

T&C #	Term and Condition (NIRB Project Certificate No. 006)	Impact of COVID-19	Comments	Proposed mitigation measures
Air				
1	<p>Prior to commencing construction activities, the Proponent shall update its Air Quality Monitoring Plan, and shall consider installing two real-time air monitoring stations in advance of mining operations. The updated plan shall include, but is not limited to, details regarding the following:</p> <ul style="list-style-type: none"> a. Description of real-time air monitoring stations including proposed timing of installation, location, and any factors considered with regards to planning for the installation; b. Plans for the collection of total suspended dust samples year round, including sampling for metals content relevant to the Project; c. Description of snowpack surveys and dustfall collectors; d. Description of lichen surveys; e. Identification of near field, far field and reference sites that are located with consideration of ambient wind conditions; f. Baseline data collected prior to significant construction activity; and g. A description of the proposed annual reporting mechanism and response framework. 	Yes	<p>1) Partisols have been defective and undergoing maintenance. They have been repaired but the contractor can't yet travel to site to install them and train the team on their maintenance.</p> <p>2) AWAR travel has been restricted to protect local community which could affect sampling frequency along the AWAR.</p>	<p>1) AEM is in communication with the contractor. They have started in province field service May 7th. AEM is working on seeing how the contractor could be brought up to site while complying with the current COVID-19 related procedures once the contractor's out of province fields service resumes.</p> <p>2) AEM has put in place a Detached Operation Protocol and special travel authorization can be granted to environment personnel for compliance sampling purposes upon approval of the Manager on Duty. Frequency of the sampling will likely be reduced.</p>
2	The Proponent shall demonstrate through monitoring of air quality at the aboveground emissions points at the mine site and at the Tiriganiaq site that sulphur dioxide (SO2) and nitrous dioxide (NO2) emissions remain within predicted levels and, where applicable, within limits established by all applicable guidelines and regulations. In cases where exceedances occur, the Proponent shall provide an explanation for the exceedance, a description of planned mitigation, and shall conduct additional monitoring to evaluate the effectiveness of mitigative measures.	No		
3	<p>Prior to commencing construction activities the Proponent shall update its dust management and monitoring plan to address and/or include the following additional items:</p> <ul style="list-style-type: none"> a. Align plan requirements with commitments made in the FEIS and during the Final Hearing to monitor dust along the all-weather access road and associated roads and trails. b. Verify commitments to the utilization of dust suppressants along the all-weather access road including and associated roads and trails, including a description of the type of suppressant to be utilized, the frequency and timing of applications to be made throughout the various seasons of road use. c. Outline the specific adaptive management measures to be considered should monitoring indicate that dust deposition is higher than predicted, specifically where traffic along the all-weather access road is greater than initially predicted. 	Potentially	AWAR travel has been restricted to protect local community which could affect sampling frequency along the AWAR.	AEM has put in place a Detached Operation Protocol and special travel authorization can be granted to environment personnel for compliance sampling purposes upon approval of the Manager on Duty. Frequency of the sampling will likely be reduced.
4	The Proponent shall develop and implement an Incineration Management Plan that takes into consideration the recommendations provided in Environment Canada's Technical Document for Batch Waste Incineration (2010).	No		
5	The Proponent shall provide all stack testing conducted on temporary or permanent incinerators operated for the Project to the NIRB in the annual report for that year.	Potentially	Stack testing was tentatively planned for late August to early September; there might be some changes to that tentative schedule.	AEM is in contact with the company contracted for the stack testing to see how to plan for the site visit while complying with the current COVID-19 related procedures.
6	The Proponent shall employ appropriate dust suppression measures when conducting activities in the landfill such as topping or capping.	No		
Climate and Meteorology				
7	The Proponent shall provide within its annual report to the NIRB, calculations of greenhouse gas emissions generated by activities at the Iivvia port and other Project sources including mine-related road traffic and aircraft associated with the Project. Calculations shall take into consideration, fuel consumption as measured by the Proponent's purchase and use as well as the fuel use of its contractors and sub-contractors.	No		
8	To actively engage Inuit in initiatives related to climate change, where it is feasible, the Proponent shall endeavour to include the participation of Inuit from affected communities when undertaking climate-change related studies and research.	No	No climate change related studies planned this year	
9	<p>Prior to the commencement of operations, the Proponent shall develop a Greenhouse Gas Emissions (GHG) Reduction Plan which includes, but is not limited to:</p> <ul style="list-style-type: none"> a. An estimate of the Project's GHG baseline emissions; b. A description of monitoring measures to be undertaken, including the methods, frequency, parameters, and a description of data analysis; and, c. A description of mitigative and adaptive strategies planned, and taken, toward reducing the Project-related emission of greenhouse gases over the Project's life. 	No		
10	<p>The Proponent shall further develop and implement its noise abatement plan to protect people and wildlife from mine activity noise, including, blasting, drilling, equipment, vehicles and aircraft. The noise abatement plan will be developed in consultation the Government of Nunavut, Environment Canada and Health Canada as appropriate, and at a minimum is to include:</p> <ul style="list-style-type: none"> a. Restrictions on blasting and drilling when migrating caribou, birds or local carnivores may be affected; b. The establishment of strict standards for noise levels; use of equipment and vehicles with the best noise attenuation devices; c. When practical, the use of fences or berms around noisy machinery or sites; d. Flight corridor restrictions over sensitive areas with known concentrations of wildlife and birds whenever possible; e. Requiring with the exception of take off and approach for landing, a minimum flight altitude of 300 metres above ground level when flights to and from the mine site are passing near sensitive wildlife and bird areas; and, f. The incorporation of the use of sound metres to monitor sound levels at locations in and around the mine site and local study area. The location and design of the sound metres shall be selected in consultation with EC and set up immediately upon issuance of the Project Certificate for the purpose of obtaining baseline data, and shall be maintained for data collection during and after operations. 	Potentially	Some noise monitors are in close proximity to cabins.	AEM is currently assessing if the cabins are currently active and if it's possible to access the monitors while complying with social distancing guidelines and the current COVID-19 related procedures.
