

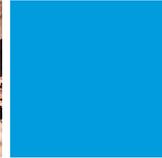
Appendix 36 : 2020 Sealift Season Report



2020 SEALIFT SEASON



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2020 Sealift Season Summary

In 2020, due to the COVID-19 pandemic a sealift community tour was not held. However, in May of 2020, Agnico Eagle held teleconferences with the Hamlet of Baker Lake and Rankin Inlet. Members of Agnico Eagle's Community Relations, Environment, Logistics and Communication teams attended the meetings.

The main objectives of the teleconference with Baker Lake and Rankin Inlet Hamlet were to present the upcoming shipping season and hear feedback and concerns from the communities that may assist in adaptive management practices. In addition, the teleconference provided information on the management of the sealift season around COVID-19 exceptional circumstances and inform how Agnico will keep the community informed.

Due to the COVID-19 pandemic, Agnico Eagle was not able to hold the usual community information meetings in person. Instead a social media campaign (Facebook) was launched, and explanatory pamphlets were sent to community members of Rankin Inlet and Baker Lake. Community members were also able to send their questions related to the barge seasons to a designated Agnico Eagle email address.

This report summarizes the main questions, points of discussion, and outcomes of the meetings. Please note that where note-taking gaps exist, the person has been identified generally.



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Agenda

The agenda of each meeting was generally the same, where certain topics were either expanded or limited depending on the audience and their interests.

- Sealift Operations
- COVID-19 situation
- Proposed scenario – Baker Lake
- Routing from Quebec to Nunavut
- Routing to go to Baker Lake
- Proposed scenario – Rankin Inlet
- Routing to go to Rankin Inlet
- All-weather Access Road Management
- Caribou Migration

Resources

Presentation: (20200507 – Sealift Season – Proposed Scenario Rankin Inlet Meeting) (included in Appendix)



Meeting called by: AEM

Type of meeting: Consultation

Facilitator: AEM

Name	Function	Organization
Justin Merritt	Councilor 1	Hamlet
Kelly Lindell	Councilor 2	Hamlet
Michael Shouldice	Councilor 3	Hamlet
Martha Hicke	Councilor 4	Hamlet
Morag MacPherson	Senior Administrative Officer	Hamlet
Wesley Inukshuk	Acting Manager	HTO
Suzanne Leclair	Community Relations	AEM
Veronique Beliveau	Communications	AEM
Mathieu Grenier	Logistics	AEM
Courtney Squires	Community Relations	AEM

Summary of Meeting Minutes

The proposed sealift scenarios were reviewed with participants via conference call. There were no concerns regarding the proposed scenario. Main recommendation was to ensure good communication, especially with HTO and ensure that the boat launch access is not affected

The following questions were asked as well as recommendation given by participants during the teleconference:

1. Councillor 3 – How does the volume of material planned this year compared to previous years’ sealifts?

AEM Response: The volume about the same as last year.

2. Councillor 1 – There might be use of Itivia by people boating around there. I am guessing we will need to set up a contingency plan to make sure there is separation so, there is no contact for people who are boating around the area.

AEM Response: Yes, we still need to do a detailed health and safety plan, and we can work with the community to ensure access. Right now, we are exploring the option of having a ‘security officer’ or similar to ensure there is no contact between the community and the workers to limit contact, but we will ensure that the community continues to have access. We will use the same approach if we need to unload an Agnico vessel and a community vessel at the same time.

3. Councillor 4 – Let’s say COVID was lifted by the summer (June), will you still be using precautions while you are doing your work at Itivia?

4. AEM Response: Yes, for now we expect that the situation will remain for a while; it’s difficult to predict; but if some restrictions are lifted (ex. Inuit workers can come back), we will adapt all our safety measures.

5. Senior Administrative Officer – What is E&I?



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AEM Response: Energy & Infrastructure department; the one that is managing the power, road, site services.

6. Councilor 2 – I would recommend, you talk about having someone down there for security and ensure to communicate and give notice to the communities as much as possible. Residents do not like to be told they cannot use the boat launch, so maybe explain how that would happen, how there would be no contact, and giving the heads up to the hamlet if there are times that will be very busy so we can make sure that the information is given to the residents and so no one is upset. So, communication between AEM, HTO and the Hamlet should be a key aspect to keep things running smoothly.

