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International Cyanide Management Institute (ICMI)

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United States of America

ICMC TRANSPORTATION CERTIFICATION SUMMARY AUDIT REPORT

Agnico Eagle Mines Limited
Meadowbank Division

March 21, 2022

Project No.: 0601006

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ICMC Transportation Certification Summary Audit Report

Meadowbank Transportation

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CONTENTS

1. INTRODUCTION 1
2. ATTESTION 2
2.1.1 Auditors Findings 2
3. BACKGROUND ON OPERATIONS 2
4. CYANIDE TRANSPORTATION VERIFICATION PROTOCOL 5
4.1 Principle 1 – Transport 5
4.2 Principle 2 – Interim Storage 10
4.3 Principle 3 – Emergency Response 11

List of Figures

Figure 1. Overall Transportation Route

Figure 2. Haul Road from Baker Lake to Mine Site

1. INTRODUCTION

The “International Cyanide Management Code For The Manufacture, Transport, And Use Of Cyanide In The Production Of Gold” (the Code) was developed by a multi-stakeholder Steering Committee under the guidance of the United Nations Environmental Program (UNEP) and the then, International Council on Metals and the Environment.

The Code is a voluntary industry programme for gold mining companies, and companies involved with the production and transport of cyanide to gold mining companies; it focuses exclusively on the safe management of cyanide. Companies that adopt the Code must have their operations, which manufacture cyanide, transport cyanide or use cyanide to recover gold, audited by an independent third party to determine the status of the Code’s implementation. Those operations that meet the Code’s requirements can be certified and be able to use a unique trademark symbol, which identifies the company as a certified operation. Audit results are made public to inform stakeholders of the status of cyanide management practices at the certified operation.

The objective of the Code is to improve the management of cyanide used in gold mining and assist in the protection of human health and the reduction of environmental impacts (refer to www.cyanidecode.org). The Code is managed by the International Cyanide Management Institute (ICMI).

This summary report has been prepared to meet the requirements and intentions of the International Cyanide Management Institute (ICMI) to demonstrate that following named project has met the obligations in implementing the International Cyanide Management Code (Code).

Name of Transport Operation:	Meadowbank Mine Cyanide Supply Chain
Name of Facility Owner:	Agnico Eagle Mines Limited, Meadowbank Division
Name of Facility Operator:	Agnico Eagle Mines Limited, Meadowbank Division
Name of Responsible Manager:	Alexandre Cauchon, General Mine Manager
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Lead Auditor:	Michelle Gillen Email: michelle.gillen@erm.com
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Date of Audit:	This recertification audit was conducted in Aug/Sep, 2021.

2. ATTESTION

2.1.1 Auditors Findings

Agnico Eagle Mines Limited, Meadowbank Division, Transportation System is	☒	**in full compliance with**	**International Cyanide Management Code**
	☐	in substantial compliance with	
	☐	not in compliance with	

This operation has not experienced compliance problems during previous three-year audit cycle.

3. BACKGROUND ON OPERATIONS

Agnico-Eagle Mining Limited, Meadowbank Division (Meadowbank), purchases sodium cyanide from Chemours Canada Company FC LLC. (Chemours). Chemours is responsible for the transport from their production plant in Memphis, Tennessee to the Port of Bécancour in Quebec.

The Agnico-Eagle Meadowbank Transportation System (Meadowbank) is the consignor for the transport of cyanide between the Port of Bécancour and the Meadowbank Mine. Meadowbank contracts with several companies to undertake the transport:

- The marine shipping portion of the route between the Port of Bécancour, Quebec, and Baker Lake, Nunavut, is contracted to Nunavut Sealink & Supply Inc. /Désgagnes Transarctik Inc. (NSSI/DTI or Désgagnes).
- Stevedoring services at the Port of Bécancour is contracted to Terminaux Portuaires du Quebec (TPQ).
- Arctic Fuel Services (AFS) is contracted for road transport between Baker Lake and Meadowbank Mine.

Cyanide is shipped once a year during the Arctic summer months when the marine route to Baker Lake is ice-free. The route is shown on Figures 1 and 2.

