Appendix 36

Meadowbank and Whale Tail
2025 Wildlife Monitoring Summary Report

REPORT

Agnico Eagle Mines Limited

Agnico Eagle Mines Limited – Meadowbank Complex

2025 Wildlife Monitoring Summary Report

March 2026

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Distribution List

1 Electronic Copy - Agnico Eagle Mines Limited

1 Electronic Copy - WSP Canada Inc.

Executive Summary

As a requirement of the NIRB Project Certificate, the 2025 Wildlife Monitoring Summary Report (2025 Annual Report) represents the 20th of a series of annual reports for the Agnico Eagle Mines Limited (Agnico Eagle) Meadowbank Complex (the Project). Baseline and monitoring programs were first initiated in 1999 and will continue through the life of the Project. Details of the wildlife monitoring program for the Project are provided in the Terrestrial Ecosystem Management Plan (Version 9, Agnico Eagle 2025a). The 2025 Annual Report provides the monitoring objectives, methodology, historical and current year results, mitigation activities, and management recommendations for each monitoring program. The 2025 Annual Report builds on data presented in previous reports and incorporates monitoring recommendations from these reports, as well as recommendations and requests from intervenors on past reports made during the NIRB review process. Below is a summary of the results from each component of the 2025 Annual Report.

Caribou Management Decision Tree

- Decision trees were used throughout 2025 to reduce sensory disturbances to caribou approaching the Project.
- Data collection methods connected individual observations to mitigations using field tablets linked to a customizable EQuIS Collect database. Paper data forms were also carried as backup in case of field tablet issues. Most mitigations were based on data from road survey observations, with some derived from other survey types, including pit and mine site ground surveys.
- The objective is not linked to an impact prediction as the monitoring is to trigger mitigation rather than to test a prediction.

Road Surveys

- In 2025, 216 road surveys were conducted along the All-weather Access Road (AWAR) and 224 were conducted along the Whale Tail Haul Road (WTHR).
- A total of 20,553 caribou were detected along the AWAR during road surveys and 33,108 caribou were detected along the WTHR during road surveys.
- Road-related monitoring and mitigation for the AWAR and WTHR were implemented according to decision tree Figures 7 and 8 of the TEMP version 9 (Agnico Eagle 2025). The AWAR was fully closed (24-hour closure) on 56 days, closed for less than 24 hours on 74 occasions, and had speed restrictions applied for 41 days. In total the AWAR was closed for 2,156 hours in 2025. The WTHR was fully closed (24-hour closure) on 43 days, partially closed (less than 24-hour closure) on 25 days and had speed restrictions applied for 20 days. The WTHR was closed for 1,660 hours. In addition to the GST related caribou closures, there was also a lead caribou 10-day closure for the WTHR.
- A total of 6,981 caribou were observed crossing the AWAR and 3,540 caribou were observed crossing the WTHR in 2025.
- There were 14 road-related mortalities recorded in 2025, including 1 caribou, 2 Arctic fox, 7 Arctic hare, 1 Arctic ground squirrel, 2 ptarmigan, and 1 unidentified small mammal (Arctic fox or Arctic hare). There was one caribou road-related mortality that took place on the WTHR on 14 February 2025. There were no road-related grizzly bear, muskox, wolf, or wolverine mortalities associated with the AWAR or WTHR in 2025.

- The 2025 AWAR and WTHR survey data were compared to the impact prediction thresholds, and none were exceeded.

Pit and Mine Site Ground Surveys

- In 2025, environment personnel conducted regular Mine site inspections focusing on waste management, spills, hazardous waste management, and wildlife monitoring. Formal Mine site inspections were carried out at least weekly as part of broader environmental on-site management.
- In 2025, Mine-site ground survey inspections were conducted on average twice or thrice per week. Meadowbank had a total of 155 formal Mine and Pit surveys conducted between 5 January and 30 December (approximately one survey every 2.35 days). Whale Tail had a total of 118 formal Mine and Pit surveys conducted between 4 January and 27 December (approximately one survey every 3.09 days).
- Wildlife deterrents were used on 33 occasions in 2025, with interactions from four species of mammals: caribou, muskox, wolf, and wolverine. Of the 33 deterrence actions taken, 29 were classified as successful deterrence and 4 were classified as unsuccessful deterrence.
- In 2025, there were three Project-related mortalities (one wolf and two Arctic fox) at Meadowbank, and five Project-related mortalities (three Arctic fox and two wolf) at the Whale Tail Mine. The project-related predator (i.e., grizzly bear, wolverine, and wolf) mortality threshold was exceeded in 2025.

Wildlife Habitat Monitoring

- A 1% change (9.4 ha) in footprint at the Whale Tail site and WTHR occurred between the 2024 assessment and the 2025. There was a less than 1% change (0.2 ha) in the Meadowbank footprint between 2024 and 2025. For the AWAR and associated quarries, a footprint increase of 3% (5 ha) occurred between the 2024 assessment and 2025. The changes in footprint since the previous assessment were less than 25%. Therefore, a comprehensive habitat loss assessment was not required.
- Habitat loss thresholds were not exceeded in 2025. The next comprehensive habitat analysis will be completed for the 2027 monitoring year.

Caribou Satellite-Collaring Program

- Caribou collar data from 2025 were examined and maps prepared. Agnico Eagle intends to continue collaboration with the Government of Nunavut Department of Environment (GN DoE) caribou satellite-collaring program.
- In 2025, 21 individuals from three different herds (Ahiak/Beverly, Lorillard, and Wager Bay) had collar fixes within the Project (Regional Study Area (RSA). Fifteen collared caribou interacted with the RSA during spring and 5 interacted with the RSA during summer.
- There are no specific impact predictions for caribou migration movements. Flexible and responsive mitigation measures such as the TEMP decision trees are likely to continue to be the most effective due to seasonal and yearly variability in movement patterns at the RSA scale.

Viewshed Surveys

- Based on discussion from the fall 2024 Terrestrial Advisory Group (TAG) meeting (meeting #21, Agnico Eagle 2024), viewshed surveys were discontinued in 2025.