11	The Proponent shall conduct noise and vibration monitoring at Project accommodations sites located at the Tiriganiaq mine site. Sampling shall be undertaken during the summer and winter months during all phases of Project development, with reporting of results and implementation of associated mitigation measures as necessary reported to the NIRB.	No		
Terrestrial Environment				

12	The Proponent shall conduct further permafrost mapping to document permafrost temperature, thickness of seasonal thaw and amount of ground ice in the Project development area, with such information to be available to inform the detailed design of Project infrastructure (i.e., dikes and tailings storage facility designs and talik predictions for lakes that are to be dewatered or used for saline water storage).	No		
13	The Proponent shall undertake additional geotechnical investigations as required to identify sensitive landforms, modify engineering design for Project infrastructure (i.e., dikes, tailings storage facility, waste rock pile and landfill), and develop and implement preventative and/or mitigation and monitoring measures to minimize the impacts of the Project's activities and infrastructure on sensitive landforms. Plans for the investigations, mitigative and monitoring measures are to be included within an updated Environmental Protection Plan.	No		
14	The Proponent is encouraged to conduct more detailed thermal analysis to support detailed design of the dikes and the tailings storage facility, including seepage and stability analysis, and shall incorporate the results of the analysis into Project design. Details of the thermal analyses undertaken are to be provided to the NIRB.	No		
15	The Proponent shall assess the potential environmental effects of a post closure failure of the geomembrane of the Tailings Storage Facility while tailings are in a thawed state. This assessment shall include, at a minimum: a. A description of the potential environmental effects of such a failure; b. Identification of the monitoring measures employed to detect environmental changes that could result; c. Identification of proposed mitigation measures to address any changes identified during monitoring; and d. Updated Risk Management Plan and Closure and Reclamation Plan reflecting changes which result from the post-closure failure assessment. A summary of the results from this assessment and implications to project infrastructure and operational plans shall be provided to the NIRB.	No		
16	The Proponent shall finalize and implement a comprehensive erosion management plan to prevent or minimize the effects of destabilization and erosion resulting from Project activities.	No		
17	The Proponent shall monitor the effects of the Project on permafrost conditions relative to Project infrastructure, including along the all-weather access road and associated roads, waste rock stockpile, trails and quarries. Through its monitoring the Proponent must demonstrate that permafrost integrity is maintained with implementation of appropriate preventative measures should permafrost degradation be observed.	Potentially	AWAR travel has been restricted to protect local community which could affect sampling frequency along the AWAR.	AEM has put in place a Detached Operation Protocol and special travel authorization can be granted to environment personnel for compliance sampling purposes upon approval of the Manager on Duty. Frequency of the sampling will likely be reduced.
18	The Proponent shall provide the NIRB with copies of as-built drawings and final design plans for Project infrastructure as they are developed/finalized to assist with the Board's ongoing monitoring efforts.	No		
19	The Proponent shall develop and implement a monitoring program for its Tailings Storage Facility and Waste Rock Storage Facility (including dikes). The monitoring program is to include, but shall not be limited to: a. Plans for monitoring the thermal condition and stability of storage facilities (including deformation of the cover) and dikes, including the use of thermistor cables, temperature loggers, and core sampling technology as required to monitor dike stability and tailings freezeback efficiency, including for example, factors such as ice content and stability; and, b. Measures proposed to ensure the safe containment and structural integrity of Project infrastructure, and to prevent contamination of waterbodies. Details of the monitoring program shall provided to the NIRB.	No		
20	The Proponent shall explore the feasibility and practicality of topsoil/organic matter salvage as part of phased approach to Project development, with updates to its Closure and Reclamation Plan to reflect any changes based on this investigation. The Closure and Reclamation Plan should be updated on an on-going basis as more information becomes available from similar reclamation projects, including experience with implementing closure and reclamation plans at the Meadowbank mine site, as applicable.	No		
21	The Proponent shall update its Waste Management Plan to include details which explain how the design employed for Project landfills is expected to protect the integrity of the local environment, including permafrost integrity, and water quality for adjacent waterbodies. The Proponent shall demonstrate its consideration for the use of liners at waste management facilities, where feasible.	No		
Geology (including Geochemistry)				
22	The Proponent shall report annually to the NIRB on the adaptations it has had made to the Mine Waste Management Plan and practices based on results obtained through monitoring.	No		
23	Prior to the commencement of excavation at the Discovery deposit, the Proponent, in consultation with Natural Resources Canada, shall update its Mine Waste Management Plan to assess the potential for acid rock drainage and to identify any monitoring and mitigation measures that may be required in this development area.	No		
Hydrogeology and Groundwater Quantity and Quality				
24	The Proponent shall, reflecting any direction from the Nunavut Water Board during water licensing, collect new hydraulic data (e.g., from new monitoring wells) in key areas during the pre-development, construction and operation phases to better define vertical and horizontal ground flow in the project development area.	No		
25	The Proponent shall submit a detailed Groundwater Management Plan to the NIRB which includes mitigation measures designed to address the potential for higher-than-predicted volumes of saline water inflows into the underground mine, treatment and disposal methods, and details of its plan to monitor saline water at site. The plan must identify uncertainties pertaining to predictions for groundwater quality and quantity and inform adaptive management strategies for the site. CIRNAC should be consulted with respect to the contents of the Plan and any required mitigation measures.	No		
26	To assess the flow of groundwater into the lake the Proponent shall carry out continued analyses over time to confirm and update, accordingly, the approximate fill time for the mine pits as identified in the FEIS.	No		

27	<p>The Proponent shall update its Aquatic Effects Monitoring Plan (AEMP) to include, at a minimum:</p> <ul style="list-style-type: none"> a. Details regarding the monitoring of non-point sources of discharge, selection of appropriate reference sites, measures to ensure the collection of adequate baseline data at Meliadine Lake prior to and during construction activities, including information on chemical loading in the snowpack, and the mechanisms proposed to monitor for and treat runoff and sediment; b. A description of measures to be undertaken as relate to dustfall monitoring, designed in accordance with the following: <ul style="list-style-type: none"> i. To establish Phase 1 all-weather access road baseline data and a description of plans for data collection during Project operations for comparison; ii. To facilitate comparison with existing guidelines; iii. To assess the seasonal deposition (rates, quantities) and chemical composition of dust entering aquatic systems along representative distance transects of the all-weather access road and Rankin Inlet by-pass road; c. A description of water quality monitoring to be conducted at Little Meliadine Lake; and d. Details regarding comparisons of results to be run against predicted values and the analysis of data to be undertaken on an annual basis, or as may be required. 	Potentially	AWAR travel has been restricted to protect local community which could affect sampling frequency along the AWAR.	AEM has put in place a Detached Operation Protocol and special travel authorization can be granted to environment personnel for compliance sampling purposes upon approval of the Manager on Duty. Frequency of the sampling will likely be reduced.