The cyanide is shipped and stored in standard 20-foot steel intermodal shipping containers (sea cans). Within each shipping container, the solid cyanide is packaged in 1,000 kg ‘bag-in-box’ plywood intermediate bulk containers (IBC). The cyanide briquettes in each IBC are packed in nylon super sacks lined in plastic (bag in bag). Since 2016, new USA regulatory requirements led to the reduction in the number of boxes per sea can from 20 to 18. The total gross loaded weight of each packed sea can is approximately 22,000 kg.

TPQ unloads the trucks and transfers the sea cans onto a NSSI/DTI marine vessel. NSSI/DTI ships the sea cans to Hudson Bay where they travel past Chesterfield Inlet towards Baker Lake. Near Helicopter Island, at the navigational limit of the NSSI/DTI vessel, the sea cans are transferred by crane onto bargesoperated by Atlantic Towing Limited (a sub-contractor to NSSI/DTI) and tugged west along Chesterfield Inlet to Baker Lake. At Baker Lake, the barges are unloaded by NSSI/DTI sub-contractor

Peters Expediting Ltd (PEL). PEL transfers the sea cans to a dedicated cyanide layout area at the Baker Lake Marshalling facility, under the control of Meadowbank, about 300m from the barge dock. From here, the sea cans are loaded onto trucks by AFS and trucked to the Meadowbank mine site along a 110 km all weather access road (AWAR). The road is operated and maintained by Meadowbank. The road is two lanes wide and has a compacted gravel surface. The road is maintained and monitored by Meadowbank, with access controlled by a security gate that is manned by Meadowbank Dispatch.

Figure 1. Overall Transportation Route

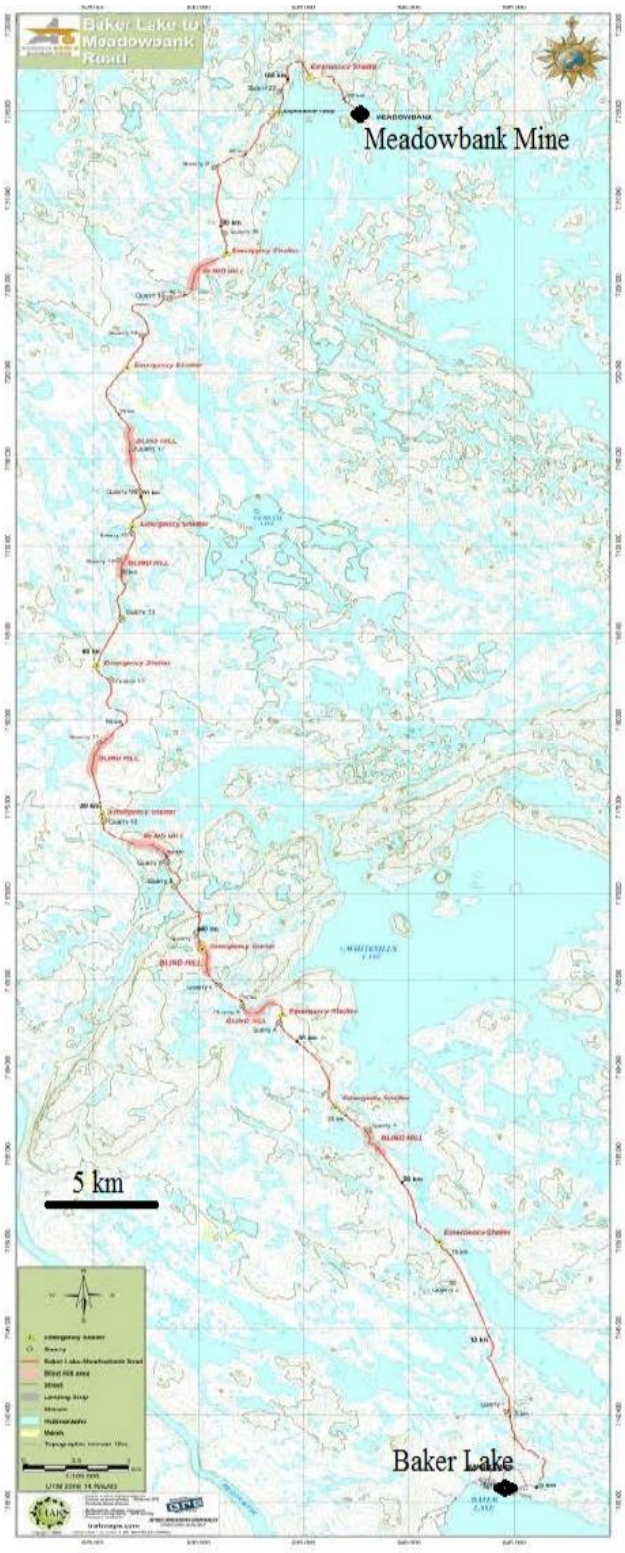

Figure 2. Haul Road from Baker Lake to Mine Site

4. CYANIDE TRANSPORTATION VERIFICATION PROTOCOL

4.1 Principle 1 – Transport

Transport cyanide in a manner that minimizes the potential for accidents and releases.

Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.

FINDING:	BASIS FOR FINDING:
The operation in **full compliance** with Transport Practice 1.1	Meadowbank is in full compliance with Transport Practice 1.1, requiring the operation select cyanide transport routes to minimize the potential for accidents and releases. ▪ Prior to mine development Meadowbank investigated options for marine transport routes to deliver cyanide. The Ports of Churchill and Bécancour were identified as the only practical options for departure ports that are connected to the North American road and rail system. The Port of Bécancour was selected over the Port of Churchill because it is fenced and secure, while Churchill was not. The selected marine route was therefore Port of Bécancour to Baker Lake. ▪ The land route from Baker Lake is on a purpose built mine road that is operated and maintained as an all-weather private access road (AWAR) for the Meadowbank Project. This road provides the only land access to the mine site and was designed for use by conventional tractor trailers. Road access is controlled by a manned gatehouse with lockable gate located at Km 5 from Baker Lake. ▪ Meadowbank contracted NSSI/DTI in 2009 for the marine shipping portion of the MeadowbankSC. NSSI/DTI were selected in part because they are equipped with a fleet of seagoing large capacity cargo ships owned and/or operated by DTI; are experienced with marine shipping in the Canadian Arctic; comply with the regulatory requirements of Transport Canada (therefore also meet the requirements of the International Maritime Dangerous Goods Code (IMDG Code); and are ISO 9001:2000 Quality Management Certified. ▪ The route and road conditions are routinely inspected by dedicated maintenance crews and continually monitored by drivers for potential hazards and to report any concerns immediately to Dispatch. During the summer months, the Environmental Department conducts weekly routine inspections of the road to check spill equipment availability, presence of wildlife, and water crossings for ponding, erosion or sedimentation. Annual geotechnical inspections of culvert and bridges are also undertaken by an external qualified engineer. ▪ Meadowbank has implemented procedures for users of the AWAR to address risks. Meadowbank has a long-standing community liaison committee (CLC) established to communicate mine operations and special project activities as well as obtain feedback and concerns from the local communities.

Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.	
	▪ Because the transport corridor is remote and mostly on a private access road, there are currently no security concerns on the road that would warrant the use convoys and security escorts. Also, there is a security gate at Km 5 from Baker Lake that is manned 24/7 that restricts access and use of the road. Nevertheless, convoys are arranged when cyanide is transported to provide quick emergency and medical response capability along the road. • Because of the remoteness of Baker Lake and the AWAR, limited external emergency resources are available. Meadowbank therefore maintains its own emergency and medical response capability for cyanide shipments and does not depend on the limited resources available in the Hamlet of Baker Lake. Arrangement has nevertheless been made with the Police Force to assist with cordoning off access to the marshalling area or the AWAR in the event of an incident.

Transport Practice 1.2: Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.	
FINDING: The operation in **full compliance** with Transport Practice 1.2	**BASIS FOR FINDING:** Meadowbank is in full compliance with Transport Practice 1.2, requiring the operation ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment. ▪ AFS only uses drivers and operators that are Transport of Dangerous Goods (TDG) and Worker Hazardous Materials Information System (WHMIS) trained and hold Class 1 Licences. AFS conducts the TDG training and WHMIS training. ▪ New drivers complete Meadowbank's induction training that includes safety training, chemical awareness training, and emergency response training. ▪ Drivers and loading operators training records covering the last three years were reviewed. These are tracked by AFS and Meadowbank. All AFS employees' complete induction training and cyanide refresher training provided by Meadowbank every three years. • Meadowbank ensures all AFS drivers and equipment operators are trained in cyanide awareness and emergency response through mandatory induction training and refresher training in Meadowbank procedures and policies. AFS drivers and the loader operator are also required to follow Meadowbank's Work Card procedure specifically adopted for AFS.