AEM Response: On the communication side, as soon as the proposed scenario is approved, we have a plan to inform everyone on what is going on. We thought of informing everyone through the radio, our website, and the Facebook pages that we have. Of course, we can have close information with you both. Are there other ways we haven't thought of that you think would be interesting?

Senior Administrative Officer – Maybe a calendar and arrival times at the actual location? Like a sign? Work with HTO and us closely.

Councilor 2 – Radio and Facebook are your best bets to get everyone.

AEM Response: Our goal is to not restrict access; it is to ensure it is safe and contact is limited.

7. HTO Acting Manager – Would it be possible to do offloading during mid-late afternoon or nighttime? There would be less traffic for boaters.

AEM Response: It is hard to manage; night shift is more critical for health and safety issues.

8. Councillor 3 – What is the last date of sailing? What is your latest?

AEM Response: The season will start beginning of July (ice dependent). The latest vessel plan is mid-October, but if there are delays during the summer, it could be mid-October or end of October.

9. Councilor 4 – I would suggest you work closely with the HTO, and for emergency items you can work with the Hamlet.



Meeting called by: AEM

Type of meeting: Consultation

Facilitator: AEM

Attendees:

Name	Function	Organization
Richard Aksawnee	Baker Lake Mayor	Hamlet
Paula Hughson	Deputy Mayor	Hamlet
Philip Putumiraqtuq	HTO	HTO
Sheldon Dorey	SAO	Hamlet
Suzanne Leclair	Community Relations	AEM
Veronique Beliveau	Communications	AEM
Mathieu Grenier	Logistics	AEM
Robin Allard	Environment	AEM

Summary of Meeting Minutes

The proposed sealift scenarios were reviewed with participants via conference call. There were no concerns regarding the proposed scenario.

The following questions were asked by participants during the teleconference:

1. Baker Lake Mayor – Is transportation of dangerous goods anticipated this summer?

AEM Response: Yes, approximately 35 sea cans

2. Chair HTO – Who will be watching the laydown area?

AEM Response: We will have our own security camping at the laydown to ensure the safety of residents and safeguard of materials.

3. Baker Lake Mayor – What would happen if the COVID-19 restrictions are lifted by the GN?

AEM Response: We would likely maintain our social distancing and other stringent measures to ensure no interaction with communities. We may investigate housing people at our own guest house. We do not anticipate, however, these measures to be lifted and we are planning our sealift operations on that basis.

4. Deputy Mayor – What is the shipping season timeframe?

AEM Response: first unloading around July 1st, and the last will occur beginning of October. We expect our people to be working during day shift from 6am to 8pm. The helicopters will leave Meadowbank to Baker Lake at 6 am and go back at 6 or 8 pm every day.

5. Deputy Mayor – How many trips there will be between Quebec to helicopter island?

AEM Response: Seven (7) trips for the whole summer



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6. HTO – How will AEM be hauling materials back to site?

AEM Response: Arctic Fuel with southerners staying at camp

7. Senior Administrative Officer – Last couple of years, we shipped some stuff back to south on the barges. Can we do the same this year?

AEM Response: We will need to draft a COVID-19 mitigation plan on order to go forward but, AEM will be more than happy to organize this with the Hamlet.



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Appendix: 2020 Sealift Season – Proposed Scenario Overview

SEALIFT SEASON 2020 –
PROPOSED SCENARIO OVERVIEW



AGENDA



- Sealift Operations
- COVID-19 situation
- Proposed scenario – Baker Lake
- Routing from Quebec to Nunavut
- Routing to go to Baker Lake
- Proposed scenario – Rankin Inlet
- Routing to go to Rankin Inlet
- All-weather Access Road Management
- Caribou Migration

WHAT ARE SEALIFT OPERATIONS AND WHY IT IS ESSENTIAL TO AGNICO EAGLE NUNAVUT OPERATIONS



- Since our Nunavut mine sites are in remote locations, we need to transport equipment such as fuel and dry goods. We transport them through barges in order to ensure the safe transfer of material that is crucial to the operation of our mine sites.
- The term “sealift operations” refers to when vessels are used to bring material to our laydown areas before transferring them to our Meliadine and Meadowbank Complex sites.

