be made, and negative reinforcement is encouraged. Clean camp standards are essential and deliberate feeding of any wildlife is absolutely prohibited.

Mortality resulting from mismanagement during a proponents activity is not an excuse for an emergency kill and can be a significant loss to the nearest community who can request compensation for the loss (Article 6, NLCA; Wildlife Act, 97 (3)).

The proponent should contact the nearest Conservation Office:

- If a situation occurs where wildlife becomes a nuisance (returning frequently, or unable to deter).
- Immediately if you have killed wildlife (either to resolve a conflict or unintentionally).
- Immediately if you have injured wildlife and have not been able to relocate or destroy.
- Immediately if a human has been attacked or bitten by wildlife. Note: Current policy is for any wildlife that attack humans to be destroyed; only in special circumstances would wildlife not be destroyed. If no further injury or human life is in danger contact the Conservation Officer to report and for further instructions.

Contact the Wildlife Deterrent Specialist, Regional Biologist, or Wildlife Manager indicated below for information and advice on measures which should be taken to minimize wildlife-human conflict.

HABITAT DISTURBANCE

The proponent has identified the use of local eskers for various uses. Topographic features like eskers are used by wildlife as habitat for dens, nests, burrows, insect, and predator avoidance. These eskers are finite in number and the proponent should limit their use for their activities in an effort to preserve wildlife habitat.

The proponent should limit the amount of overland transportation during the construction of the road. Vehicles on the vegetation can facilitate ground subsidence by altering the albedo, absorption, and local hydrology in permafrost regions.

AIRCRAFT DISTURBANCE

Aircraft activities have been shown to affect wildlife development and reproductive success as well as subject the wildlife to adverse weather conditions and accidental damage or injury. However, by raising flight altitudes, studies have shown that it will alleviate some of the negative effects. Therefore, the DoE recommends that the following protection measures are taken to reduce aircraft disturbance on wildlife.

Unless there is a specific requirement for low level flights, aircraft activities should maintain a minimum altitude of 610 meters above ground level in places where there are occurrences of wildlife. In areas where there are observed large concentrations of birds, flight level is restricted to 1,000 meters vertical distance and 1,500 meters horizontal distance from the birds. As a good practice, it is recommended to avoid critical and sensitive wildlife areas at all times by choosing alternate flight corridors. Proponents can use high point observation techniques using wildlife observers to scout for wildlife within 20 km (line of sight) before undertaking any airborne geophysical surveys.

The DOE would like to thank the NIRB for the opportunity to review and provide comments on this submission. Please contact us if you have further questions or comments.

Sincerely,

Original signed by



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REFERENCES

Campbell, M., Nishi, J., and Boulanger, J. 2010. A Calving Ground Photo Survey of the Qamanirjuaq Migratory Barren-Ground Caribou (*Rangifer tarandu groenlandicus*) Population – June 2008

Nesbitt, L., and Adamczewski, J. 2009. Decline and Revoery of the Bathurst Caribou Herd: Workshops Oc. 1 & 2 and 5 & 6 in Yellowknife. Government of the Northwest Territories.

Nunavut Tunngavik Inc. January 1993. Nunavut Land Claim Agreement (NLCA)

Species at Risk Act, P.C. 2011-42, 4 February, 2011, SOR/2011-8, ch.29, Canada Gazette, Part II, 145(4): 78-457.

Territorial Parks Act. S.Nu. 2010. c, 14, s21.

Wildlife Act, S.Nu. 2003, c.26

Comments from the Department of Economic Development and Transportation

The Government of Nunavut, Department of Economic Development & Transportation has reviewed the following documents for NIRB's screening for the proposed all-weather road for Agnico-Eagle's bulk sample and underground exploration project:

- NIRB Part 1 Summary Application Form
- NIRB Part 2 PSIR Form
- Project proposal, sections 2-9
- Correspondence from NIRB and from the Proponent
- Maps
- Letters of support

We have also reviewed the amended application for the Meliadine Gold Underground Exploration and Bulk Sample Project (NIRB File No.: 10EA018, amended Feb. 2010) and NIRB's screening decision report for File No.: 10EA018 (May 5, 2010).