Transport Practice 1.3: Ensure that transport equipment is suitable for the cyanide shipment.

FINDING:	BASIS FOR FINDING:
The operation in **full compliance** with Transport Practice 1.3	Meadowbank is in full compliance with Transport Practice 1.3, requiring the operation ensure that transport equipment is suitable for the cyanide shipment. ▪ Handling of sea cans at the Bécancour port terminal is undertaken by TPQ. According to interview conducted, TPQ relies on five “reach stackers” to move sea cans from delivery tractor-trailers to B-5 storage area and ultimately to the wharf for loading onto the vessel. ▪ NSSI/DTI have systems in place to ensure that equipment used on their marine vessels and by their subcontractors is designed and maintained to safely handle the cargo being shipped. ▪ Vessels are inspected as per Transport Canada and Classification Society requirements. ▪ AFS has a preventative and corrective maintenance program to ensure that equipment continues to operate as designed. Going forward Meadowbank will more closely monitor or perform this maintenance to ensure that clear records of maintenance are created. ▪ Loading of marine vessels and barges is managed by NSSI/DTI using established maritime loading and stowage procedures and requirements to ensure vessel stability and seaworthiness is maintained. Loading is the responsibility of the Master of the vessel. • Meadowbank has implemented an Action Plan for reviewing AFS’s contract obligations.

Transport Practice 1.4: Develop and implement a safety program for transport of cyanide.

FINDING:	BASIS FOR FINDING:
The operation in **full compliance** with Transport Practice 1.4	Meadowbank is in full compliance with Transport Practice 1.4, requiring the operation develop and implement a safety program for transport of cyanide. • Each container is received sealed from Chemours and the integrity of the seal is checked by the Bécancour port terminal stevedoring company, TPQ. • Each IBC is labelled to identify the shipment as sodium cyanide, including the required international UN#, name of goods, production date, batch number, supplier’s name, and buyer’s name. • The storage of sea cans at the Bécancour port terminal is the responsibility of TPQ under contract with Meadowbank. TPQ temporarily stores the cyanide containers in a dedicated area of the terminal, Section B-5 pending shipment to Baker Lake. Vessels are inspected as per Transport Canada and Classification Society requirements. • Sea cans arriving at Baker Lake are visually inspected for apparent damage and integrity of the seals.

Transport Practice 1.4: Develop and implement a safety program for transport of cyanide.

	• When the sea cans are being stored at the interim storage at Baker Lake they are monitored 24/7 by a security guard and by security camera.
	• There are safety procedures in place for road transportation between Baker Lake and the Meadowbank mine that are reviewed by contractors and adhered to. This includes:
	  ○ Vessel inspections as per Transport Canada requirements
	  ○ Preventative maintenance of the equipment on vessels
	  ○ Regulation of crew work hours as per the Marine Personnel Regulations
	  ○ Adherence to the vessel's Cargo Stowage Manual
	  ○ Monitoring of weather conditions by the ship's Master, with alterations to the vessel's course and speed as necessary
	  ○ Implementation of a drug and alcohol policy for all crew with scheduled testing
	  ○ Maintenance of records for all activities

Transport Practice 1.5: Follow international standards for transportation of cyanide by sea.

FINDING:	BASIS FOR FINDING:
The operation in **full compliance** with Transport Practice 1.5	Meadowbank is in full compliance with Transport Practice 1.5, requiring the operation follow international standards for transportation of cyanide by sea. ▪ The correct labelling of cyanide packaging is the responsibility of Chemours, the product supplier. The cyanide briquettes are manufactured at their Memphis Tennessee, facility and packed into IBC boxes at their LSI Facility adjacent to the plant. These facilities are ICMI Certified. ▪ Packing of sea cans is the responsibility of Chemours. Each sea can is packed with eighteen (18) 1,000 kg IBC plywood boxes of sodium cyanide. Each IBC box is labelled as required by IMO DG with UN number, Dangerous Goods Class 6 toxic, and Marine Pollutant Mark. ▪ Chemours provides TPQ with a manifest for the cyanide transported to the Bécancour port terminal. The manifest includes the sea can container number, Chemours' seal number, Purchase Order number, and weight of the sea can. TPQ ▪ TPQ generates an IMO Dangerous Goods Declaration document for every cyanide shipping container. The information provided on the document includes the Proper Shipping Name; UN Number; Hazard Classification; Packaging Group; identification as a Marine Pollutant; total weight and volume of container; number and kind of packages; and a declaration that the consignment is acceptable for transport and that the goods are properly packaged, marked and labelled, and in

Transport Practice 1.5: Follow international standards for transportation of cyanide by sea.

	proper condition for transport according to applicable international and national government regulations. • NSSI/DTI maintains a Quality, Safety, Security and Environmental Management System and an Emergency Response Plan.