COVID-19 SITUATION



- In 2020, due to the exceptional circumstances around COVID-19 pandemic, Agnico Eagle will not be able to hold the usual community information meetings in person.
- Instead a social media campaign (Facebook) will take place, and explanatory pamphlets will be sent to community members of Rankin Inlet and Baker Lake. People can also send their questions related to the barge seasons to XX email.
- Options for the current sealift season were carefully analyzed to ensure minimal impact on the surrounding communities.
- Chief Medical Officer approval needed to proceed to the material shipped by boat.
- The operations will respect all Transport Canada regulations
- Meetings are held with affected communities to oversee the proposed scenario that will be submitted to the Government of Nunavut.

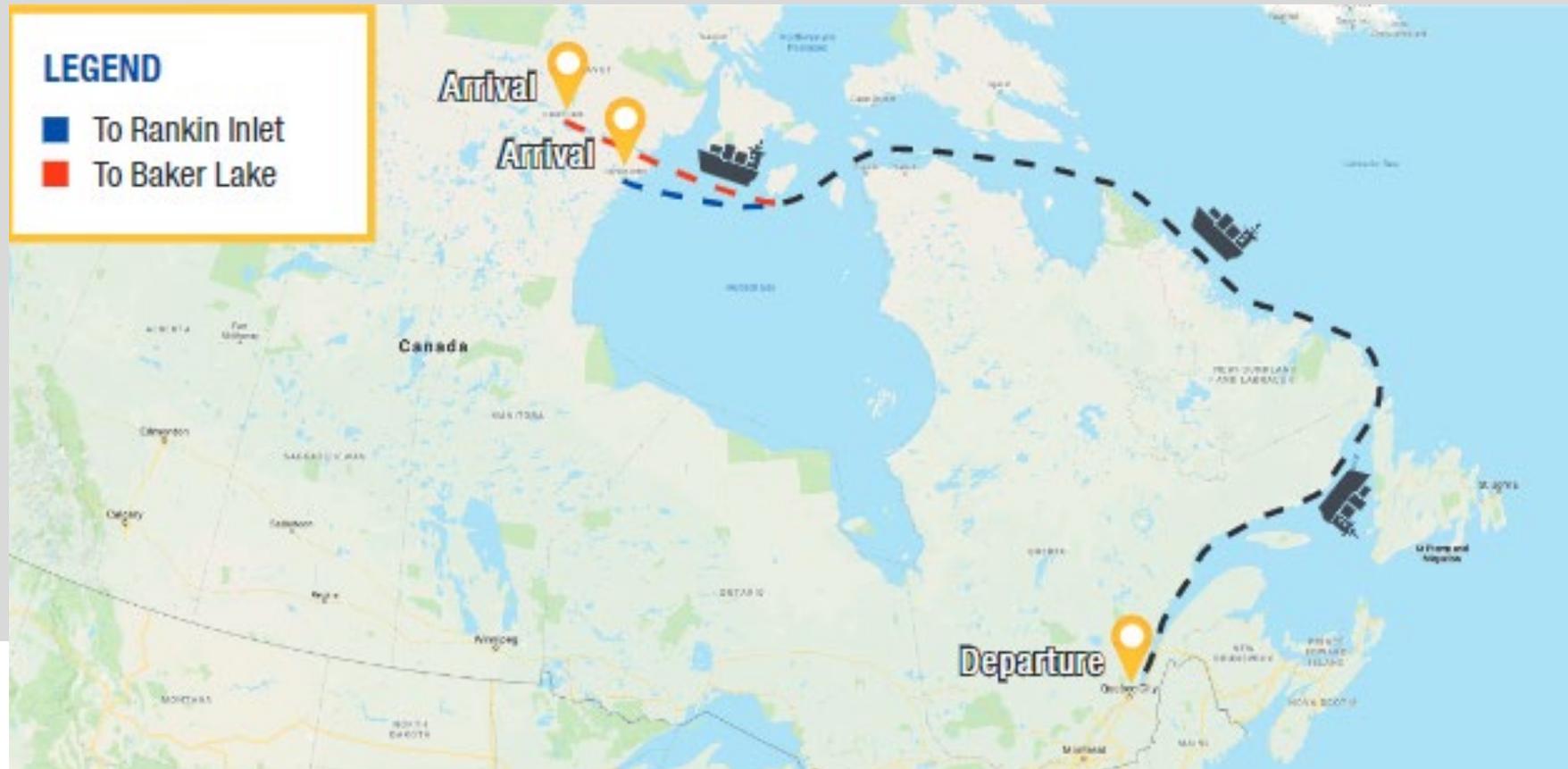
PROPOSED SCENARIO – BAKER LAKE



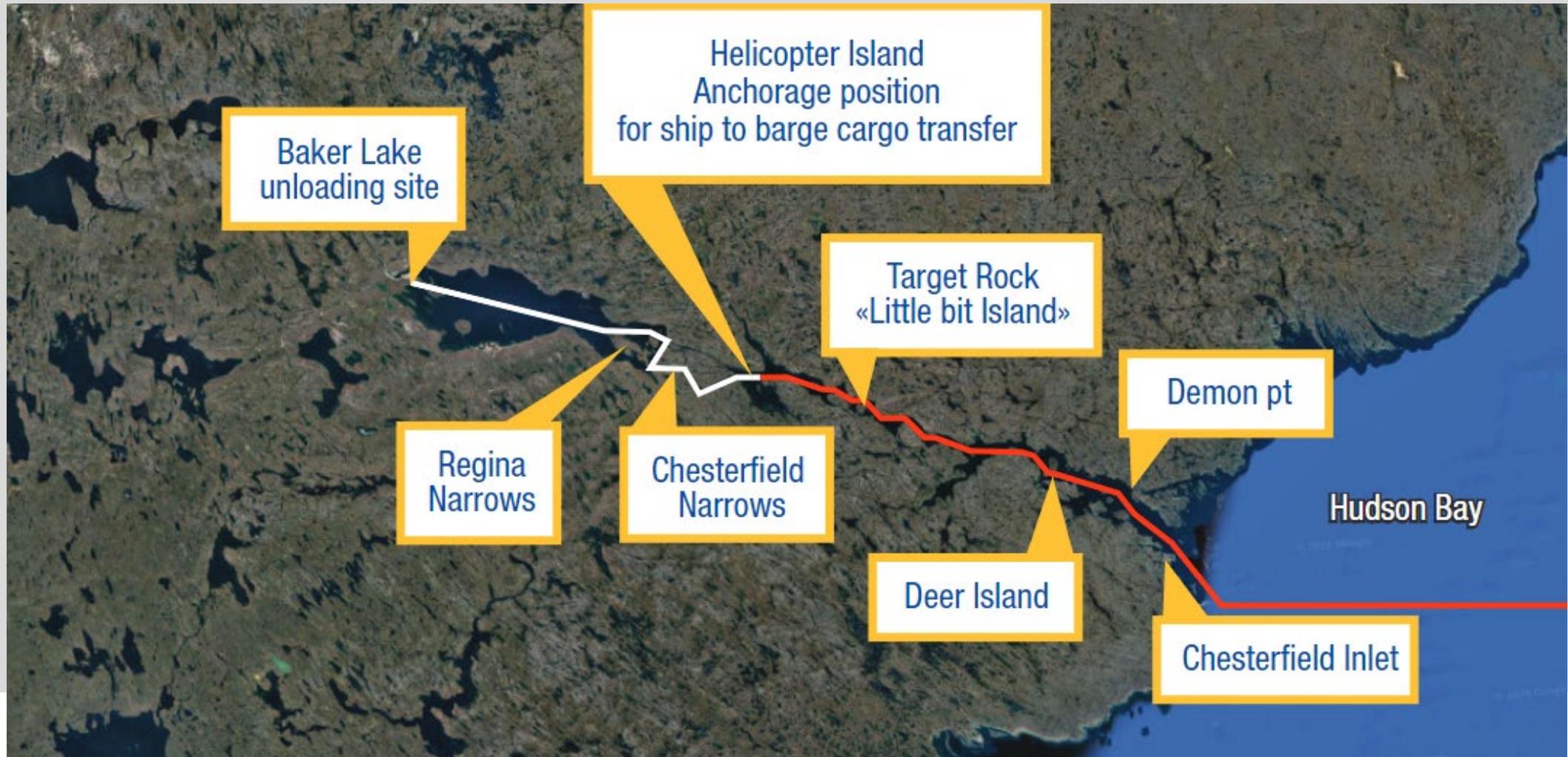
- **Regular barge season**; sealift leaving Becancour, Quebec to Nunavut. However, Nunavut Sealink and Supply Inc. (NSSI) – the sealift company - **employees won't have access to the community facilities such as lodging and restaurants.**
- NSSI and Petro-Nav have a COVID-19 **Contingency and Emergency Plans** to ensure the safety of the sealift crew and the communities.
- **Meadowbank Complex** - 135,000 cubic meters of material
- 4 full vessels
- 2 full barges
- 3 vessels shared with Meliadine
- **Meadowbank Complex and Meliadine** – X cubic meters of fuel (data not available yet)
- Tankers
- 3 mother ship (petroleum ships)
- 3 vessels – shuffle between the mother ship and the beach to unload the material