The Department of Economic Development & Transportation understands that the proposed Meliadine Road is a reasonable project component necessary to support the Meliadine Gold underground exploration and bulk sample project approved in May, 2010 and expected to occur between 2011 and 2014. The size and needs of the underground exploration and bulk sample project would be limited by a winter road. In addition, an all-weather road would reduce current impact on the land from multiple ATV trails to Meliadine Lake, and would provide economic benefit to nearby residents and to the Hamlet of Rankin Inlet.

Is the project proposal likely to arouse significant public concern?

The Department notes that there is significant public support for this project proposal, and respects the social and economic needs of the Hamlet of Rankin Inlet and its residents.

Is the project proposal likely to cause significant adverse eco-systemic and socio-economic effects? If so, why?

The Department believes that the project will likely not cause any significant adverse effects, as the area is currently used extensively by residents and the economic benefits to the community appear to be great. Currently, there are several ATV trails leading out of Rankin Inlet, with destinations that include sites along the proposed all-weather road and to Meliadine Lake. The construction of the road would alleviate the impact of some of these ATV trails on the landscape with a single transportation link to these areas of local importance.

The road also supports year-round economic activity in the community of Rankin Inlet. The company is proposing to continue their rental of fuel tanks for their increasing fuel

needs, providing income directly to Rankin Inlet. Employees can work year-round and opportunities may exist for favourable workdays that allow families to be reunited more frequently than the typical 2 week on/2 week off rotations. Businesses are connected physically to the project and can provide the project with services/supplies for 12 months of the year, rather than being more limited due to the winter road season. The presence of the road would continue to support exploration of the property, again adding to the efficiency of project activities.

The Department of Economic Development & Transportation believes that a road between Rankin Inlet and Meliadine Lake is supported by the objectives of approved Government of Nunavut strategies. *Ingirasilliqta, the Nunavut Transportation Strategy*, notes the need for “access road construction between communities and their adjacent resources and harvesting areas” to reduce “the isolation of [a community] from the opportunities present in [its] surrounding land and waters.”¹ Additionally, Policy 3-1 of *Parnautit*, the Government of Nunavut’s exploration and mining strategy, states that: “The Government of Nunavut expects companies involved in mineral exploration and mining to use a Nunavut community as a logistical centre for their exploration.”² Linking the Meliadine exploration site to Rankin Inlet by an all weather road ensures that the lines of business for the project will flow through, and not over or around, that community.

Is the project of a type where the potential adverse effects are highly predictable and mitigable with known technology?

Roads, bridges and culverts are common infrastructure components, even in Nunavut. In addition, the Department considers the project to be consistent with similar underground exploration and bulk sampling projects.

However, the 2011-2014 underground exploration and bulk sample project is much larger than the previous bulk sample program that took place in 2007-2008, moving an additional 850 tons of materials and equipment to the site (compared to just 150-250 tons for the 2007-2008 sampling program)³. Further, an estimated 2 million litres of fuel is expected for 2011, increasing to 3.2 million litres for 2012 and again in 2013 (compared to 1.9 million litres for the 2007-2008 sampling project)^{4 5}. Finally, 100,000m per year is proposed to be drilled for the 2011-2014 project, costing approximately \$45

¹ *Ingirasilliqta*, Let’s Get Moving: the Nunavut Transportation Strategy, p. 24.

² *Parnautit*, A foundation for the future: Mineral Exploration and Mining Strategy, p. 34.

³ Comaplex Minerals Corp., Meliadine Gold Project amendment to the application to conduct Underground Mineral Exploration and Assemble a Bulk Sample, amended February 2010, pg. 7-9. Found at [www.nirb.ca: ftp://ftp.nirb.ca/01-SCREENINGS/COMPLETED%20SCREENINGS/2010/10EA018-Comaplex%20Bulk%20Sample/01-APPLICATION](http://ftp.nirb.ca/01-SCREENINGS/COMPLETED%20SCREENINGS/2010/10EA018-Comaplex%20Bulk%20Sample/01-APPLICATION)

⁴ *Ibid.*, pg. 40.