28	The Proponent shall develop and implement a sediment and erosion management plan to prevent or minimize the effects of destabilization and erosion that may occur due to Project activities. The plan should also detail sediment control plans to prevent and/or mitigate sediment loading into surface water within the Project area.	No		
29	The Proponent shall develop and implement adequate monitoring and maintenance procedures to ensure that the culverts and other conduits that may be prone to blockage do not significantly hinder or alter the natural flow of water from areas associated with the proposed mine. In addition, the Proponent shall monitor, document and report the withdrawal rates for water removed and utilized for all domestic and industrial purposes.	No		
Freshet Aquatic Environment				
30	<p>The Proponent shall update its Aquatic Effects Monitoring Plan (AEMP) to include, at a minimum:</p> <ul style="list-style-type: none"> a. Provide details for additional reference lakes to be included within its sampling and monitoring programs; b. Updates to include sedimentation within relevant monitoring programs; and c. Results from additional testing for mercury in fish tissue, and include test results in updated baseline data. 	No		
31	The Proponent shall maintain an appropriate setback distance between project quarries and fish-bearing or permanent water bodies as required to prevent acid rock drainage or metal leaching into such water bodies.	No		
32	Prior to the commencement of construction, the Proponent shall submit to the NIRB, a Site Drainage and Silt Control Plan.	No		
33	The Proponent shall meet or exceed the guidelines set by Fisheries and Oceans Canada for blasting thresholds and implement practical and effective measures to ensure that residue and by-products of blasting do not negatively affect fish and fish habitat.	No		
34	The Proponent shall ensure that all Project infrastructure in watercourses is designed and constructed in such a manner that it does not obstruct or limit the natural movement of water in fish bearing streams and rivers.	No		
Vegetation				
35	The Proponent shall ensure that Project components and activities are planned and conducted in such a way as to minimize the Project footprint; this should include input from potentially affected communities where applicable.	No		
36	The Proponent shall ensure that equipment and supplies brought to Project sites are clean and free of soils that could contain plant seeds not naturally occurring in the area. Vehicle tires and treads in particular must be inspected, and cleaned if required, prior to transport into Nunavut for use in Project areas.	No		
37	The Proponent shall incorporate protocols for monitoring for the potential introduction of invasive vegetation species (e.g. surveys of plant populations in previously disturbed areas) into its Terrestrial Environment and Monitoring Plan. Any introductions of non-indigenous plant species must be promptly reported to the Government of Nunavut Department of Environment.	No		
38	The Proponent shall conduct sampling to determine baseline levels for metals in soils found in areas with berry-producing plants near the Project area, and shall update relevant vegetation sections within the Terrestrial Management and Monitoring Plan to incorporate ongoing monitoring of these parameters prior to commencing operations.	No		
39	The Proponent shall develop and establish an on-going monitoring program to determine the distribution, abundance, and health of vegetation species used as caribou forage (such as lichens) near Project areas, prior to commencing operations.	No		

40	The Proponent shall review, on an annual basis, all monitoring information and the vegetation mitigation and management plans developed under its Environmental Management Plan and Terrestrial Environment and Monitoring Plan (TEMMP) and adjust such plans as may be required to effectively prevent or reduce the potential for significant adverse project effects on vegetation abundance, diversity and health, taking into account lessons learned at other northern mining developments where appropriate.	No		
41	Prior to the commencement of operations, the Proponent shall develop a progressive re-vegetation program for disturbed areas that are no longer required for operations, such program to incorporate measures for the use of test plots, reseeding and replanting of native plants as necessary. It is further recommended that this program be directly associated with the management plans for erosion control established for the Project and incorporate lessons learned at Meadowbank.	Yes	The University of Saskatchewan 2020 field work has been postponed to 2021 due to current COVID-19 related travel restrictions.	The revegetation plots have been well identified on site and University of Saskatchewan has indicated the study won't be affected by this field work postponement.
42	The Proponent shall include re-vegetation strategies in its Closure and Reclamation Plan that support progressive reclamation and that promote natural revegetation and recovery of disturbed areas compatible with the surrounding natural environment and incorporate lessons learned at Meadowbank.	No		
Terrestrial Wildlife and Wildlife Habitat				
43	The Proponent shall continue to develop and implement Project-specific monitoring for the terrestrial environment through its Terrestrial Environment Management and Monitoring Plan (TEMMP), and will demonstrate appropriate refinements to design, incorporation of analytical methods and elaboration of methodologies. The TEMMP shall contain clear thresholds to allow for the assessment of long-term trends and cumulative effects where project interactions are identified. Coordination and cooperation will be required where data collection, analysis and interpretation, or responsibility for mitigation and management requires the efforts of multiple parties (e.g., government, Kivalliq Inuit Association, communities).	No		
44	In consultation with the Government of Nunavut (GN) and other relevant parties, the Proponent shall further develop its Terrestrial Environment Management and Monitoring Plan (TEMMP) to include increased caribou monitoring across the regional study area and additional details on the scope and design of monitoring programs. The Proponent shall also demonstrate consideration for contributing to existing and planned regional monitoring initiatives associated with terrestrial wildlife and wildlife habitat as appropriate. Monitoring should be adequate to test impact predictions, monitor impact thresholds and trends over time, and to support implementation of mitigation measures as proposed in the Final Environmental Impact Statement.	No		
45	The Proponent shall demonstrate consideration for cooperating with existing and planned regional and/or community-based monitoring initiatives associated with terrestrial wildlife and wildlife habitat that produce information pertinent to mitigating project-induced impacts. The Proponent shall give special consideration for supporting regional studies of population health and harvest programs for Qamanirjuaq caribou which help address areas of uncertainty for Project impact predictions.	Potentially	In previous years, KIA, HTO, Nunavut Environment all participated in the caribou migration monitoring work. Collaboration will have to be adapted to meet the social distancing guidelines and the current COVID-19 related procedures.	AEM has developed a Detached Operations Protocol for regulator site visits and is in contact with usual parties to find ways to collaborate while complying with the current COVID-19 related procedures.
46	The Proponent shall update its Terrestrial Environment Management and Monitoring Plan (TEMMP) for the Project to include a detailed harvest study prepared in consultation with the Government of Nunavut (GN) and other affected parties. The design of the harvest study should demonstrate consideration for the following: a. Hiring of a dedicated local survey coordinator through local Hunters and Trappers Organizations (HTOs) and provision of adequate resources for the HTOs to run the program; b. The potential effects on caribou populations and on caribou behaviour resulting from increased human access caused by the all-weather access road and associated roads and trails; and c. Increasing local knowledge of the project development areas, including establishing baseline harvesting levels prior to unrestricted public access on the all-weather access road.	Potentially	AEM is in the process of renewing the HTO Environment Coordinator Contract. In order to protect the local community and to comply with the current COVID-19 related procedures, the collaboration details will have to be redefined.	AEM has issued an updated Wildlife Monitor contract to the KHTO on May 29th 2020. Still waiting the KHTO's response in order to initiate the collaboration.
47	The Proponent shall share information with the Government of Nunavut (GN) relating to the migration of caribou and include the GN as a party respecting caribou monitoring and movement through Project development areas, including the all-weather access road and associated roads and trails.	Potentially	In previous years, KIA, HTO, Nunavut Environment all participated in the caribou migration monitoring work. Collaboration will have to be adapted to meet the social distancing guidelines and the current COVID-19 related procedures.	AEM has developed a Detached Operations Protocol for regulator site visits and is in contact with usual parties to find ways to collaborate while complying with the current COVID-19 related procedures.