ROUTING FROM QUEBEC TO NUNAVUT

Whenever possible, the vessels will use the **passage south of Coats Island near Coral Harbour**. Last year (2019), **70%** of the passages were done south of Coats Island. As a safety measure, weather and ice condition are the major factor taken into account when determining whether the vessel will use the passage north or south of Coats Island



ROUTING TO GO TO BAKER LAKE



PROPOSED SCENARIO – BAKER LAKE



- During the sealift season, monitoring will be done to ensure **marine mammals and seabirds** are not affected by the sealift operations. The group in charge of monitoring them is the Nunavut Sealink & Supply Inc. (NSSI) crew. Additionally, NSSI will have Cadets on board of the vessels for this year's sealift operations.
- **Lodging and meals** provided to NSSI employees on each site.
- **Transportation of staff** will be done via helicopters from Baker Lake to Meadowbank site.

PROPOSED SCENARIO – BAKER LAKE



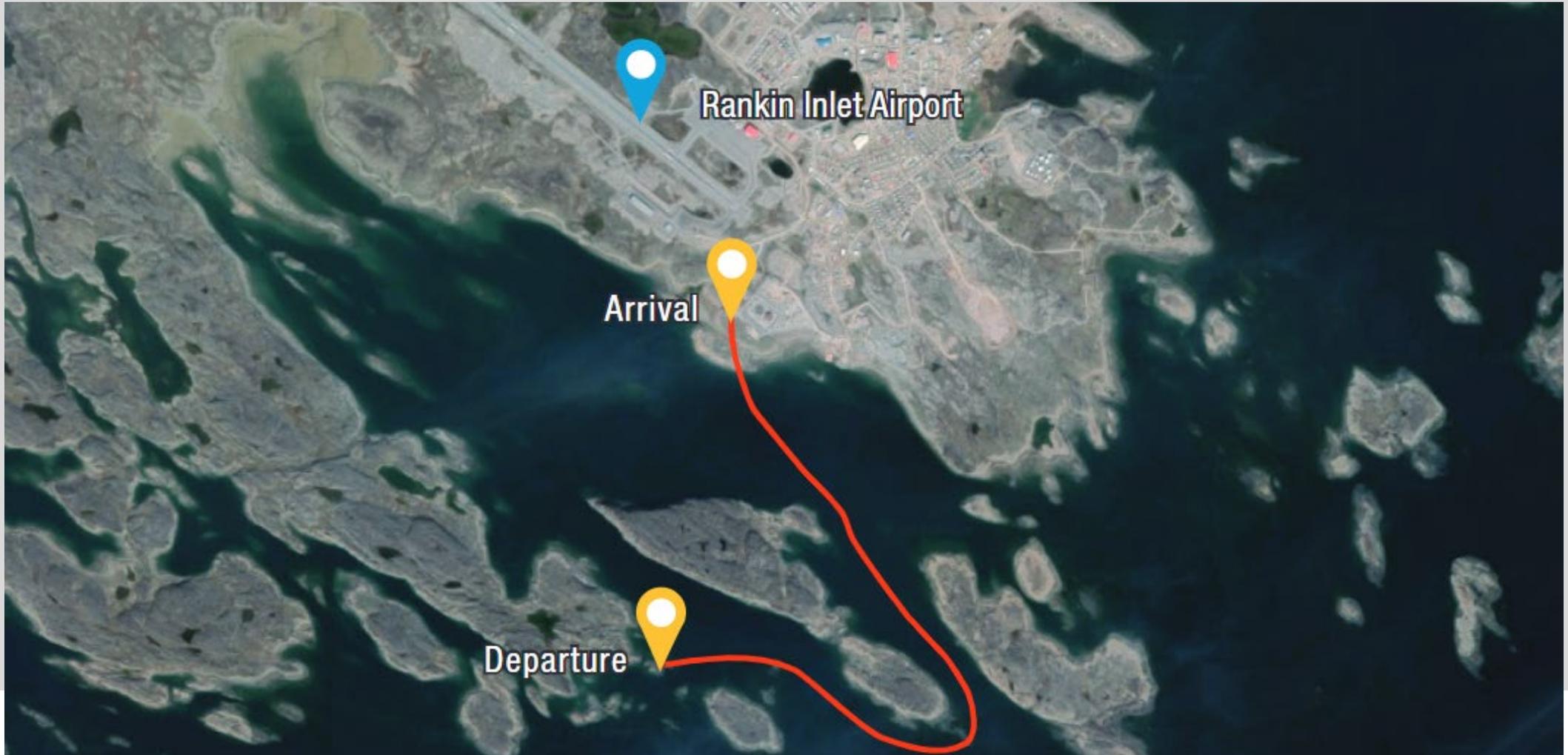
- In a letter addressed to the GN, Agnico Eagle will evaluate the possibilities to hire **Peter Expediting** as a contractor to unload the vessels to provide local employment.
- **Hauling** provided by E&I department.
- All-weather Access Road (**AWAR**) will **remain closed** during the hauling.
- **Caribou** have the right-of-way at all times. **Hunting** during caribou migration (at 1.5 km from the mine site)

PROPOSED SCENARIO – RANKIN INLET