Remote Camera Program

- During 2024, a new camera protocol was created in collaboration with the TAG (Agnico Eagle 2024), including new camera program objectives and camera coverage on both the WTHR and AWAR. In 2025 cameras were deployed in accordance with the new study design protocol.
- Agnico Eagle is working on AI options for automatic classification of different vehicle types and convoy information, and progress will be shared with the TAG. Results of the program will be presented in future iterations of the Wildlife Monitoring Summary Report.

Blast Monitoring

- Surveys for caribou behaviour monitoring prior to and during blasting were performed in 2025. Caribou behavior was quantified before, during and after blasting and average response behaviours for six minutes following blasting was assessed in relation to peak particle velocity (PPV) and peak pressure level (PPL) values. Six blasts were cancelled due to caribou presence in the vicinity.
- In 2025, caribou showed minor behavioural response to blasting at 1.5 km from the blast. There were 223 pre-blast surveys were performed over 210 days, however, only one viable behavioral assessments could be obtained.
- Due to the challenges in aligning blasting events, caribou availability and visible behaviour responses, data collection may need to continue. However, the lack of caribou near blast areas and their lack of response to blasting may already provide enough evidence of the low impact of blasting events on caribou.

Hunter Harvest Study

- The Hunter Harvest Study (HHS) included 92 interested participants in 2025. Of the 2025 participants, caribou harvest data was collected from 55 participants, which represents approximately 16% to 18% of total hunters in the community.
- A total of 782 caribou were reported as being harvested by 55 participants in the Baker Lake HHS.
- The 2025 HHS data indicated that 34% of reported harvest occurred within 5 km of the AWAR, and 56% occurred within the Meadowbank RSA.
- In 2025, 38 caribou were harvested within 5 km of the WTHR. Study participants indicated that there were “thousands” of Caribou along the AWAR and WTHR in late 2025 going into 2026, which was not the case in previous years.

Predatory Mammal Den Monitoring

- Monitoring of predatory mammal dens were conducted informally in 2025 through observations recorded during other monitoring programs. One predatory mammal den was observed during 2025. Potential effects due to Project-related activities were not identified to trigger continued monitoring of predatory mammal dens.
- If an active den is identified in close proximity to Project facilities, a den management plan is developed that outlines a monitoring schedule and appropriate mitigation strategies. No impacts to denning predators were observed in 2025.

Raptor Nest Monitoring

- During raptor nest monitoring, one peregrine falcon nest was documented at Quarry 30 along the WTHR in 2025. No raptor nesting evidence was observed along the AWAR in 2025.
- A pair of gyrfalcons were incidentally observed nesting on WTHR near KM 148.
- Raptor nest management plans were not developed at the active nest sites, as Mine-related activity was already restricted within the quarries. The only source of disturbance was traffic on the nearby WTHR. Intensive monitoring, which would include approaching nests by foot, was not conducted.
- Agnico Eagle will continue to monitor raptor nests in accordance with the TEMP including annual raptor nest surveys of quarries along the AWAR, WTHR, pits, and waste rock piles; development of nest management plans; and implementation of the Peregrine Falcon Management and Protection Plan, when required. Active nests will continue to be monitored to determine the success of the nest.

Waterbird Nest Monitoring

- The Whale Tail expansion required the construction of two dykes within Whale Tail Lake to divert water from the proposed pit to surrounding lakes and tributaries, resulting in flooding that had potential impacts to migratory birds and their nests.
- Trent University, in collaboration with Environment and Climate Change Canada (ECCC) and Agnico Eagle, conducted a research study to investigate mitigation options to minimize flooding-related impacts to birds in the Whale Tail South area. The complete analysis and report on behavioural responses were included in Holmes (2022) with some aspects published in a scientific journal in 2024 (Holmes et al. 2024).
- The waterbird nest monitoring program is now complete.

Breeding Bird Monitoring

- A total of 21 bird species were recorded on AWAR and 18 bird species were recorded on WTHR during breeding bird surveys in 2025.
- There were 14 PRISM plots surveyed in 2025. In total, 15 bird species and 2 mammal species were observed in the PRISM plots.
- Agnico Eagle has completed its commitment to ECCC of conducting 48 PRISM plots selected by CWS over 10 years (2021 to 2031). Agnico Eagle will continue to conduct BBS routes along AWAR and WTHR opportunistically, when qualified individuals are on site. At a minimum, the BBS routes will be conducted every three years during the operations, closure and post-closure phases of the Project.

Non-Native Plant Surveys

- No non-native plants, as identified by the CESCC, were recorded along the AWAR, WTHR, Baker Lake tank farm, Meadowbank Mine Site and Whale Tail sites during the 2025 field surveys.
- A total of 208 individual locations were surveyed for non-native plants in 2025 with seven new survey locations established on the Meadowbank Mine site (4) and undisturbed tundra (3). Twenty-one surveys were completed in the undisturbed tundra around the Meadowbank Mine site, WTHR, and AWAR to survey the presence/absence of non-native species. No non-native plants were found in the undisturbed areas of the tundra that were surveyed.

- Efforts for non-native plant management, including identified non-endemic species, should continue and added diligence should be undertaken with regards to areas of high traffic from equipment. Continued and thorough cleaning of equipment and materials prior to entering the site, per the TEMP version 9, will prevent seed of non-native species from being introduced. Based on the multi-year baseline established in previous surveys, future surveys for the 14 non-native plant species identified by CESCC as well as other species not native to Nunavut may be completed biennially.

Special Studies

Snow Study

- Between 2020-2025, snow data were collected at 70 sampling locations to help answer questions about how snow hardness and depth on snow berms may differ from natural tundra conditions. The final report for the snow study is presented in Appendix I.

Caribou Behaviour

- Agnico Eagle continued a caribou behaviour study that focussed on measuring different behaviour activities of caribou in relation to Mine-related activities (Appendix J).