48	In consultation with the Government of Nunavut, the Kivalliq Inuit Association, the Kivalliq Wildlife Board and local Hunters and Trappers Organizations, the Proponent shall develop appropriate monitoring and mitigation measures relating to the harvesting of caribou and improved harvesting access granted by the all-weather access road. These measures shall be included within a Road Access Management Agreement that must be in place prior to construction of phase 2 of the all-weather access road. The Road Management Agreement shall include the following specific measures: <ul style="list-style-type: none"> ▣ During periods when large aggregations of caribou (greater than 50 individuals) are detected within 1 km of the all-weather access road (AWAR), the road will be closed to public access via car and truck by means of a barrier at the southern gate. Public access using all-terrain vehicles (ATVs) will be allowed. ▣ During periods when large aggregations of caribou (greater than 50 individuals) are observed within 1 km of the AWAR, the road will be closed to public access via barriers at bridges on the AWAR to prevent all vehicle access, including ATVs. This will allow ATVs to enter areas previously accessible along existing trails while not facilitating access via bridges constructed specifically for the Project. ▣ Following consultation with the Nunavut Wildlife Management Board, as required under the Nunavut Wildlife Act, it is recommended that a no-shooting zone (1 km wide) on either side of the road should be established as a condition of public access to the AWAR and compliance with this Agnico Eagle policy should be monitored and reported by the Proponent. ▣ Dedicated "road monitors" should patrol the road to ensure compliance with the provisions of the Road Management Plan (SD 2-9) relating to public safety and wildlife. Monitoring should be increased during periods of road closure when large aggregations of caribou are present. ▣ All incidents of hunting involving shooting along or across the AWAR should be reported by the Proponent to the GN. ▣ During periods when large aggregations of caribou are detected near the Project, harvest monitoring intensity should be increased to ensure that levels of caribou harvesting are properly documented. 	Potentially	In previous years, KIA, HTO, Nunavut Environment all participated in the caribou migration monitoring work. Collaboration will have to be adapted to meet the social distancing guidelines and the current COVID-19 related procedures.	AEM has developed a detached operations protocol for regulator site visits and is in contact with usual parties to find ways to collaborate while complying with the current COVID-19 related procedures.

49	The Proponent is encouraged to consult with the Nunavut Research Institute (NRI) on the research permitting process as it relates to the Nunavut Scientists Act. The Proponent is encouraged to share monitoring and research study design with the NRI four (4) months prior to the anticipated commencement of research activities to facilitate licensing review.	No		
50	The Proponent shall develop a strategy for the recovery of terrestrial wildlife habitat in a progressive manner that is consistent with the Nunavut Wildlife Act.	No		
51	The Proponent shall not conduct routine helicopter flights over, or land in, Iqalugaaruup Nunanga Territorial Park. The Proponent will communicate this commitment to all helicopter companies contracted by it to undertake work at the Meliadine Project site prior to the start of such contracted work. Emergency flights, specifically medical evacuation flights and/or search and rescue overflights are excepted from adherence to this requirement.	No		
52	The Proponent shall undertake periodic surveys and a habitat assessment for muskoxen in the regional study area by partnering with, or complementing, the existing regional muskox monitoring programs.	No		
53	Prior to construction of Project infrastructure and Phase 2 of the all-weather access road, the Proponent shall conduct a survey that is sufficient to locate any dens of foxes, bears or wolverines that could be damaged or destroyed during construction or operation of the Project.	No		
54	The Proponent shall ensure that road safety barriers or berms associated with Project infrastructure, all-weather access road and associated roads/trails are constructed to allow for the safe passage of caribou and other terrestrial wildlife while achieving the objective of separating public road use with Project-related mine traffic.	No		
55	In consultation with the Government of Nunavut (GN) and other affected parties, the Proponent shall set thresholds for direct mortality of wolf, grizzly bear, polar bear, wolverine, and fox to ensure monitoring and mitigation for the Project is responsive to undesirable rates of mortality. The Proponent shall reach an agreement with the appropriate Designated Inuit Organization regarding compensation or any direct mortality of wildlife resulting from the Project.	No		
56	The Proponent shall report annually to the NIRB regarding its terrestrial environment monitoring efforts, with inclusion of the following information: a. Description of all updates to terrestrial ecosystem baseline data; b. A description of the involvement of Inuit in its monitoring programs; c. A detailed presentation and analysis of the distribution relative to Project infrastructure and activities for caribou and other terrestrial mammals observed during surveys and incidental sightings; d. Results of the annual monitoring program, including field methodologies and statistical approaches used to support conclusions drawn; and e. An assessment and presentation of annual environmental conditions including timing of snowmelt, green-up, as well as standard weather summaries.	No		
57	Within its annual report to the NIRB, the Proponent shall incorporate a review section which includes: a. An examination for trends in the measured natural variability of Valued Ecosystem Components in the region relative to the baseline reporting; b. A detailed analysis of wildlife responses to operations with emphasis on wildlife behaviour, mortalities and displacements (if any), and responses to operations of the all-weather access road and associated access roads/trails; c. A demonstration and description of how the monitoring results, including the all-weather access road and associated access roads/trails contribute to cumulative effects of the project; and d. Any proposed changes to the monitoring survey methodologies, statistical approaches or proposed adaptive management stemming from the results of the monitoring program.	No		
Birds and Bird habitat				
58	The Proponent shall ensure all employees working at Project sites receive awareness training regarding the importance of avoiding known nests and nesting areas and avoiding large concentrations of foraging and moulting birds.	No		
59	If Species at Risk or their nests and eggs are encountered during Project activities or monitoring programs, the primary mitigation measure must be avoidance. The Proponent shall establish clear zones of avoidance based on the species-specific nest setback distances outlined in the Terrestrial Environment Management and Monitoring Plan.	No		
60	The Proponent shall ensure that the mitigation and monitoring strategies developed for Species at Risk are updated as necessary to maintain consistency with any applicable status reports, recovery strategies, action plans and management plans that may become available during the duration of the Project.	No		
61	Prior to bird breeding season, the Proponent shall either conduct clearing activities or identify and install nesting deterrents (e.g., flagging) to discourage birds from nesting in areas likely to be disturbed by construction/clearing activities. If clearing is to take place during the nesting season, a nest survey should take place to identify nests and any identified nests must remain undisturbed until the young have fledged or left the nest. Any nests identified shall be included as part of the annual reporting for the Terrestrial Environment Mitigation and Monitoring Plan (TEMMP).	No		
62	The Proponent shall protect any nests found (or indicated nests) with a buffer zone determined by the setback distances outlined in its Terrestrial Environment Mitigation and Monitoring Plan (TEMMP), until the young have fledged. If it is determined that observance of these setbacks is not feasible, the Proponent will develop nest-specific guidelines and procedures to ensure bird's nests and their young are protected.	No		
63	Any incidents of bird mortalities associated with lighting infrastructure, construction activities, and Project vessel operations are to be recorded and reported to Environment Canada (Canadian Wildlife Services). The Proponent shall work with the Canadian Wildlife Services to determine appropriate recording and reporting format and timing.	No		
64	The Proponent shall develop a framework for monitoring of marine bird species and their habitat in the event of a major marine fuel spill. Specific details regarding the scope of follow-up monitoring may be further refined if and when such an event were to occur.	No		

65	The Proponent shall maintain reduced speeds to sufficiently ensure that wakes are equal or less than the mean natural seasonal wave height to prevent wake action from negatively impacting migratory bird nests in low lying shoreline habitat.	No		