Transport Practice 1.6: Track cyanide shipments to prevent losses during transport.

FINDING:	**BASIS FOR FINDING:**
The operation in **full compliance** with Transport Practice 1.6	Meadowbank is in full compliance with Transport Practice 1.6, requiring the operation track cyanide shipments to prevent losses during transport. • Each AFS truck is equipped with a radio as a requirement for using the AWAR. All vehicles are required to regularly contact Dispatch to report their location and any observed hazards and listen to radio broadcast from other vehicles using the road. All communication goes through the Dispatch in the event of an emergency and emergency response procedures are in place to communicate with responders as required for the type of emergency. • Meadowbank maintains a series of radio transmitter/receivers along the road to ensure radio coverage is available along the entire AWAR. Procedures are in place to change radio channels along route to ensure good coverage and reception. These include signs along the road instructing drivers, which channel to use. • TPQ assigns a bar code to each piece of cargo or shipping container handled. The bar code data is part of the Inventory of Dangerous Cargo documentation for the marine shipment. The inventory data is managed through an on-line computer tracking system that enables NSSI/DTI to locate a specific container loaded on a vessel and Meadowbank warehouse personnel to track the progress of each container being transported. • The Meadowbank warehouse operators read each container bar code using an electronic reader, as the container is off-loaded at the Baker Lake Marshalling Area and again, when off-loaded at the mine site. • Once in Baker Lake, AFS is to provide its truck drivers with a brief which includes the material safety data sheet (SDS) and a completed “Fuel and Freight Haulage Form” that provides information on the quantity of cyanide being transported and the container identification number. • Training is provided to subcontractors on TDG and the hazards of cyanide.

4.2 Principle 2 – Interim Storage

Design, construct and operate cyanide interim storage sites to prevent releases and exposures.

Transport Practice 2.1: Store cyanide in a manner that minimizes the potential for accidental releases.	
FINDING: The operation is in **full compliance** with Transport Practice 2.1	**BASIS FOR FINDING:** Meadowbank is in full compliance with Transport Practice 2.1, requiring that the organization store cyanide in a manner that minimizes the potential for accidental releases. • During the few weeks of the summer when the dedicated pad is used to temporarily laydown cyanide sea cans between unloading from the tug barge and trucking to the mine site, sodium cyanide warning signs are clearly posted around the pad. The signs display requirements for PPE, no open flame, no smoking, drinking or eating, and provide first aid instruction. In addition, each container is identified on each side with Transport of Dangerous Goods (TDG) hazard class labels, UN 1689 number, the marine pollutant marking. • Meadowbank is not able to fence the Baker Lake Marshalling Area as Nunavuk regulation prohibits the erection of fences. However; during the period cyanide is stored there, a security guard is posted 24/7. The cyanide laydown area is also monitored by a security camera. Cyanide sea cans are stored door-to-door to prevent unauthorized access. • The Bécancour port terminal is fenced and equipped with security cameras. The camera system is monitored outside TPQ operating hours by SPIPB security guards; the industrial park's management authority. When the Sedna Desgagnés is docked and cyanide sea cans are in the process of being loaded, the site is manned by security outside working hours. • At the Bécancour port terminal, the cyanide sea cans are stored temporarily in section B-5. The section of the terminal is dedicated to cyanide when present on-site. • During the few weeks of the summer when the cyanide and other goods are delivered at the Baker Lake Marshalling Area the cyanide sea cans are temporarily stored between unloading from the tug barge and trucking to the mine at a designated pad located approximately 300 m uphill from the dock. The sea cans and the waterproof lined IBC boxes inside protect the solid cyanide briquettes from exposure to moisture. The sea cans are stored in the open and remain sealed. • The storage pad comprises compacted gravel that is bermed on the down gradient sides to contain a possible spill. The pad is sloped to prevent the accumulation of standing water so a spill would remain in solid form and therefore more straightforward to contain and clean up. • The cyanide sea cans at the Bécancour port terminal are stored for up to three months during the summer season. The B-5 section where the containers are stored is characterized by packed gravel.