Caribou Migration Studies

- The lead caribou pilot program was implemented for a second year during the 2025 spring migration. The primary objective of the pilot program was to protect lead caribou and allow the “Qiviqait” to pass through the Mine area with minimized disturbance, which could consequently facilitate the migration of trailing caribou through the Mine area.
- Lead caribou road closures did not appear to increase speed or reduce the duration of migration. While there may be technical challenges to measuring the influence of lead caribou mitigation, Agnico Eagle acknowledges the importance of protecting lead caribou from shared IQ.
- The results from year two of the lead caribou pilot program are presented in Appendix K.

Study Limitations

On behalf of Agnico Eagle Mines Limited (Agnico Eagle), WSP Canada Inc. (WSP) has prepared this Wildlife Monitoring Summary Report for the 2025 Monitoring Period at the Meadowbank Complex.

This report was prepared, based in part, on information obtained from Agnico Eagle and other external information sources. In preparing the report, WSP has relied in good faith on the information provided. We accept no responsibility for any deficiency or inaccuracy contained in this report because of our reliance on the aforementioned information.

The findings and conclusions documented in this report have been prepared for the specific application to this Project and have been developed in a manner consistent with that level of care normally exercised by environmental professionals currently practicing under similar conditions in the jurisdiction.

With respect to regulatory compliance issues, regulatory statutes are subject to interpretation. These interpretations may change over time and should be reviewed regularly.

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FIGURES

APPENDICES

Acronyms

Acronym	Full Term
AEAR	Amaruq Exploration Access Road
ANOVA	Analysis of Variance
ANZEC	Australian and New Zealand Environment Council
ARGOS	Advanced Research and Global Observation Satellite
AWAR	All-weather Access Road
BBS	Breeding Bird Survey
CESCC	Canadian Endangered Species Conservation Council
CIRNAC	Crown-Indigenous Relations and Northern Affairs Canada
COVID-19	Coronavirus Disease
ECCC	Environment and Climate Change Canada
ELC	Ecological Land Classification
FEIS	Final Environmental Impact Statement
GIS	Geographic Information System
GN	Government of Nunavut
GN DoE	Government of Nunavut Department of Environment
GPS	Global Positioning System
GST	Group Size Threshold
HHS	Hunter Harvest Study
HOL	Height-of-Land
HT	Heath Tundra
HTO	Hunters and Trappers Organization
IIBA	Inuit Impact Benefit Agreement
IQ	Inuit Qaujimajatuqangit
KivIA	Kivalliq Inuit Association
KM	Kilometer Marker
LSA	Local Study Area
NIRB	Nunavut Impact Review Board
NPAG	Non-potentially Acid Generating
NPC	Noise Pollution Control
NWB	Nunavut Water Board
MOU	Memorandum of Understanding
PPL	Peak Pressure Level
PPV	Peak Particle Velocity
PRISM	Program for Regional and International Shorebird Monitoring
QA/QC	Quality Assurance/Quality Control
RSA	Regional Study Area
TAG	Terrestrial Advisory Group
TEMP	Terrestrial Ecosystem Management Plan
TOR	Terms of Reference
UTM	Universal Transverse Mercator
VEC	Valued Ecosystem Component
WTHR	Whale Tail Haul Road