66	The Proponent shall ensure all Project vessels are checked for bird strikes after a suspected event and include details of its protocol to do so, as well as results, within its updated Terrestrial Environment Mitigation and Monitoring Plan.	No		
67	The Proponent shall submit an updated Oil Pollution Prevention Plan including measures to avoid adverse effects to species at risk and migratory birds from spills, as well as details regarding monitoring of effects of a spill on species at risk and migratory birds.	No		
68	The Proponent shall demonstrate consideration for the potential cumulative effects of other development projects and shipping activities (including community resupply) when assessing their cumulative effects on marine birds in the Hudson Strait, in its annual report.	No		
69	Subject to safety requirements, the Proponent shall require all Project related aircraft to maintain a cruising altitude of at least: a. 650 m during point to point travel when in areas likely to have migratory birds; b. 1100 m vertical and 1500 m horizontal distance from observed concentrations of migratory birds; c. 1100 m over the area identified as a key site for moulting snow geese during the moulting period (July-August), and if maintaining this altitude is not possible, maintain a lateral distance of at least 1500 m from key sites for moulting snow geese.	No		
70	The Proponent shall ensure that pilots are informed of minimum cruising altitude guidelines and that a daily log or record of flight paths and cruising altitudes of aircraft within all Project areas is maintained and made available for regulatory authorities such as Transport Canada to monitor adherence and to follow up on complaints.	No		
71	The Proponent shall develop detailed and robust mitigation and monitoring plans for migratory birds, reflecting input from relevant agencies, the Kivalliq Inuit Association and communities.	No		
72	The Proponent shall continue to develop and update relevant monitoring and management plans for migratory birds under the Proponent's Environmental Protection Plan and Terrestrial Environment Mitigation and Monitoring Plan (TEMMP) prior to construction. The key indicators for follow up monitoring under this plan will include upland birds (including migratory birds), waterbirds, raptors, and seabirds including migration and wintering.	No		
73	The Proponent's monitoring program shall assess and report, on annual basis, the extent of terrestrial habitat loss due to the Project to verify impact predictions and provide updated estimates of the total Project footprint.	No		
74	The Proponent's Terrestrial Management and Monitoring Plan (TEMMP) shall include mitigation measures implemented to prevent the use of water attenuation ponds by waterfowl and waterbirds and monitoring that assesses whether the mitigation measures are working or revised or further deterrent measures are required.	No		
75	The Proponent shall implement mitigation measures and monitoring programs to limit the attraction of predators and scavengers to Project facilities in the TEMMP and other plans such as the Landfill and Waste Management Plan as appropriate.			
Marine Environment				
76	The Proponent shall update all relevant plans including, but not limited to: the Shipping Management Plan, Wildlife Mitigation and Monitoring Plan, and Adaptive Management Plan, in order to address concerns and identify potential impacts of the Project and proposed mitigation measures designed to protect the integrity of the marine environment. The Shipping Management Plan shall also incorporate updates for all Project-related shipping.	No		
77	The Proponent shall ensure that it maintains the necessary equipment and trained personnel to respond to all sizes of potential spills associated with the Project in a self-sufficient manner.	No		
78	Prior to the shipping of Project supplies, the Proponent shall conduct fuel spill dispersion modeling that will, at a minimum, consider: a. Modeling of oil spills in the following areas: i. Pinch points, including: Hudson Strait, Melvin Bay area including Itivia Harbour and Panorama Island; ii. Shallow water and shorelines; and, iii. Areas that have been identified as having high flows and/or high concentrations of marine mammals, marine fish or seabirds; b. Open water and ice-covered conditions; c. Spill volumes up to and including loss of a full tanker cargo; and, d. Differences in the quantity and properties of each type of bulk fuel transported by vessels when they are at, or in transit to, the port of Rankin Inlet.	No		
79	Prior to any Project-related shipping, the Proponent will update its marine baseline information to ensure that it includes the most recent information on marine wildlife abundance and distribution, carefully considers seasonal distribution patterns of marine wildlife, and incorporates western scientific and Inuit Qaujimajatuqangit knowledge sources. The updated marine baseline should be made available to appropriate authorities for feedback, then incorporated into the Proponent's Shipping Management Plan (SMP), with continued updates on a regular basis as new information becomes available.	No		
80	The Proponent shall assess its available baseline information for Melvin Bay and for the area surrounding the fuel transshipment anchorage to ensure that both are adequate for the detection of Project-related impacts, particularly related to contaminants.	No		

81	Prior to any Project-associated shipping, the Proponent shall revise and update the Terrestrial Environment Management Plan (TEMMP) and/or the Shipping Management Plan (SMP) to include following information: a. a plan for involvement of local hunters in wildlife baseline studies and monitoring program; b. a plan for coordinating wildlife studies/monitoring activities with other organizations, institutions, government departments and/or individual researchers conducting wildlife studies in the regional study area; and c. measures to be applied to avoid or reduce the disturbance, harassment, injury or mortality of marine mammals due to shipping activities.	No		
82	The Proponent shall require all contracted shipping companies to provide full-time marine wildlife monitoring using trained observers and established data collection and recording protocols. Monitoring plans should include provisions for all Species At Risk Act (SARA) and for the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) listed species (birds and mammals).	Potentially	Due to social distancing guidelines and the current COVID-19 related procedures, the MMSO related in person training for the shipping company won't take place.	AEM has been in contact with the company contracted for this training and the shipping company. A live recorded webinar will replace the in person training session.
83	The Proponent shall ensure that, subject to vessel and human safety considerations, all Project shipping adhere to the following mitigation procedures while in the vicinity of marine mammals (including polar bear) and birds: a. Marine mammals will be given right of way; b. Ships will when possible, maintain a straight course and constant speed, avoiding erratic behavior; and c. When marine mammals appear to be trapped or disturbed by vessel movements, the vessel will implement appropriate measures to mitigate disturbance, including stoppage of movement until wildlife have moved away from the immediate area.	Potentially	Due to social distancing guidelines and the current COVID-19 related procedures, the MMSO related in person training for the shipping company won't take place.	AEM has been in contact with the company contracted for this training and the shipping company. A live recorded webinar will replace the in person training session.
84	Prior to any Project-related shipping, the Proponent will prepare a map of terrestrial walrus haulouts (uglit) in the Project area, and use this information for route planning, fuel spill modeling, and sensitive area identification. The map should include all available sources of information on uglit locations, including scientific knowledge and Inuit Qaujimajatuqangit and shall be updated by the Proponent whenever new information becomes available.	No		
85	The Proponent shall consider ways to monitor disturbance to walrus at terrestrial haulout sites, including but not limited to remote monitoring (e.g., time-lapse cameras) and community-based monitoring or Inuit Qaujimajatuqangit surveys.	No		
86	The Proponent is encouraged to liaise with relevant stakeholders, regulatory agencies and/or forums (e.g. the Marine Environmental Working Group associated with the Mary River Project), that might allow for participation in relevant research and management initiatives and increasing understanding and mitigation of potential cumulative effects associated with the Project's shipping activities through the Hudson Strait.	No		
Economic Development, Contracting and Business Opportunities				
87	The Proponent is strongly encouraged to participate in the work of the Kivalliq Socio-Economic Monitoring Committee along with other agencies and the communities of the Kivalliq region, and to identify areas of mutual interest and priority for inclusion into a collaborative monitoring framework that includes socio-economic priorities related to the Project, communities, and the Kivalliq region as a whole.	Potentially	The annual KvSEMC meeting was postponed by GN.	Conference calls, videoconference calls, webinars, facebook communications and other alternatives to the annual in-person SEMC meeting are being discussed with the SEMWG. Materials have been developed such that information can be easily shared with the SEMC. The KvSEMC is managed by the GN.