⁵ Agnico-Eagle Mines Ltd., All-Weather Road: Extension of the Underground Exploration and Bulk Sample Program, January 2011, pg. 3. Found at [www.nirb.ca: ftp://ftp.nirb.ca/01-SCREENINGS/ACTIVE%20SCREENINGS/11RN017-AEM%20Meliadine%20All%20Weather%20Road/01-APPLICATION](http://ftp.nirb.ca/01-SCREENINGS/ACTIVE%20SCREENINGS/11RN017-AEM%20Meliadine%20All%20Weather%20Road/01-APPLICATION)

million per year; in comparison, other drilling projects are much smaller, at approximately \$25 million to drill 20,000m⁶.

While a winter road was determined to be practical in 2010, new project owners and another look at the results of the underground exploration and bulk sample has lent support to the argument that an all-weather road is a better alternative to meet the needs of the project more efficiently and effectively. An all-weather road can eliminate the timeline restrictions caused by a winter road, thus allowing the underground exploration and bulk sampling project to be completed sooner and more economically. An all-weather road may also be a more favourable alternative to building an addition to a temporary tank farm on site and will allow transport of explosives with less difficulty. According to the Meliadine Gold underground exploration and bulk sample project proposal, an all-weather road was noted as a possibility in 2010, with a decision to be made in early 2011 based on Feasibility Study results⁷. It appears that the decision is now to pursue the all-weather road.

Other matters related to the project proposal

The Department of Economic Development & Transportation requires clarification on a couple of items found in the proponent's application. First, in the NIRB Part 1 Form, the dates of operation for the road are listed as from 2012 to 2026. It is our understanding that this road is being proposed for the 2011-2014 underground exploration and bulk sample project. The Department therefore requests that the proponent provide clarification on the dates of road operation. It is our expectation that the road would be decommissioned at the end of the 2011-2014 project unless required for additional project activities.

If additional project activities (i.e. the Meliadine Gold Project or other exploration activities) are proposed for beyond 2014, the presence and use of the all-weather road will be expected to be included in the environmental review of those additional activities. This will include any increased use, increased traffic volume and intensity, upgrades, etc. of the proposed road, as well as the increased timeline to accommodate the additional activity proposed.

The Department wishes to state that our support of the road is largely contingent on the public access it enables between Rankin Inlet and Meliadine Lake. It is clear that the primary beneficiary of the road is the proponent, and the Department therefore

⁶ Canada-Nunavut Geoscience Office, Meliadine Exploration Overview. Found at [www.nunavutgeoscience.ca: http://nunavutgeoscience.ca/eo/YrRgnPrjct/6/14/596_e.html](http://nunavutgeoscience.ca/eo/YrRgnPrjct/6/14/596_e.html)

⁷ Comaplex Minerals Corp., Meliadine Gold Project amendment to the application to conduct Underground Mineral Exploration and Assemble a Bulk Sample, amended February 2010, pg. 6-7, 30-31, 40-41, 51. Found at [www.nirb.ca: ftp://ftp.nirb.ca/01-SCREENINGS/COMPLETED%20SCREENINGS/2010/10EA018-Comaplex%20Bulk%20Sample/01-APPLICATION](http://ftp.nirb.ca/01-SCREENINGS/COMPLETED%20SCREENINGS/2010/10EA018-Comaplex%20Bulk%20Sample/01-APPLICATION)

emphasizes that it is the proponent's duty to construct, maintain, and operate the road in such a manner that it is safe for the public to travel upon.