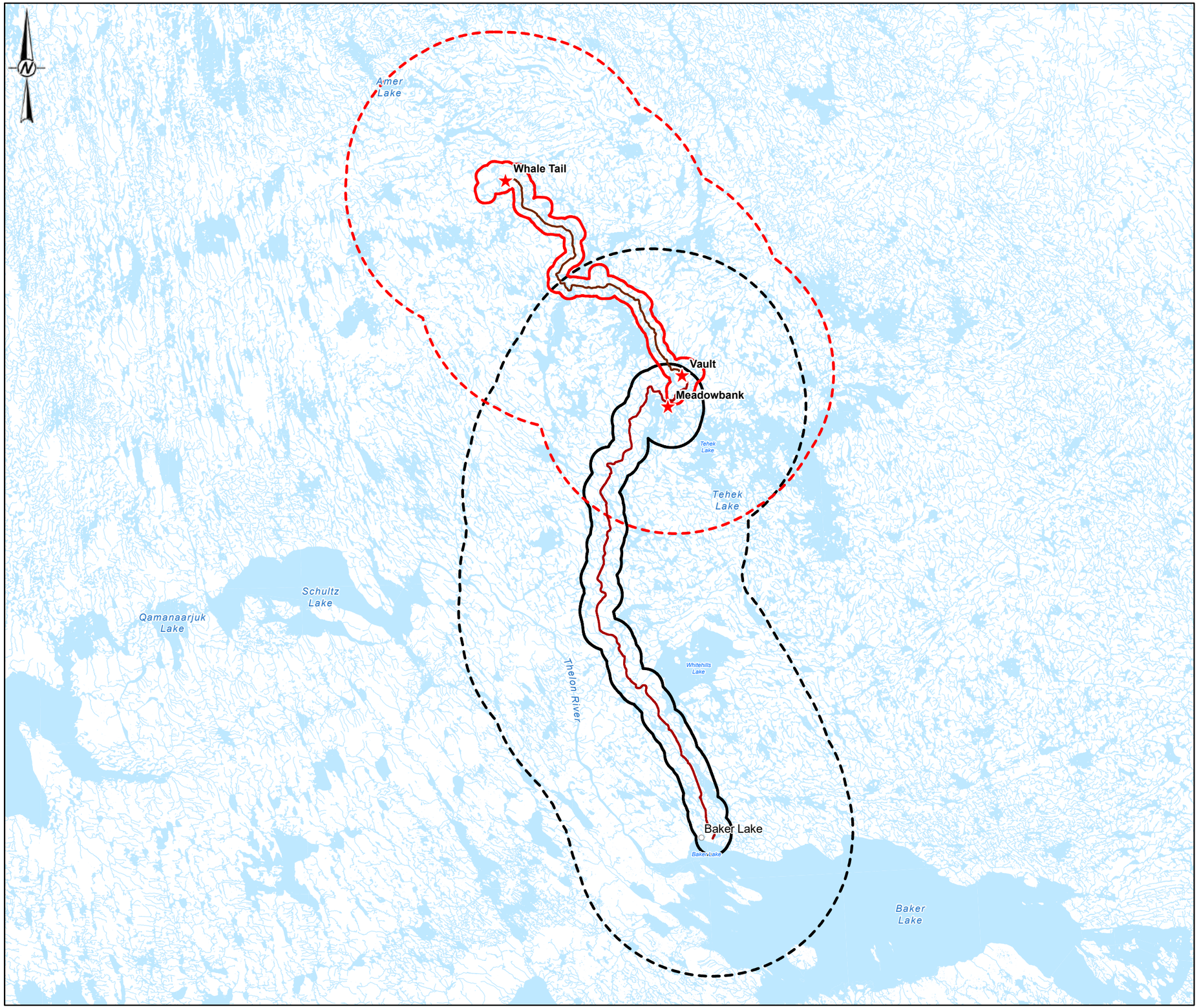
1 INTRODUCTION

1.1 Background

The Agnico Eagle Mines Limited (Agnico Eagle) Meadowbank Complex (the Project) is located in the Kivalliq Region of Nunavut (Figure 1-1) and received a Project Certificate No. 004 from the Nunavut Impact Review Board (NIRB) in 2006. The subsequent Water Licence, Government of Nunavut (GN) and Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC) Land Lease, and Kivalliq Inuit Association (KivIA) Land Use Production Lease, allowed for the construction of a gold mine and ancillary facilities including an All-weather Access Road (AWAR), barge unloading facilities, lay-down area, and a fuel tank farm near the Hamlet of Baker Lake. The Whale Tail Mine, an extension of the Meadowbank Mine, received a Project Certificate No. 008 from NIRB in 2018.

Up to 2017, annual reports were based on the Terrestrial Ecosystem Management Plan (TEMP) developed by Cumberland Resources (Cumberland 2006). The TEMP was a requirement of the Meadowbank Project Certificate No. 004, Condition 54 and Whale Tail Mine Certificate No. 008, Condition 28. From 2018 to 2024, the TEMP version 7 has incorporated the Whale Tail component of the Project and reflects changes in management and monitoring approaches since 2006 (Agnico Eagle 2019). The revised TEMP also benefitted from collaborative input from the GN, the KivIA, and the Hunters and Trappers Organization (HTO) of Baker Lake through annual report reviews, technical reviews, workshops, and discussions within the Terrestrial Advisory Group (TAG). A new version of the TEMP (TEMP version 9) was reviewed and supported by the TAG during March 2025 and was applied for the 2025 monitoring year (Agnico Eagle 2025a). The scope of the TEMP is to report on monitoring of the Mine during construction, operation, maintenance, reclamation, and closure.

This annual report includes data collected in 2025, the 16th year of Mine operation, and is the 20th of a series of annual Wildlife Monitoring Summary Reports for the Project. The purpose of this report is to summarize 2025 data collected from wildlife monitoring programs, and to describe natural variation and potential Mine-related changes in wildlife populations within and adjacent to the Meadowbank Complex. The 2025 Annual Report describes monitoring objectives and methods, historical and current year results, mitigation activities, and management recommendations based on 2025 monitoring results. Furthermore, comments received from various intervenors through the NIRB review of the 2024 annual report were incorporated, where possible, into analyses and reporting in this document.



LEGEND

- ALL-WEATHER ACCESS ROAD (AWAR)
- WHALE TAIL HAUL ROAD (WTHR)
- WHALE TAIL REGIONAL STUDY AREA (RSA)
- WHALE TAIL LOCAL STUDY AREA (LSA)
- MEADOWBANK REGIONAL STUDY AREA (RSA)
- MEADOWBANK LOCAL STUDY AREA (LSA)
- WATERCOURSE
- WATERBODY

0 14 28

1:700,000 KILOMETRES

REFERENCE(S)

1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. WATERCOURSE AND WATERBODY DATA OBTAINED FROM NATURAL RESOURCES CANADA.

COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 14N

CLIENT

AGNICO EAGLE

AGNICO EAGLE MINES LIMITED:
MEADOWBANK DIVISION

PROJECT

MEADOWBANK COMPLEX
2025 WILDLIFE MONITORING SUMMARY REPORT

TITLE

MEADOWBANK COMPLEX LOCATION AND MONITORING STUDIES BOUNDARIES

CONSULTANT

wsp

YYYY-MM-DD	2026-02-25
DESIGNED	JP
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

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1.2 Project Description

The Meadowbank Mine is located approximately 90 km north of the community of Baker Lake. The Whale Tail Mine, with an expected operating life of ten years (2019 to 2028), is located approximately 180 km north of Baker Lake. The Whale Tail Mine is an open-pit mine and underground mine connected to Meadowbank Mine by a 64 km all season Haul Road. The local geography is characterized by numerous lakes and low, rolling hills covered mainly by lichen/rock complexes, and heath tundra.

Environmental baseline studies were conducted prior to Meadowbank and Whale Tail Mine approvals and integrated into Project designs according to the Cumberland (2006), TEMP version 7 (Agnico Eagle 2019), and TEMP version 9 (Agnico Eagle 2025a). Wildlife Valued Ecosystem Components (VECs) for the Meadowbank Mine were identified in consultation with regulatory agencies and Baker Lake residents, and considered criteria such as conservation status, relative abundance within the Project study area, importance in subsistence lifestyle and economy, importance in predator-prey systems, habitat requirement size and sensitivity, and contribution to local area concerns. Based on these selection criteria, key terrestrial VECs determined for the Meadowbank Mine were wildlife habitat, ungulates, predatory mammals, small mammals, raptors, waterbirds, and upland breeding birds. Because of limited evidence that small mammals were affected by the Project, this VEC was not included in the Whale Tail Mine or revised TEMP. Further details can be found in the Final Environmental Impact Statements (FEIS) for the Meadowbank Mine (Cumberland 2005) and the Whale Tail Mine (Golder 2016, 2018).