88	The Proponent is encouraged to work in collaboration with other socio-economic stakeholders including for example, the KIA, GN, AANDC, and communities of the Kivalliq region, to establish a socio-economic working group for the Project to develop and oversee the Meliadine Socio-economic Monitoring Program. The working group should develop a Terms of Reference which outlines each member's roles and responsibilities with regards to, where applicable, project-specific socio-economic monitoring throughout the life of the Project. The Terms of Reference are to be provided to the NIRB upon completion, and within one year of issuance of the Project Certificate.	Potentially	The SEMWG may update its ToR to include KIA.	The SEMWG will use conference calls and emails to meet and work on required items.
89	The Proponent shall develop the Meliadine Socio-economic Monitoring Program to monitor the predicted impacts outlined in the FEIS as well as regional concerns identified by the Kivalliq Socio-economic Monitoring Committee (SEMC). Where possible, the Proponent is encouraged to work in collaboration with all other socio-economic stakeholders such as the KIA, GN, AANDC and the communities of the Kivalliq region in developing this program, which should include a process for adaptive management and mitigation in the event unanticipated impacts are identified. Details of the Meliadine Socio-economic Monitoring Program are to be provided to the NIRB upon finalization, and within one year of issuance of the Project Certificate.	Potentially	The SEMP may need to be updated with WT Expansion requirements.	Conference calls, videoconference calls, webinars, facebook communications and other alternatives to discuss with required stakeholders will be used.
90	Prior to the commencement of operations, the Proponent is required to undertake an analysis of the risk of temporary mine closure, giving consideration to how communities in the Kivalliq region may be affected by temporary and permanent closure of the mine, including economic, social and cultural effects. The results of this analysis are to be provided to the NIRB upon completion.	No		
91	Within 3 months of the NIRB's acceptance of the Proponent's analysis of the risk of temporary mine closure referenced above, the proponent is expected to update its Socio-Economic Management Plan or to include within a newly developed plan or framework, a description of its plan to collect and analyze Project-specific and regional data at closure and post-closure phases, as well as its defined measures to help mitigate impacts which may result from Project closure(s), both temporary and final.	No		
Employment				

92	The Proponent shall submit a detailed staff schedule to the NIRB and to the Government of Nunavut in the first 6 months following the issuance of a Project Certificate. The schedule should, at a minimum, provide a description of: a. Title of positions required by department and division; b. Quantity of positions available by Project phase and year; c. Transferable skills, both certified and uncertified which may be required for, or gained during, employment within each position; and, d. The National Occupational Classification (NOC) code for each individual position. The Proponent is encouraged to consult the Government of Nunavut during development of the schedule. A new schedule should be submitted following any significant deviation from original predictions.	No		
93	The Proponent is encouraged to register all trades occupations, journeypersons and apprentices working with the Project and to register any trades occupations listed in its forecast, as well as to provide the Government of Nunavut with information regarding the number of registered apprentices and journeypersons from other jurisdictions employed at the Project during each year of the Project's life.	No		
94	The Proponent shall update its labour force analysis utilizing current or the most recent baseline information as may be available from the Nunavut Bureau of Statistics or Statistics Canada. The updated labour force analysis is to be provided to the NIRB within 6 months of the Project Certificate being issued. The Proponent is encouraged to work collaboratively with other stakeholders to monitor any impacts the Project may have on the labour force characteristics of the Kivalliq region during all project phases.	No		
Education and Training				
95	The Proponent is encouraged to work with training organizations and/or government departments offering mine-related or other training in order to provide additional opportunities for residents and employees to gain meaningful and transferable skills and certifications.	Potentially	Ability to work with training organizations and government departments depends on the type of work, their individual capacity during COVID, and the impact of COVID measures on the training.	Conference calls or other forms of non-contact engagement will be used to discuss impacts with stakeholders and determine next steps on a case-per-case basis.
96	Prior to construction, the Proponent shall develop an easily referenced listing of formal certificates and licences that may be acquired via on-site training or training during Project employment. The listing shall indicate which of these certifications and licences would be transferable to a similar job site within Nunavut, and should be updated on an annual basis, and is to be provided to the NIRB upon completion and as may be revised.	No		
97	The Proponent's project-specific socio-economic monitoring program should be updated to address the potential impacts to education and training which may arise from temporary, final and/or post-closure phases.	No		
98	The Proponent is encouraged to work with the members identified as potential stakeholders in the socio-economic monitoring working group and with the Kivalliq Socio-Economic Monitoring Committee to review and monitor education utilization rate trends on an on-going basis to understand if the Project can be determined to be having an impact on the education system of the Kivalliq region and/or on any communities in particular.	Potentially	AEM can still monitor to some extent, however capacity for community-level data collection by other stakeholders may be impacted, which in turn impacts AEM's ability to determine influence of Projects on the metric.	AEM will continue to monitor data within its control, and will work with stakeholders to understand potential impacts on monitoring. These impacts can be explained in the annual socio-economic monitoring report.
Population Demographics				
99	The Kivalliq Socio-Economic Monitoring Committee and its membership are encouraged to engage in the monitoring of demographic changes including the movement of people into and out of the Kivalliq communities and the territory as a whole. This information may be used in conjunction with monitoring data obtained by the Proponent from recent hires and/or out-going employees in order to assess the potential effects of the Project on migration.	Potentially	AEM can still monitor to some extent, however capacity for community-level data collection by other stakeholders may be impacted, which in turn impacts AEM's ability to determine influence of Projects on the metric.	AEM will continue to monitor data within its control, and will work with stakeholders to understand potential impacts on monitoring. These impacts can be explained in the annual socio-economic monitoring report.
100	The Proponent is encouraged to work with the Kivalliq Socio-Economic Monitoring Committee to design and implement a voluntary survey to be offered to its Nunavummiut employees on an annual basis in order to identify changes of address, housing status (i.e. public/social, privately owned/rented, government, etc.), and migration intentions, while respecting confidentiality of all persons involved. The survey should be designed in collaboration with the Government of Nunavut, the Nunavut Housing Corporation and other relevant stakeholders. Non-confidential results of the survey are to be reported to the Government of Nunavut and the NIRB.	Potentially	Potentially difficult to deliver survey to Nunavummiut employees if they are not on site.	Depending on the duration of the situation, AEM can look at alternative approaches to delivering the survey.