Contacts:

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Comments from the Department of Culture, Language, Elders and Youth

6 May 2011

Kelli Gillard
Technical Advisor
Nunavut Impact Review Board
P.O. Box 2379
Cambridge Bay, NU
X0E 0C0

Re NIRB 11RNO17 AEM Melidaine All-Weather Road (Agnico-Eagle Mines Ltd.)

Dear Kelli Gillard

Acting on NIRB's request, the Department of Culture, Language, Elders and Youth (CLEY), reviewed Agnico-Eagle Mines' (AEM) proposal for its All-Weather road project. Our comments are limited to our department's mandate.

The department recommends for the all weather road, that the company follow the Nunavut Land Claim Agreement, Part 4, sub-article 12.4.4.(c): *The proposal is insufficiently developed to permit proper screening and should be returned to the proponent for clarification.*

In the way of guidance, our department's comments for NIRB 10EA018 (AEM) included instructions from CLEY that archaeological assessments were needed for all areas of proposed disturbance; including, but not limited to the expansion of the existing waste ore rock pads, widening of the existing road, and construction of an ice air landing strip as well as to increase the camp capacity.

We appreciate that AEM hired an archaeological consultant for the 2010 season. The consultant's report submitted to CLEY (*Archaeological Impact Assessment and Mitigation for the Agnico-Eagle Mines Limited Meliadine Gold Project, Rankin Inlet, Nunavut*) came to us limited in its reporting to the All-Weather road. However, the current NIRB request 11RNO17 represents formally the All-Weather Road.

In contrast, the project submission for the current NIRB 11RNO17 indicates more potential surface disturbance than the subject All-Weather road. These additional areas, including emergency airstrip, power lines and areas not covered by the 2010 field assessment.

Our recommendation is that there must be more advanced planning on the part of AEM in respect to heritage resources. The clarification our department seeks is for detailed information for all land areas surveyed by the archaeologist, both for All-Weather road

and the previous year for file 10EA018, all in relation to developed, planned, and activities currently in place. The activities of AEM and their effect on valued economic components, as well as valued socio-economic components, all need to be assessed fully and in respect to the company's explicated stated applications to both NIRB as well as CLEY's permit process.

Sincerely



Edward Atkinson
A. Manager of Heritage
Culture, Language, Elders and Youth



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Kivalliq Inuit Association

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May 6, 2011

Nunavut Impact Review Board
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**Meliadine Gold Project- Response to AEM's Socio- Economic Request and
NIRB Technical Review Comments**

Dear Mr. Ryan Berry

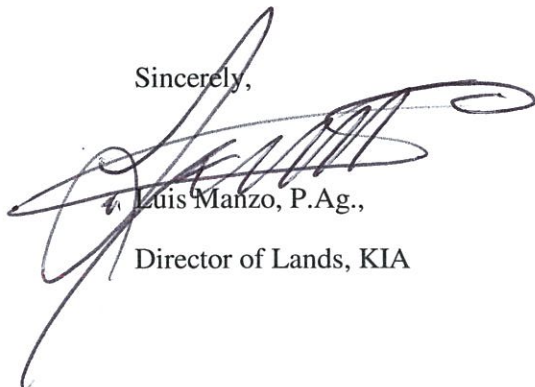
In response to Agnico- Eagle Mines Limited (AEM) letter dated May 03, 2011, concerning the Meliadine Gold Project- Access Road Construction, written socio-economics information request, the Kivalliq Inuit Association (KIA) would like to provide the following clarification.

KIA is in full support of the Meliadine All-Weather Access Road as long a thorough environmental review is completed taking into account all social and economic aspects of the project. The benefits to Nunavummiut and the Kivalliq Region will be significant from a project of this magnitude. The missing letter and information request that was referred to by AEM in earlier correspondence can be found in the March 21, 2011 letter to Mr. Ebe Scherkus from KIA. In that letter, three (3) action items were presented requiring further consideration. As of today, an adequate response to these concerns has yet to be received.

In support of the NIRB screening of the Meliadine Gold Project, KIA has attached our technical comments pertaining to the Project Description. These comments are submitted with the understanding that additional time will be required to review the socio-economics of the project.