Construction of a 106.8 km AWAR between the community of Baker Lake and the Meadowbank Mine was completed in March 2008 and provides Mine site access and re-supply, while on-site Mine haul and access roads connect open-pit areas to ancillary facilities. Meadowbank Mine site facilities include a mill, power plant, maintenance facilities, tank farm for fuel storage, water treatment plant, sewage treatment plant, airstrip, and accommodations. Mine components include open pits, waste rock storage facilities, and a tailings storage facility.

In 2008, construction of numerous camp infrastructure facilities was completed. In 2009, the principal Mine site construction began, and Mine operation commenced in early 2010. Mining at Goose Pit was finished in 2015 while Agnico Eagle continued ongoing mining operations at Portage and Vault pits and investigated expansion of the Vault area into Phaser Lake. In 2018, an expansion was made in pit E (Portage) to extend mining and mill feed to bridge the gap between the end of mining activities in Meadowbank and the start of mining activities at Whale Tail Mine. As a result, 2025 mining activities at the Meadowbank Complex included mining ore at the Whale Tail Mine and processing ore at the mill at the Meadowbank site.

To extend Mine operations and milling at Meadowbank Mine, Agnico Eagle developed the Whale Tail Mine and Haul Road Project, approximately 55 km north of the Meadowbank Mine, on a satellite deposit located on the Amaruq property in the Kivalliq Region of Nunavut. The Amaruq Exploration Access Road (AEAR) was built in 2016 and 2017 to access the Amaruq exploration site from the Meadowbank Mine. The AEAR was modified into the Whale Tail Haul Road (WTHR) (enlargement) following regulatory approval and was completed in 2018. Construction of the Whale Tail Dike in 2018 allowed for Whale Tail Lake North Basin dewatering starting in Q1, 2019, the pre-stripping of future Whale Tail Mine, and the construction of major infrastructures including the permanent camp, with accommodation and kitchen facilities, sewage treatment plan, tank farm for fuel storage, and freshwater intake. Open-pit mining operation at the Whale Tail deposit began in Q3 (30 September), 2019. Commercial operations at the IVR pit commenced on 31 December 2021. Permitting to expand the Whale Tail operation and extend the Mine life to 2028 was approved in August 2024. Other Project updates include implementation of several measures to increase Project capacity and equipment inventory prior to caribou migration. These changes have included increasing the long-haul truck fleet size in 2022 through 2024 to stockpile additional ore at the Meadowbank Complex, targeting a stockpile for the mill capable of sustaining

20 days of road closures, installation of a 3,000,000 L fuel tank at the Meadowbank site, and installation of four permanent 50,000 L fuel tanks in 2022 to increase autonomy of the Whale Tail site.

1.3 Study Area Boundaries

1.3.1 Meadowbank Mine and AWAR

The Meadowbank Mine local study area (LSA) includes a 5 km radius area centred on the Mine site and a 3 km wide corridor centred on the AWAR between Baker Lake and Meadowbank Mine, with a total area of 725 km^2 (Agnico Eagle 2025a). The regional study area (RSA) encompasses an area that includes a 25 km radius area around the Meadowbank Mine and a 50 km wide corridor along the AWAR for a total area of 6,669 km^2 (Figure 1-1).

1.3.2 Whale Tail Mine, Whale Tail Haul Road, and Vault

The Whale Tail LSA is a 3 km corridor centred on the WTHR, Vault site, and borrow site access roads (i.e., 1.5 km buffer on either side of the road and 1.5 km buffer around Vault and borrow areas) and includes an approximate 1.5 km buffer around development areas at the Whale Tail Mine, for a total area of 287 km^2 (Agnico Eagle 2025a). The Whale Tail RSA is a 50 km corridor centred on the Haul Road alignment (i.e., 25 km buffer on either side of the Haul Road and borrow site access roads, and 25 km buffer around Vault site and borrow areas), with a total area of 5,172 km^2 (Agnico Eagle 2025a; Figure 1-1).

1.4 Monitoring Approach

Wildlife monitoring is an essential tool in protecting and maintaining wildlife occurring near the Project. The TEMP (Agnico Eagle 2025a) is designed to be a comprehensive monitoring strategy with quantitative monitoring indicators to evaluate the accuracy of impact predictions and to meet the objectives of managing environmental impacts by the Project. Version 9 of the TEMP (Agnico Eagle 2025a) was supported by the TAG in March 2025 and was the version implemented for 2025. Monitoring programs are designed to assess Project-related impact predictions and the effectiveness of mitigation measures. Measures on the effectiveness of mitigation will inform on whether monitoring or mitigation require adaptive management. Adaptive management is an ongoing process of learning by doing that evolves throughout the life of the Project. Outcomes of adaptive management include increasing or decreasing, or no change, to mitigation or monitoring. Further study intended to better understand Mine-related effects may also be an outcome of adaptive management based on input from individual stakeholders or the TAG. Ongoing review of the TEMP and annual Wildlife Monitoring Summary Reports (which provide results of TEMP monitoring programs) by regulatory agencies, technical reviewers, and stakeholders will further support that local and regional concerns have been adequately addressed.

Environmental staff monitor wildlife near Project facilities (i.e., Meadowbank Mine and Whale Tail Mine) and along the AWAR and WTHR on a regular basis (Section 3.6). Where unacceptable risks to wildlife are observed, mitigation measures are implemented to avert animals from site activities and hazards in accordance with the TEMP (Agnico Eagle 2025a). The decision trees used as mitigation and monitoring framework for caribou (*Rangifer tarandus groenlandicus*) are outlined in Section 2.0. Detailed reporting protocols (e.g., a dangerous animal occurrence, monthly wildlife reports submitted to the GN DoE, road closure notification to GN, KivIA, HTO) are established and implemented by on-site environmental staff. During these events, Agnico Eagle representatives communicate any issues directly with the GN Department of Environment (DoE) Conservation Officer, KivIA, and the local HTO.