101	The Proponent shall include with its annual reporting to the NIRB a summary of employee origin information as follows:a. The number of Inuit and non-Inuit employees hired from each of the Kivalliq communities, specifying the number from each;b. The number of Inuit and non-Inuit employees hired from each of the Kitikmeot and Qikiqtani regions, specifying the number from each;c. The number of Inuit and non-Inuit employees hired from a southern location or other province/territory outside of Nunavut, specifying the locations and the number from each; andd. The number of non-Canadian foreign employees hired, specifying the locations and number from each foreign point of hire.	Potentially	Some of the information is collected via the survey - Potentially difficult to deliver survey to Nunavummiut employees if they are not on site.	Depending on the duration of the situation, AEM can look at alternative approaches to delivering the survey. AEM is also able to provide much of the information without the survey.
Traditional Activity and Knowledge				
102	Prior to commencing construction of the Discovery spur road to pass Meliadine Lake, the Proponent shall provide to the NIRB, details regarding the design features for the Meliadine Lake community boat launch, including traffic turnoffs from the all-weather access road, relevant signage, parking areas, considerations for public safety around the boat launch, plans for garbage removal and treatment of other refuse including buildings and equipment which may be stored at the site, as well as plans to monitor and/or maintain the site, including frequency and timing. These details, once finalized, shall also be incorporated, as updates, to various mitigation, monitoring and/or management plans as applicable.	No	Havent started construction of the spur road	

103	The Proponent is encouraged to consult with the Kangiqiliq Hunters and Trappers Organization and the Kivalliq Socio-Economic Monitoring Committee and to make all reasonable efforts to engage Elders and community members of the Kivalliq communities in order to have community level input into updates to its monitoring plans, programs and mitigative measures. This type of engagement will ensure that these programs and measures have been informed by traditional activities, cultural resources, and land use as such may be implicated or impacted by ongoing Project activities. All plans are to include a feedback mechanism for consulting with residents of the Kivalliq, including the provision of results from the Proponent's wildlife monitoring programs to each community. The Proponent shall submit updated plans to the NIRB within 30 days' of their revision and/or finalization.	Potentially	In order to protect the local community and comply with the current COVID-19 procedures, in person meetings will have to be temporarily suspended.	AEM will consult with the HTO, SEMC, Elders, and community members to understand how best to adjust engagement and consultation with the current and ongoing challenges.
Non-Traditional Land Use and Resource Use				
104	The Proponent is encouraged to consult with outfitting and guiding businesses that operate in the LSA and RSA regarding use of the area, specifically as it relates to hunting, fishing and guiding within proximity of the AWAR. Results of this consultation should be incorporated into updated plans where applicable.	Potentially	In order to protect the local community and comply with the current COVID-19 procedures, in person meetings will have to be temporarily suspended.	AEM will consult with the HTO, SEMC, Elders, and community members to understand how best to adjust engagement and consultation with the current and ongoing challenges.
105	The Proponent is strongly encouraged to consider incorporating information obtained from local outfitting and guiding businesses into its Hunter Harvest Survey where possible, and to include these organizations as potential respondents to surveys undertaken.			The calendar has been printed and provided to the KHTO in early June. The KHTO have expressed their intention to include the local outfitting and guiding business in Rankin Inlet.
Cultural, Archaeological and Paleontological Resources				
106	The Proponent shall, in consultation with the Government of Nunavut's Territorial Archaeologist, determine a reporting frequency for the provision of inspection reports to the Government of Nunavut regarding the status of the Meliadine River Bridge, the Char River Bridge, and the M5 Bridge Crossing during the spring freshet period (mid-May to June) and during the remainder of the ice-free period to freeze-up (July to October).	No		
107	The Proponent shall consult with the Government of Nunavut – Department of Culture and Heritage in developing a mitigation plan to address ice buildup at the Meliadine River Bridge, the Char River Bridge, and the Bridge Crossing at M5. The Proponent shall submit this mitigation plan to the NIRB once finalized.	No		
Individual and Community Wellness				
108	The Proponent is encouraged to consider providing access to counseling and treatment programs for substance and gambling addictions, and programs which address domestic, parenting, and marital issues that could affect employees and/or their families.	No	Employee Family Assistance Program (EFAP) is still available.	
109	The Proponent is encouraged to work with the Kivalliq Socio-Economic Monitoring Committee to monitor potential indirect effects of the Project, including indicators such as the prevalence of substance abuse, gambling issues, family violence, marital problems, rates of sexually transmitted infections and other communicable diseases and others as deemed appropriate.	No	AEM can still monitor to some extent, however capacity for community-level data collection by other stakeholders may be impacted, which in turn impacts AEM's ability to determine influence of Projects on the metric.	AEM will continue to monitor data within its control, and will work with stakeholders to understand potential impacts on monitoring. These impacts can be explained in the annual socio-economic monitoring report.
110	The Proponent shall provide the NIRB with a description of wellness and cultural diversity/acceptance programming made available to employees and family or community members and shall report the following information with respect to each program to the NIRB annually: a. Language of instruction; b. Uptake by employees and/or family members where relevant, noting Inuit and non-Inuit participation rates; c. Completion rates for enrolled participants, noting Inuit and non-Inuit rates; and d. Issues as may relate to program content which may have been noted or present either on site or in the community and which affect Project employment or employee wellness.	Potentially	The majority of Inuit workforce is currently not working at site, so during this time there is no programming.	Trainings have already occurred pre-COVID, and there may be in-community opportunities that can be evaluated if the situations persists. Reporting will remain unimpacted.
111	In its annual reporting to the NIRB, the Proponent is strongly encouraged to provide detailed descriptions of all employee programs and training including: a. Descriptions of the goals of each program offered; b. Language of instruction; c. Schedules and location(s) of when each program was offered; d. Uptake by employees and/or family members where relevant, noting Inuit and non-Inuit participation rates; and e. Completion rates for enrolled participants, noting Inuit and non-Inuit rates.	Potentially	The majority of Inuit workforce is currently not working at site, so during this time there is no programming.	Some trainings have been provided pre-COVID. Reporting will remain unimpacted.
112	The Proponent is encouraged to investigate measures and programs designed to assist Project employees with pursuing home ownership or accessing affordable housing options.	No	Unlikely to be impacted as long as NHC remains available for discussion during COVID.	
Community Infrastructure				

113	The Proponent is encouraged to collaborate with the Kivalliq Socio-Economic Monitoring Committee and the Government of Nunavut – Nunavut Housing Corporation, to design and implement a voluntary employee survey to be completed on an annual basis in order to identify any changes of address, detailed occupancy status (i.e., public/social, privately owned/rented, government, number of people sharing the resident space, etc.), housing preferences, migration intentions, and reasons for migration while respecting confidentiality of all persons involved. Non-confidential results of the survey are to be reported to the Government of Nunavut and the Nunavut Impact Review Board.	Potentially	Potentially difficult to deliver survey to Nunavummiut employees if they are not on site.	Depending on the duration of the situation, AEM can look at alternative approaches to delivering the survey.
114	The Proponent is encouraged to collaborate with the Government of Nunavut – Nunavut Housing Corporation prior to the development and inception of its programs relating to financial literacy and planning to ensure that relevant and accurate information about housing and home ownership is available and considered for inclusion.	No	Unlikely to be impacted as long as NHC remains available for discussion during COVID.	