KIA appreciates AEM's willingness to keep the information channels open and we look forward to closure on this mater. If you have any questions or concerns please feel free to contact the undersigned at your convenience.

Sincerely,



Luis Manzo, P.Ag.,
Director of Lands, KIA

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REVIEW
OF
AGNICO-EAGLE MINES LIMITED
PROJECT DESCRIPTION, JANUARY 2011
ALL WEATHER ROAD IN SUPPORT OF
THE UNDERGROUND PROGRAM
RANKIN INLET TO THE MELIADINE SITE

Prepared By:



KIVALLIQ INUIT ASSOCIATION

And

NUNAVUT TUNNGAVIK INC.

May 6th, 2011

Prepared For:

NUNAVUT IMPACT REVIEW BOARD

Executive Summary of Issues

The core comments from NTI and KIA are summarized as follows:

- 1) The proponent will ensure that the monitoring and management plans submitted include actual details on how ground ice encountered in the proposed granular material pits/quarries will be dealt with.
- 2) The proponent needs to provide monitoring and management plans for dealing with any issues related to metal leaching potential of the road construction materials, particularly for arsenic and copper which are at twice the accepted concentration levels in currently available test results.
- 3) The proponent needs to provide some detail on the use in the road design of the historical and current snowpack data from the immediate area of the Meliadine Project site. This should include a map showing potential areas of snow build-up. This information will be used for development of monitoring and management plans for dealing with the impacts of snow build-up on the road.
- 4) The proponent should include descriptions of the experience gained with operating the Meadowbank Gold Mine road and how they will incorporate this into the Meliadine road construction and maintenance programs. In particular the design and maintenance of culverts needs to make use of this information to prevent snow blockages, overflows and washouts at stream crossings.
- 5) The hydraulic analysis for the Meliadine River bridge crossing should also determine the impact of peak high tides and ice bridging downstream of the bridge during the annual freshette.
- 6) The proponent will ensure the road design will be "caribou friendly". The design parameters should use the proponents experience with the building and operating the Meadowbank Gold Mine road, as well as, the mining industry's experience building roads in areas such as at the Ekati and Diavik Diamond mines.

Introduction

The Kivalliq Inuit Association (KIA) and the Nunavut Tunngavik Inc. (NTI) have reviewed the following documents in the preparation of this report:

- 1) Project Description - All Weather Road in Support of the Underground Program, Rankin Inlet to the Meliadine Site, written by Agnico Eagle Mines Limited, January, 2011.
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- 5) Meliadine West All Weather Access Road – Navigability Permitting Support Materials, Meliadine Gold Project, Nunavut, written by Golder Associates, September, 2010.

Detailed Summary of Issues

The detailed comments on the issues are summarized in the following text.

Project Description - All Weather Road in Support of the Underground Program, Rankin Inlet to the Meliadine Site Report

Section 3.1 Overview of Project Environment, Socio-economic and Traditional Knowledge Studies - Paragraph 2 on Page 24

It states that the VEC of caribou would not be included based on public meetings and the proponents experience with the impacts of building and operating the Meadowbank Gold Mine road.

The proponent will ensure that the all weather road from Rankin Inlet to the Meliadine site will be designed to be “caribou friendly”. The design parameters should use the proponents experience with building and operating the Meadowbank Gold Mine road as well as the mining industry’s experience building roads in areas such as at the Ekati and Diavik Diamond mines.

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increase in predatory animals, in particular wolves. Therefore, the collection of data on wolves should be included as part of the baseline study for this road.

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It states that granular material in the glaciofluvial deposits is largely free of ground ice.

The proponent will ensure that the monitoring and management plans submitted include actual details on how ground ice, if encountered, will be dealt monitored and managed.

Section 3.3 (a) Aquatic Environment – Water Quality – Paragraph 1 on Page 33

It states that the ephemeral streams have had limited sampling for water quality. This work needs to be completed before the road is constructed.