1.5 Report Objectives

The primary objectives of the 2025 Wildlife Monitoring Summary Report are to:

a) Report the results of the 2025 wildlife monitoring programs.

b) Summarize the monitoring strategy implemented over the course of the year.

c) Evaluate the function and validity of implemented monitoring and mitigation strategies.

d) Summarize adaptive management strategies.

e) Provide management recommendations for 2026.

f) Allow regulators to contribute toward improvements of wildlife mitigation and monitoring.

g) Include a summary of all caribou-related monitoring, mitigation, and Project management actions in one consolidated section.

1.6 Inuit Involvement

Since 1999, local Inuit from the community of Baker Lake have been involved in all wildlife-related baseline and monitoring surveys. The average number of Inuit involved in surveys varies annually. Programs with previous Inuit involvement include the LSA and RSA aerial survey, breeding bird plots and transects, waterfowl nest surveys, waterbird nest surveys for the Whale Tail Mine, raptor nest surveys, road surveys, viewshed surveys, habitat mapping, and phenology plots. Local harvesters participate in the Hunter Harvest Study (Section 10.0).

Five Inuit workers were under the employment of the environmental department and were involved in the monitoring programs during 2025. Additionally, two local contractors were employed in 2025. Agnico Eagle environmental Inuit workers are involved in wildlife programs including caribou behaviour monitoring, road surveys, and wildlife deterrence on-site when required. In 2025, two Baker Lake Hunters and Trappers Organization (HTO) wildlife monitors completed road surveys regularly throughout the year.

As required by the Inuit Impact Benefit Agreement (IIBA), “Anything done by Agnico in order to implement the TEMP […] shall incorporate Inuit Qaujimanituqaugit”; therefore, Indigenous Traditional Knowledge or IQ has been incorporated in this annual report. See Table 1-1 for a summary of IQ incorporation.

Table 1-1: Incorporation of Indigenous Inuit Qaujimanituqaugit in Annual Report

Indigenous Traditional Knowledge	Agnico Eagle Implemented Measures	Report Integration
IQ says caribou have good hearing abilities, and it was noted that the flags could be disturbing to caribou.	Agnico Eagle implemented measures to reduce noise from road marker flags.	Discussed in Section 1.7. Doesn't impact monitoring but reduces sensory disturbance to wildlife.
IQ says caribou are sensitive to aircraft disturbance, such as from helicopters.	Caribou are surveyed using road surveys instead of aerial surveys for ungulate monitoring to prevent disturbance from aircrafts. Additionally, flight restrictions are in place to reduce potential disturbance to wildlife and fewer Project-related flights occur during sensitive seasons.	Information about the current caribou monitoring approaches are discussed in in Sections 3 and 7. Information about helicopter flights and flight guidelines to minimize disturbance to wildlife are discussed in Section 4.5.9.
IQ says that caribou feet are sensitive, and caribou may be able to feel ground vibrations associated with blasting at further distances than humans.	Implemented blast monitoring study to understand how ground vibration and overpressure propagate over distance.	The blast monitoring study is presented in Section 9 of the report.
IQ says that it is important to allow the lead caribou to pass so that other caribou will follow the same migration paths. IQ says to not hunt or disturb lead caribou groups.	Agnico Eagle in collaboration with the TAG developed a lead caribou mitigation approach, which was implemented starting in spring 2024. Road closures allow the lead caribou to pass through the RSA with minimal disturbance. This mitigation approach has been integrated into TEMP version 9.	The lead caribou mitigation approach was implemented in spring 2025 and is described in Section 3 of this report.
IQ says that caribou will benefit from reduced sensory disturbance during fall migration, such as by reduced traffic.	Agnico Eagle in collaboration with the TAG developed new fall mitigation measures to allow use of convoys while creating gaps in traffic to facilitate caribou crossings. Longer gaps in traffic allow caribou to pass through the RSA with minimal disturbance.	The new fall mitigation measures were implemented in 2025 and are described in Section 3 of this report. This mitigation approach has been integrated into the next version of the TEMP, including updated management decisions trees.

1.7 Terrestrial Advisory Group

As per Project Certificate No.008, Condition 27 of the Whale Tail Pit FEIS Addendum (Golder 2016), Agnico Eagle has established a TAG consisting of representatives from Agnico Eagle, the Government of Nunavut Department of Environment (GN DoE), the KivIA, and the HTO.

A Memorandum of Understanding (MOU) and Terms of Reference (TOR) have been developed and signed by all parties in July 2019. Agnico Eagle provided a summary of TAG meeting outcomes to the NIRB since 2019.

The purpose of the TAG is to:

- Measure the relevant environmental effects of the Project on terrestrial wildlife.
- Confirm that the Project and mining activities are carried out within the terms and conditions of the Project Certificates No.004 and No.008 relating to the protection of terrestrial wildlife.
- Assess the accuracy of the predictions contained in the final environmental impact statement filed by Agnico Eagle with NIRB.
- Identify and select appropriate target species, indicators, and linkages for monitoring.
- Evaluate the effectiveness of mitigation measures and to support any required adaptive management of those measures.
- Identify any unforeseen Project-related effects.
- Provide an early warning mechanism to identify any Project-related effects.
- Determine and identify any cause-and-effect interactions between the Project and the environment.

TAG meetings were held on February 4 – 5, June 6, September 18 – 19, and November 21 during 2025. The June and November meetings were held online and in Baker Lake. The February and September meetings were held as in person workshops in Montreal and Winnipeg, respectively, with a conference call option available for people who could not attend in person.

The February 4 – 5 workshop (TAG meeting #22, Agnico Eagle 2025b) included a 2024 fall migration debrief followed by several presentations and discussions for TEMP version 9 updates. TEMP version 9 discussions included topics such as updated definitions, new decisions trees, and a line by line review and discussion of tracked changes throughout the document.