- **Regular barge season**; sealift leaving Becancour, Quebec to Nunavut. However, Nunavut Sealink and Supply Inc. (NSSI) – the sealift company - **employees won't have access to the community facilities such as lodging and restaurants.**
- NSSI and Petro-Nav have a COVID-19 **Contingency and Emergency Plans** to ensure the safety of the sealift crew and the communities.
- **Meliadine** – 170,000 cubic meters of material
- 5 full vessels
- 4 vessels shared with the communities
- 3 vessels shared with Meadowbank Complex
- **Meadowbank Complex and Meliadine** – X cubic meters of fuel (data not available yet)
- Tankers
- 3 mother ship (petroleum ships)
- 3 vessels – shuffle between the mother ship and the beach to unload the material

ROUTING TO GO TO RANKIN INLET



PROPOSED SCENARIO – RANKIN INLET



- NSSI employees will be travelling by pick up on the AWAR via bypass road to **Meliadine to be housed and fed.**
- They will be transported by **helicopters** to Meliadine only **if the road is closed** due to caribou migration.
- **Sakku Enterprise** will provide its equipment to unload the vessels. No Sakku employees will be in contact either with NSSI nor Agnico Eagle employees during the unload period.
- Hauling will be provided by E&I department.
- All-weather Access Road (**AWAR**) will **remain closed** during the hauling.
- **Caribou** have the right-of-way at all times. **Hunting** during caribou migration (at 1.5 km from the mine site)
- Cadet on the boat are conducting **seabirds and mammals monitoring** during the trip north.