115	The Proponent is encouraged to work collaboratively with the Government of Nunavut Department of Health to monitor the impacts of the Meliadine Gold Project on health services within the LSA communities and specifically, Rankin Inlet.	No		
Public and Worker Health and Safety				
116	The Proponent shall update the air quality monitoring aspect of its environmental and health risk monitoring program to include the following parameters for particulate matter: a. An analysis of the metals content of the dust collected in passive monitoring; and b. Discrete samples to be collected on a frequency to be determined in collaboration with the Government of Nunavut, from the camp, and analyzed for acrolein and aldehyde. Results are to be incorporated into the Proponent's annual reporting for submission to the NIRB.	No		
Accidents and malfunctions				
117	Prior to construction Phase 2 of the all-weather access road and the Rankin Inlet bypass road, the Proponent shall consult applicable laws in Canada and Nunavut as well as meet with all regulatory agencies and the public as it finalizes its road operations plans.	No		
118	The Proponent shall include in an updated Terrestrial Wildlife Management and Monitoring Plan (TEMMP), plans for increased caribou monitoring efforts including weekly winter track surveying and summer and fall surveys undertaken on foot twice per month. These results shall be reported to the NIRB with the Proponent's annual reporting requirements.	No		
119	The Proponent shall include within its updated Terrestrial Wildlife Management and Monitoring Plan, a commitment to establishing deterrents along the AWAR at any areas where it is observed that caribou are attracted to the AWAR and their presence may present a risk of collisions with traffic along the AWAR (such as areas where caribou are utilizing the AWAR to facilitate movement, areas where caribou may be licking minerals/road salt from the road, areas where caribou are gathering to avoid insects, etc.).	No		
120	The Proponent shall contract only Transport Canada certified shippers to carry cargo for the Project, and will ensure shippers are aware of the requirements of the Shipping Management Plan, the Risk Management and Emergency Response Plan and the Oil Pollution Emergency Plan (OPEP).	No		
121	The Proponent shall monitor the ingress/egress of Project related ships at Rankin Inlet and report any accidents or spills immediately to the regulatory agencies as required by law and to NIRB's Monitoring Officer.	No		
122	The Proponent shall ensure that best practices are used at all times during ship to shore and other marine-based fuel transfer events, including implementing measures specifically designed to prevent leaks and spills resulting from ice forming on the hoses during fuel transfers	No		
123	The Proponent shall ensure that the necessary spill response equipment and training is available prior to commencing project shipping.	No		
124	Prior to construction, the Proponent shall update its Spill Contingency Plan specific to a major spill event occurring on the bypass road and within proximity to (and including potential spills into) Nipissar Lake.	No		
125	<p>The Proponent shall implement all such measures necessary to protect public and mine traffic on all Project roads. The measures undertaken shall include, but are not limited to:</p> <p>a. Prior to expansion of the AWAR, the Proponent shall update its Roads Management Plan to include a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements of AWAR use. The updated Plan is to be submitted to the Nunavut Impact Review Board, Kivalliq Inuit Association, Kanguqiniq Hunters and Trappers Organization, and the Government of Nunavut;</p> <p>b. Prior to the opening of the AWAR to the public, and annually thereafter, advertise and hold at least one community meeting in the Hamlet of Rankin Inlet and Chesterfield Inlet to explain to the community the rules for use of the road;</p> <p>c. Prior to the opening of the AWAR to the public, the Proponent shall address enforcement of health and safety rules for the operation of the road (i.e., no shooting zone) and implement necessary communications with the public (i.e., signage and public meetings), which includes, but is not limited to:</p> <p>i. Maintaining manned and unmanned gates as proposed along the all-weather access road;</p> <p>ii. The posting of signs in English and Inuktitut along the road at appropriate intervals (i.e., 10 km and bridge crossings); and</p> <p>iii. Place notices at least quarterly on the radio and television to explain to the community the rules for use of the road;</p> <p>d. Once the AWAR expansion is completed and the road is opened to the public, the Proponent shall conduct a vehicle survey four times annually (once during the weekdays during the winter season, once during the week end days during the winter season, once during the weekdays during the summer season and once during the week end days during the summer season) to record the number and types of mine vehicles and the number and type of public vehicles using the AWAR over a 12 hour period (8:00 am to 8:00 pm). The vehicle survey data shall be collated as indicated above and provided in the Proponent's Annual Report;</p> <p>e. Prior to the development of the Discovery deposit, the Proponent shall update its Road Management Plan for the planned operation of the twinned road which could include additional rules, Project infrastructure, or other measures designed to maintain safety for employees and the public; and</p> <p>f. Report all accidents or other safety incidents on the road, to the Government of Nunavut, Kivalliq Inuit Association, the Hamlet of Rankin Inlet and the NIRB immediately.</p>	Potentially	In order to protect the local community and comply with the current COVID-19 procedures, in person meetings will have to be temporarily suspended.	Looking at alternative methods to deliver reiterate information on use of AWAR and H&S rules to the communities of Chesterfield Inlet and Rankin Inlet.
126	Prior to expansion of the AWAR, the Proponent shall prepare and add to the finalized Roads Management Plan (SD 2-9), a detailed consultation plan specifying the methods the Proponent will use to provide the Kivalliq Inuit Association, members of the Hunters and Trappers Organizations in the area, residents of Rankin Inlet and the Hamlet of Rankin Inlet with information regarding the safety requirements and any limitations on public AWAR use (i.e. the "rules of the road") and to ensure that this information continues to be clearly communicated on an on-going basis while the public has access to the AWAR.	No		

127	The Proponent shall, in coordination and consultation with the Kivalliq Inuit Association and the Hunters and Trappers Organizations of the Kivalliq communities, provide updates to its Shipping Management Plan to identify adaptive management measures that will be employed if effects monitoring identifies potential for effects on marine mammal populations along the shipping route.	No		
128	The Proponent shall provide the NIRB with a detailed design for the system that includes the location of the pipeline in relation to the saline effluent storage tank at Itivia, the location of submerged collars supporting the pipeline and the design of the diffuser.	No		
128	The Proponent shall conduct and submit to the Board a hazard and operability assessment of the pipeline and marine outfall system as part of the land authorization process.	No		
130	To assess the environmental impact of the Project on the seabed and marine environment if the effluent discharge pipeline is abandoned in place or removed.	No		
131	The Proponent shall ensure its Marine Environment Management Plan addresses a procedure for engagement with the Kangiqiliq Hunters and Trappers Organization (HTO) to confirm the commencement and ending of the open water season for marine effluent discharge each year. The Proponent shall also engage with the HTO and the community of Rankin Inlet when developing a program for monitoring saline effluent temperature going into the subsea pipeline, ice thickness on Melvin Bay in the vicinity of the discharge and determining appropriate communication and safety protocols applicable for travel by community members through Itivia and Melvin Bay	Yes	Collaboration will have to be adapted to meet the social distancing guidelines and the current COVID-19 related procedures.	AEM has developed a Detached Operations Protocol and is in contact with the HTO and the community of Rankin Inlet to find ways to collaborate while complying with the current COVID-19 related procedures.