The June 6 meeting (TAG meeting #23, Agnico Eagle 2025c) included a spring migration debrief presented by Agnico Eagle that included an overview of closures, an overview of 2025 data, and production losses. The meeting also included a KivIA presentation about patrols along the AWAR and WTHR during April and May 2025, followed by discussions about caribou crossing locations and potential improvements to flagging to reduce disturbances to caribou.

The September 18 – 19 workshop (TAG meeting #24, Agnico Eagle 2025d) included a variety of topics related to monitoring programs. Day 1 of the workshop included a review and discussion of the 2024 annual report highlights, the caribou behaviour study, an assessment of caribou migration results following lead caribou closure, updates to the remote camera study design, and a presentation from KivIA on suggested updates to the TEMP spring mitigation measures. Day 2 of the workshop included IQ sharing, as well as review and discussion of the snow study results, previously outlined fall migration protocol, and pending TAG action items. The workshop concluded with discussion of items of interest from GN, HTO, and KivIA.

The November 21 meeting (TAG meeting #25, Agnico Eagle 2025e) included a fall migration update, which included a review of road closure calendars, discussion of convoys, a review of collared caribou maps, and items of interest from KivIA, GN, and Baker Lake HTO.

1.8 Mitigation Audit

A mitigation audit is an annual requirement outlined in the 2025 TEMP (Agnico Eagle 2025a). Mitigation approaches applied at the Project stem from current practices at existing mines or were suggested during the environmental assessment review process. However, an auditing system supports evaluation on the use and effectiveness of the mitigation consistent with the principals of adaptive management and may identify or recommend changes to mitigation or monitoring. As an example, per Project Certificate No.008, Condition 32, Agnico Eagle engages with the Baker Lake HTO and other relevant parties to ensure that safety barriers, berms, and designed crossings associated with Project infrastructure, including the WTHR, are constructed and operated as necessary to allow for the safe passage of caribou and other terrestrial wildlife.

The audit is to be undertaken internally and annually and summarized in the annual report and will focus specifically on mitigation listed in Section 4.1 of the TEMP version 9 (Agnico Eagle 2025a). The audit will evaluate:

- what mitigation was implemented
- which mitigation is perceived or shown to be effective
- whether new mitigation has been implemented in response to new issues; and whether some mitigation is redundant or unnecessary

Results of internal mitigation audits are included throughout this report under the subheadings titled “Accuracy of Impact Predictions”, including information on thresholds, exceedances, and mitigation measures applied if applicable.

2 CARIBOU MANAGEMENT DECISION TREE

2.1 Overview

During early 2025, TEMP version 7 (Agnico Eagle 2019) was in effect. Starting in March 2025, TEMP version 9 was finalized and went into effect (Agnico Eagle 2025a). TEMP version 9 describes the use of decision trees or charts that outline adaptive monitoring and mitigation for ungulates including:

1) caribou and mining operations
2) caribou and surface roads (WTHR and AWAR) during non-sensitive seasons
3) caribou and surface roads (WTHR and AWAR) during spring migration
4) caribou and surface roads (WTHR and AWAR) during fall migration and
5) caribou and blasting

Adaptive management that was developed in collaboration with the TAG was also implemented in 2025 (see Section 1.7 for details).

2.2 Objectives

The monitoring objectives are to:

1) Detect if effect thresholds have been exceeded.
2) Test the efficacy of mitigation.
3) Understand Project-related effects to ungulates. For ungulates, the decision trees are also an objective to manage sensory disturbance to caribou approaching the Project. Monitoring to detect caribou intensifies as caribou approach the Project and mitigation intensifies to reduce sources of sensory disturbance.

2.3 Duration

Monitoring activities for ungulates were carried out prior to, during, construction and operations. The use of decision trees for managing disturbance to ungulates is an ongoing and continuous monitoring and mitigation strategy for the life of the Project. Monitoring and mitigation intensity is increased (and decreased) as ungulates approach (and move away from) the Project in accordance with the decision trees and the adaptive management protocols that are agreed upon by the TAG.

2.4 Methods

The approach involves monitoring the number of ungulates proximity to mining operations through various monitoring tools including caribou collaring data, AWAR and Whale Tail Haul Road surveys, and pit and Mine site ground surveys. Depending on the season, the number of ungulates observed (i.e., caribou GST), proximity to the road, and time of year, different mitigation and monitoring levels are triggered (i.e., Level 1, Level 2, Level 3). For example, triggers may result in pit and Mine site ground surveys and/or haul road surveys increased up to every two days, and caribou satellite data reviewed daily. Example of mitigations include daily site-wide notifications, road closures to non-essential vehicles, and speed restrictions. During spring migration, two types of closures are applied, a lead caribou closure (applied once during early migration) and GST closures (Agnico Eagle 2025a).

For the purposes of monitoring, a “group of caribou” is defined as: “An aggregation of caribou that are sufficiently close together that they can see and react to another animal’s behaviour and have the potential of responding should one or more animal in the aggregation become startled.” Updated caribou GSTs by season used for Meadowbank Complex in 2025 were developed based on instructions provided by the GN (Table 2-1; GN 2021). For further details on the reasoning behind lead caribou closure, caribou GSTs, and the decision chart approach, refer to the 2025 TEMP version 9 (Agnico Eagle 2025a). Monitoring/management outcomes are reviewed by the TAG on a regular basis to determine whether an acceptable balance has been achieved between mining operations and being protective of caribou populations. As GSTs are the main trigger for mitigation and management, understanding their efficacy for overall herd protection is of high importance. Further information about the timing and implementation of caribou protection measures are found in Section 3.6.6.

Table 2-1: Seasonal Caribou Group Size Thresholds Applied During 2025

Season	Dates[(a)]	Group Size Threshold
Spring	1 April to 25 May	35
Summer	26 May to 21 September	25
Fall	22 September to 15 December	86
Winter	16 December to 31 March	25

(a) Date ranges are based on Government of Nunavut seasonal range guidelines.