Module 4 - Report on All Weather Access Road Meliadine Gold Project Feasibility Level Design

Section 4.6.2.2 Culvert Design – Paragraph 1 on Page 16

Culvert design also does not take into account snow packing from windblown snow, which is a significant problem in the area (The previous Char River culvert washed out the road each spring). The snow packing will inevitably block the spring run-off, increasing the water height and the pressure. The resulting eventual release will either be from washing out the road, or pushing out the snow pack at a much higher velocity than the design calls for.

The proponent needs to provide some detail on how the lessons learned and experienced gain with the building and operating the Meadowbank Gold Mine road will be used in the design and building of the all weather Rankin Inlet to Meliadine site road.

Section 4.6.2.3 Bridge Abutment Design – Paragraph 2 on Page 18

It states here that hydraulic analysis at each bridge crossing location was completed to determine the capacity, flow depth and water velocity at the design peak flow at each bridge crossing. Future studies for the Meliadine River bridge crossing should determine the impact of peak high tides on ice bridging downstream of the bridge during the annual freshette that may block water flows.

Module 2 - Report on Geochemical Assessment of Potential Road Construction Material Meliadine Gold Project, Nunavut

Section 3.3 Metal Leaching Potential – Arsenic, Copper and Cadmium Leachability- Pages 15 to 17

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It is also stated that because the road will be built on a height of land snow will be less likely to accumulate which would minimize the amount and time of contact water. In addition, the wind direction states that the dominant wind directions are from the north-northwest and north (Section 1.2., paragraph 2, page 2 in the report on All Weather Access Road Meliadine Gold Project Feasibility Level Design). A north-northwest wind direction would intersect the road from the area of the Char River bridge to crossing M11.5 at a high angle which creates a situation where snow can build up on the west side of the road would occur. A north wind direction would intersect the road from crossing M11.5 to the end of the road at a high angle which creates a situation where snow can build up on the south side of the road would occur.

The proponent needs to provide some detail on how the historical and current snow pack data from the immediate area of the Meliadine Project site and the experienced gain with operating the Meadowbank Gold Mine road, has been used in the current road design. In addition, a map showing potential areas of snow build-up should be provided, along with the monitoring and management plans for dealing with the impacts of snow build-up.



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Kivalliq Inuit Association

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Meliadine Gold Project- Response to AEM's Socio- Economic Request and NIRB Technical Review Comments

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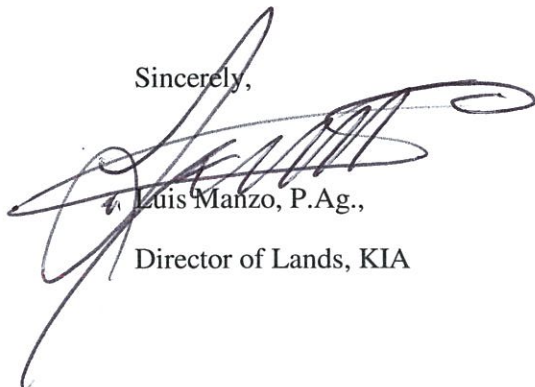
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The water leach test results met MMER standards but are approximately twice the CWQG standards in some samples for arsenic and copper. The proponent needs to provide monitoring and management plans for dealing with any potential issues related to the metal leaching potential of the road construction materials.

It is also stated that because the road will be built on a height of land snow will be less likely to accumulate which would minimize the amount and time of contact water. In addition, the wind direction states that the dominant wind directions are from the north-northwest and north (Section 1.2., paragraph 2, page 2 in the report on All Weather Access Road Meliadine Gold Project Feasibility Level Design). A north-northwest wind direction would intersect the road from the area of the Char River bridge to crossing M11.5 at a high angle which creates a situation where snow can build up on the west side of the road would occur. A north wind direction would intersect the road from crossing M11.5 to the end of the road at a high angle which creates a situation where snow can build up on the south side of the road would occur.