4.3 Principle 3 – Emergency Response

Protect communities and the environment through the development of emergency response strategies and capabilities.

Transport Practice 3.1: Prepare detailed emergency response plans for potential cyanide releases.

FINDING:	BASIS FOR FINDING:
The operation is in **full compliance** with Transport Practice 3.1	The Meadowbank operation is in full compliance with Transport Practice 3.1; prepare detailed emergency response plans for potential cyanide releases. • During the first stage from Chemours to TPQ stevedoring company at the Bécancour port terminal, emergency response is the responsibility of Chemours. During the second stage; the marine route, emergency response is the responsibility of NSSI/DTI, and during the third stage; trucking by AFS from Baker Lake marshalling area to the mine site, emergency response is the responsibility of Meadowbank. • TPQ, has an emergency response plan and a specific cyanide emergency response procedure (FTS_Cyanure de Sodium). In the case of a cyanide release on the port property, the response will be conducted by the Bécancour Fire Department who can intervene rapidly due to their proximity to the terminal. • A memorandum of understanding (MOU) was signed between Meadowbank and the Baker Lake authorities regarding emergency response. The MOU provides an opportunity for Meadowbank to contribute to the development of the Baker Lake Fire Department capacity without compromising Meadowbank mine risk coverage. • The ERPs associated with the transportation route take into account the design of the transport vehicle and interim storage facilities. The Port is capable of responding to incidents associated with damage to sea cans and potential spills within their storage area. The marine shipping companies fully conform to Maritime laws with respect to emergency preparedness and response. The Baker Lake storage facility is for short term storage only, and local response capabilities are available. The haul road to the mine is managed via the mine emergency response plan. • The Meadowbank Site Emergency Response Plan and its supporting documents provide comprehensive description of roles and responsibilities for Meadowbank ERT members as well as mine managers in the event of the implementation of the ERP. • Meadowbank is completely self-reliant when it comes to responding to a cyanide transport emergency between Baker Lake and the Meadowbank mine site. Outside resource assistance is limited to arrangements for air lift medical evacuation to an hospital.

Transport Practice 3.2: Designate appropriate response personnel and commit necessary resources for emergency response.		
ITEM	EVIDENCE OBSERVED	OBSERVATIONS
FINDING: The operation is in **full compliance** with Transport Practice 3.2	**BASIS FOR FINDING:** The Meadowbank operation is in full compliance with Transport Practice 3.2; designate appropriate response personnel and commit necessary resources for emergency response. • Meadowbank is legally required to train its Emergency Response Team members a minimum of 48 hours per year on identified emergency response scenarios specific to mine activities. Since Meadowbank's ERP includes road transportation of cyanide from Baker Lake to Meadowbank, the ERT training also involves emergency response on the AWAR. • TPQ representative confirmed that personnel at the Bécancour port terminal are trained in Transportation of Dangerous Goods, a federal legal requirement. TPQ personnel are also trained in their ERP which directs them to clear the cyanide spill area and request support from the Bécancour Fire Department. • AFS truck drivers are trained by Meadowbank to recognize cyanide hazards as well as First Aid and CPR and Respiratory Protection. • Meadowbank Site Emergency Response Plan lists the responsibilities associated to fifteen different positions or departments of the mine. These include responsibilities for the General Manager; Official In-Charge; Incident Commander; Emergency Log-Recorder; ERT; Environment; Health and Safety; Energy and Infrastructure; Maintenance; Human Resources Superintendents; Health Care Professionals; Security Department; and Warehousing and Procurement General Supervisors. Each individual has their own "Duty Card" reminding them about the role to be assumed during an emergency. The Incident Commander is expected to lead the ERT during an emergency response in the field. The Incident Commander position refers to specific additional training as per Canadian regulation. • Meadowbank's ERP describes responsibilities associated with maintaining the lists of equipment available for intervention should a release of cyanide occur on the AWAR or the Baker Lake Marshalling Area. Section 8 of the Spill Contingency Plan (SCP) provides a detailed list of available equipment to responders of a cyanide spill. The list includes heavy and light mobile equipment, containment equipment, emergency transportation equipment, and components of the Environmental Emergency Trailer as well as communication equipment. • Meadowbank provides AFS drivers emergency kits. The kits are maintained by Meadowbank and provided to AFS at the start of the cyanide transport season. A kit is kept in the AFS truck when the cyanide sea cans are transported to the mine site. • Meadowbank has strategically positioned nine sea cans filled with emergency response equipment along the AWAR mainly to address a fuel spill emergency event. The containers are equipped with spill containment material, tarps, universal booms, ABS piping, peat moss, empty drums and wood pallets. The presence of these Emergency Response sea cans was confirmed during the field component of the audit. • Most of the emergency response equipment is maintained at the mine site in the Emergency Response garage. The inspection process is influenced by criticality of the equipment and likelihood of failure when solicited by ERT during an emergency response. Other technical equipment like boom, boats are tested	