ALL-WEATHER ACCESS ROAD (AWAR)

- Check the www.aemnunavut.ca website before heading out to see if the road is open or closed
- Agnico Eagle may close the road
 - during heavy mine traffic (sealift season)
 - when weather conditions are unsafe
 - during the transportation of dangerous goods
 - for maintenance
 - or during caribou migration
- High visibility vests are strongly recommended. They may be borrowed from the gatehouse and must be returned at the end of your trip.

You must stop at the gatehouse to tell the dispatch your name, the number of passengers you are travelling with, and the type of vehicle being used



ONLY ATVS, UTVS, AND SNOWMOBILES ARE ALLOWED ON THE AWAR.

 Wearing a helmet is required by the Baker Lake Hamlet by-law.

 No hunting or shooting towards or within 1 km of the road or the Meadowbank site. This is enforced by GN Wildlife.

ALL-WEATHER ACCESS ROAD (AWAR)



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You must stop at the gatehouse to tell the dispatch your name, the number of passengers you are travelling with, and the type of vehicle being used

THE SPEED LIMIT ON THE ROAD IS 50 KM/HOUR.
IF YOU SPEED, YOU MAY NOT BE ALLOWED ON THE ROAD
IN THE FUTURE.

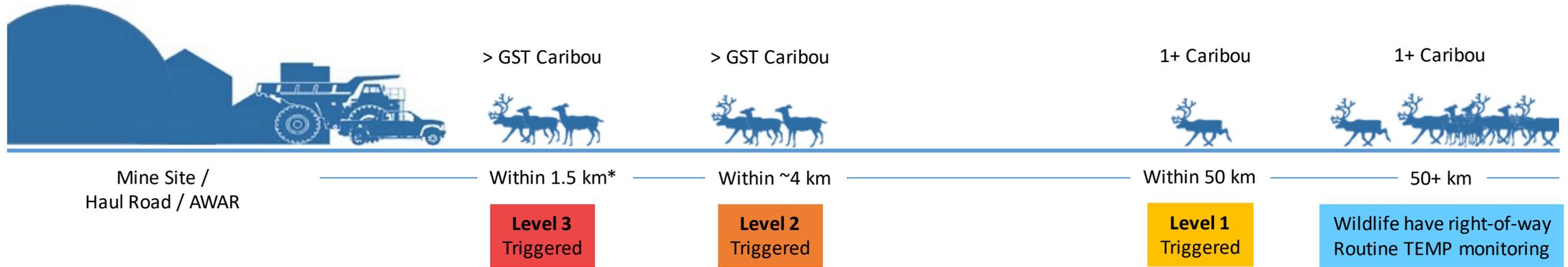


Always let trucks and equipment go first and pull over when they are approaching you. Do not pass any vehicles on the road.



- Always let wildlife (e.g. caribou) cross the road. Harassment of wildlife is not allowed.
- When travelling with another ATV, always ride in a line (not side-by side)
- **No hunting or shooting towards or within 1 km of the road or the site is allowed. This is very important to protect users of the road.**
- When travelling further, please remember that Amaruq road is a production road (no public road use). There are snowmobile crossings in place. Always yield to heavy equipment.

CARIBOU MONITORING



- See Figure 6 to 8 in the TEMP for Level 1-3 mitigation and monitoring measures, and Section 3.4.2.2 Table 16 for group size thresholds (GST) definitions
- *Level 3 trigger distances vary depending on Mine component and season

Seasonal Caribou Group Size Thresholds (GST) and Caribou Activities – per Project Certificate No. 008, Condition 30

WINTER Regular Season (Dec.16 – Mar.31)			SPRING Sensitive Season (Apr.1 – May.25)		SUMMER Regular Season (May.26 – Sep.15)			FALL Sensitive Season (Sep.16 – Nov.7)		WINTER Regular Season (Nov.8 – Mar.31)	
GST: 25 Caribou			GST: 12 Caribou		GST: 25 Caribou			GST: 110 Caribou		GST: 25 Caribou	
Late Winter			Spring Migration		Calving (May.26 – Jun.25)	Post-Calving (Jun.26 – Jul.31)	Summer Dispersal (Aug.1 – Sep.15)	Rut & Fall Migration		Early & Late Winter	
January	February	March	April	May	June	July	August	September	October	November	December