The proponent needs to provide some detail on how the historical and current snow pack data from the immediate area of the Meliadine Project site and the experienced gain with operating the Meadowbank Gold Mine road, has been used in the current road design. In addition, a map showing potential areas of snow build-up should be provided, along with the monitoring and management plans for dealing with the impacts of snow build-up.

Environmental Protection Operations
Prairie and Northern
5019 52nd Street, 4th Floor
P.O. Box 2310
Yellowknife, NT, X1A 2P7

6 June 2011

EC file: 4704 004 072
NIRB file: 11RN017

Kelli Gillard
Technical Advisor
Nunavut Impact Review Board
29 Mitik, PO Box 1360
Cambridge Bay, NU X0A 0C0

Via email: info@nirb.ca

**RE: Notice of Part 4 Screening for Agnico-Eagle Mines Ltd.'s (AEM) "All-Weather Road"
proponent's response to comments**

Environment Canada (EC) has reviewed the information regarding the above-mentioned, as submitted to the Nunavut Impact Review Board (NIRB). The following specialist advice has been provided pursuant to the *Canadian Environmental Protection Act 1999*, Section 36(3) of the *Fisheries Act*, the *Migratory Birds Convention Act*, and the *Species at Risk Act*.

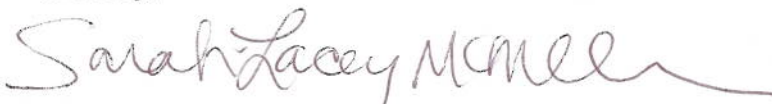
Agnico-Eagle Mines Ltd. is proposing to construct a public, all-weather access road between Rankin Inlet and the Meliadine Gold Project. The intent of the road is to support the underground exploration and bulk sample at the Tiriganiaq deposit. The construction of the road is proposed to occur from June 2011 to May 2012. Project activities include the replacement of an existing bridge across the Char River, construction of a bridge across the Meliadine River, construction of a bridge across an unnamed ephemeral stream, installation of stacked culverts at nine ephemeral streams, development of a spur road to Meliadine Lake, construction of an emergency airstrip, and the development of esker and rock quarries.

After reviewing the proponent's response to comments, EC is of the opinion that majority of the mitigation measures outlined by the proponent are sufficient. However, there was one response that EC found unsatisfactory as follows::

- The proponent indicated that it was not possible in all cases to comply with EC's recommendation of a 100 m buffer zone between any quarrying and the normal high water mark of any water body. EC recommends the board require the proponent to provide the locations of the quarries and the distances from the nearest water bodies in order to evaluate the potential risk to nearby water bodies from quarrying activities.

If there are any additional changes in the proposed project, EC should be notified, as further review may be necessary. Please do not hesitate to contact the undersigned with any questions or comments with regards to the foregoing at (867) 669-4724 or by email at Sarah-Lacey.McMillan@ec.gc.ca.

Yours truly,



Sarah-Lacey McMillan
Environmental Assessment Coordinator

cc: Carey Ogilvie (Head, Environmental Assessment-North, EPO, EC, Yellowknife, NT)
Ron Bujold (Environmental Assessment Technician, EPO, EC, Yellowknife, NT)
Allison Dunn (Sr. Environmental Assessment Coordinator, EPO, EC, Iqaluit, NU)



Nunavut Regional Office
P.O. Box 100
Iqaluit, NU, X0A 0H0

Your file - Votre référence
11RN017
Our file - Notre référence
5510-5-28-2

June 6th, 2011

Kelli Gillard
Technical Advisor
Nunavut Impact Review Board
P.O. Box 1360
Cambridge Bay, NU, X0B 0C0
Via electronic mail to: info@nirb.ca

Re: Notice of Part 4 Screening for Agnico-Eagle Mines Ltd.'s "All-Weather Road" project proposal.