Transport Practice 3.2: Designate appropriate response personnel and commit necessary resources for emergency response.		
ITEM	EVIDENCE OBSERVED	OBSERVATIONS
	during ERT training sessions and inspected twice a year or according to manufacturer's recommendations. The ERT members carry out several inspections as part of their 48-hour per year training requirement. • TPQ is aware of risks represented by handling cyanide sea cans and accepts managing the risk in a diligent manner with the support of the Bécancour Fire Department. • Meadowbank and NSSI/DTI have a contractual agreement that includes a clause that requires NSSI/DTI to hold a Spill Contingency and Emergency Response Plan.	

Transport Practice 3.3: Develop procedures for internal and external emergency notification and reporting.		
ITEM	EVIDENCE OBSERVED	OBSERVATIONS
FINDING: The operation is in **full compliance** with Transport Practice 3.3	**BASIS FOR FINDING:** The Meadowbank operation is in full compliance with Transport Practice 3.3; develop procedures for internal and external emergency notification and reporting. • The contact information for regulatory agency notification, health services authorization and medical evacuation to hospital, potentially affected communities, shipper and receiver are included in Table 2.2 of the Meadowbank Emergency Response Plan and section 8 of the SCP. • The Meadowbank ERP and SCP are updated at least on an annual basis, including contact lists. • The Meadowbank ERP document, MBK-HS-STD-Cyanide Investigations, includes a requirement to notify ICMI in the event an incident meets the definition of a cyanide incident.	

Transport Practice 3.4: Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.		
ITEM	EVIDENCE OBSERVED	OBSERVATIONS
FINDING: The operation is in **full compliance** with Transport Practice 3.4	**BASIS FOR FINDING:** The Meadowbank operation is in full compliance with Transport Practice 3.4; develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals**.** • The SPC contains a dedicated appendix to cyanide spill management (Appendix I). This section provides rational on how to address a cyanide release outdoors, on land or water; snow or ice, recover spilled material, recover contaminated media, disposal of spill cleanup debris and event monitoring. In addition, a Cyanide Sampling Plan has been developed for investigation and remediation of soil and water-based cyanide impacts. This Plan provides guidance on how to perform sampling, sampling frequency, sample	

Transport Practice 3.4: Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.		
ITEM	EVIDENCE OBSERVED	OBSERVATIONS
	analysis, clean-up and closure criteria, and which laboratories should be contacted for chemical analyses purposes. • Section 8 of Appendix I of the SCP has the following notice regarding the addition of chemicals during cyanide remediation efforts.	

Transport Practice 3.5: Periodically evaluate response procedures and capabilities and update them as needed.		
ITEM	EVIDENCE OBSERVED	OBSERVATIONS
FINDING: The operation is in **full compliance** with Transport Practice 3.5	**BASIS FOR FINDING:** The Meadowbank operation is in full compliance with Transport Practice 3.5; periodically evaluate response procedures and capabilities and update them as needed • The Meadowbank ERP is reviewed annually as per regulatory requirement and text to this effect is found in Section 1.1 as well as in the executive summery page of the document. • The Emergency Measures Coordinator organizes emergency response equipment inspection workshops, mock drills, or other emergency response related activities every Sunday to ensure ERT members have a minimum 48 hours a year emergency response practical experience as required by Nunavut regulation. ERT training at Meadowbank mine covers a wide range of risk including cyanide transportation ones. • The last paragraph of Section 1.1 of the Meadowbank ERP provides a statement to the effect that the Plan will be evaluated for effectiveness on an annual basis or more often if needed.	

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