Ms. Gillard,

On May 6th, 2011, Indian and Northern Affairs Canada (INAC) submitted comments to the Nunavut Impact Review Board (NIRB) requesting additional information on Agnico-Eagle Mines Ltd.'s (AEM's) "All-Weather Road" project proposal. INAC has reviewed AEM's May 23rd response and would like to offer the following comments for the NIRB's consideration in making a screening decision.

Need for the Project/Alternative Assessment

In order to better understand the need for this project, INAC requested additional information and analysis of the proponent's needs, the current preferred approach (*i.e.*, an all-weather road) and the available alternatives, including a comparison of the impacts of each option. INAC has reviewed AEM's response and has found only limited additional information was provided, and no comparison of the impacts of each option. The information requested in relation to this question remains outstanding.

Section 4 Use of the Road

In response to one of INAC's May 6th comments, asking what steps AEM has taken or plans to take in cooperation with the Government of Nunavut's transportation officials to ensure that appropriate planning for the development, operation and maintenance of a public highway is undertaken, AEM has stated that their intention is for the road to be a private road with appropriate signage

indicating this. However, it has also been made clear that the intention is still for unrestricted public use. In this scenario, issues previously raised with respect to design, construction and maintenance standards, traffic management, emergency response, snow clearing and the management of hazards, policing, and by-law and other regulatory enforcement remain outstanding.

INAC appreciates the opportunity to participate in the screening of Agnico-Eagle Mines Ltd.'s "All-Weather Road" project proposal. Should you have any questions, please do not hesitate to contact me at Margaux.Brisco@inac-ainc.gc.ca, or by phone at (867) 975-4549.

Sincerely,

[original signed by]

Margaux Brisco
A/Manager, Environment

APPENDIX A

Culture, Language, Elders and Youth (CLEY)

The Department of Culture, Language, Elders, and Youth (CLEY) notes that AEM has not yet submitted the detailed information providing documentation of all the lands surveyed by a professional archaeologist in comparison with the project's past, current and proposed land use and land disturbance activities. We look forward to receiving this in the future.

Economic Development and Transportation (ED&T)

The Department of Economic Development and Transportation (ED&T) is satisfied with the responses by AEM and would like to confirm that the Government of Nunavut is to have no authority or responsibility for AEM's privately built and operated road that is intended to support the Meliadine underground exploration and bulk sampling project. Furthermore, after reviewing the information that AEM has provided regarding the proposed use, construction, operation, management, and decommissioning of their road, ED&T has no concerns at this time.

Environment (DoE)

The Department of Environment (DoE) would like to remind the proponent that DoE is mandated for the enforcement, and intent of multiple acts, regulations, and ultimately the Nunavut Land Claims Agreement (NLCA) for systemic benefit of Nunavummiut and the environment. As stated in the May 23rd correspondence, DoE believes that there are still inconsistencies within the application that require clarification and additional information such as increased fuel usage and possible cumulative impacts to other future projects in the area.

The proponent has not evaluated the cumulative effects of the road. Although the proponent has identified that the road will only remain for two years, the road is intended to contribute to community infrastructure and access to areas outside the core municipal area. The proponent states that the road will be, "reclaimed and decommissioned," but to what extent and condition has yet to be expressed.

Concerning the caribou guideline mentioned in Part 1 of the proponent's response, DoE is unsure what the proponent is referring to. DoE does not have currently a guideline dedicated specifically to the mitigation of impacts on caribou and caribou habitat.

DOE wishes to raise the issues of traffic noise and dust as issues of both environmental and community concern. In accordance with the Iqalugaarjuup Nunanga Territorial Park Master Plan, we require enhanced noise reduction and dust suppression strategies in advance of project approval as maintaining a healthy environment for wildlife and a peaceful environment, free of traffic noise are identified as key aspects of Iqalugaarjuup Nunanga Territorial Park. The current proposal does not adequately address these

issues. Please also be advised that these issues, if unaddressed by Agnico Eagle in the appropriate manner are subject to enforcement under the *Territorial Parks Act* and the *Wildlife Act*. DOE would be happy to provide advice on developing noise reduction and dust suppression strategies.