2.5 Results

The decision trees were used throughout 2025. Data collection methods were implemented in 2025 to link individual observations to mitigations, through use of field tablets linked to a customizable EQuIS Collect database. Paper data forms are carried in case issues arise with field tablets. All wildlife observations, and associated mitigations are provided in Appendix A (Wildlife Observations). Summaries of wildlife survey results are discussed in their respective sections. A summary of AWAR and WTHR closure are discussed in Section 3.6.6. The majority of mitigations were implemented based on road survey observations (Section 3; Appendix A). Few mitigations were implemented based on other survey types, including pit and mine site ground surveys (Section 4; Appendix A).

2.6 Accuracy of Impact Predictions

An objective of the decision tree approach is to reduce sensory disturbance to caribou approaching the Project. The objective is not linked to an impact prediction as the monitoring is to trigger mitigation rather than to test a prediction.

2.7 Management Recommendations

Wildlife observations should continue to be documented using approaches implemented in 2025 that allow individual observations to be linked to mitigations, providing evidence of use of decision trees.

3 ROAD SURVEYS

3.1 Overview

A systematic road survey monitoring program for the AWAR and WTHR has been designed to evaluate sensory disturbance for wildlife, particularly caribou, muskoxen, and predatory mammals utilizing habitats adjacent to the roads. The program also monitors incidental mortality of species as they are encountered within the Project infrastructure, but in particular, near the roads. In 2017 and 2018, the Vault Road has been surveyed and reported separately from the WTHR, but since 2020 the Vault Road observations are considered part of the WTHR observations and results.

3.2 Objectives

The primary objectives of the road survey monitoring program are to:

1) Document wildlife utilization along the AWAR and WTHR corridors.
2) Evaluate wildlife trends along the road corridors, including identifying areas where higher densities of wildlife are observed.
3) Inform on the need for adaptive mitigation, such as temporary road closures during peak caribou migration periods.
4) Inform whether mortality thresholds for wildlife are exceeded.
5) Monitor road-related injuries or mortalities of caribou. The Project-wide threshold mortality level for ungulates is two individuals per year (as per TEMP version 9).
6) Monitor road-related injuries or mortalities of predatory mammals. The Project-wide threshold mortality level for predatory mammals is two individuals per year (as per TEMP version 9).

3.3 Duration

The AWAR and WTHR systematic road surveys are ongoing over the operational phase of the Project and are scheduled to be conducted a minimum of once per week throughout the year and every second day during sensitive seasons (i.e., contingent on weather and road access; see Figures 7, 8, and 9 in TEMP version 9). Survey frequency increases to daily if caribou GSTs are exceeded within 4 km (see Figures 7, 8, and 9 in TEMP version 9). Agnico Eagle is committed to conducting a minimum of 75 road surveys per year along the AWAR and WTHR. Monitoring of vehicle-related wildlife mortality is continual along all road segments.

3.4 Methods

Agnico Eagle has signed an MOU with the Baker Lake HTO to provide a wildlife monitor for road monitoring beginning in October 2018. An amended MOU was signed in February 2022, retroactive to 8 November 2021, to hire a second wildlife monitor that will work on the AWAR and WTHR. In 2021, the monitor was primarily on the AWAR due to COVID restrictions. From 2022 to 2025, two Baker Lake HTO wildlife monitors completed road surveys regularly throughout the year.

The survey team typically includes two observers (one is the driver) in a vehicle. The terrain on both sides of the road is surveyed as the vehicle progresses at a maximum speed of 30 km per hour in areas where wildlife is present. For each sighting, the vehicle is safely parked in a road pullout and UTM coordinates are recorded along with the estimated distance of the animal(s) from the road, nearest road marker, species, number, direction of travel and a variety of other information (e.g., behavior of animals). All data are recorded electronically in tablet forms. Where animals are sighted close to roads and a risk of collision with vehicles is possible, the environmental monitor/observers report the number of animals, location, and direction of travel to the Mine radio dispatcher who informs all vehicle operators. In addition, all vehicle operators report ungulates and predatory mammals seen along roads to the dispatcher. Regular data provided to Mine site personnel from the caribou satellite-collaring program are also used to track caribou movement and potential interactions with roads and Project facilities.

3.5 2025 Results

3.5.1 AWAR Surveys

The number of AWAR surveys completed each season in 2025 is provided in Table 3-1. The number of systematic road surveys completed in 2025 (n=216) was lower than the number of surveys completed the previous year (n=277), but aligned with survey rates in 2023 (n=215) and was considerably higher than the annual goal of 75 surveys. In 2025, surveys were conducted on average every 1.7 days and were conducted between January 03 and December 30. The number of surveys completed was highest in the summer (n=73) and lowest in winter (n=26). By month, the highest numbers of surveys were conducted in April and May, corresponding with the second and third highest numbers of caribou observed within the LSA, respectively. November had the highest caribou observation counts. Two Baker Lake HTO wildlife monitors completed road surveys regularly throughout the year (Section 1.6).

A total of 24,553 caribou were detected across 216 AWAR road surveys, and caribou were recorded in all seasons (Table 3-2). Caribou were not recorded during road surveys in August and September, and only 1 caribou was observed in July and October. Caribou detections per survey were calculated by season (Table 3-2) and by month (Table 3-3).

The highest caribou observed per survey across months in 2025 occurred in November (527.1 caribou/survey; Table 3-3). The November 2025 average caribou per survey was slightly lower than the November 2024 count (636.4 caribou/survey; Table 3-3).

Table 3-1: Details of All-Weather Access Road Wildlife Surveys from 2007 to 2025

Year	Annual Range of Surveys	Average Frequency[a]	Number of AWAR Surveys				
			Spring[b]	Summer[b]	Fall[b]	Winter[b]	Annual Total
2007	Mar 01 – Dec 31	4.1 days	13	24	8	33	**78**
2008	Jan 02 – Dec 29	3.9 days	15	7	15	57	**94**
2009	Jan 09 – Dec 16	6.1 days	15	10	8	25	**58**
2010	Jan 21 – Dec 17	5.6 days	9	9	12	36	**66**
2011	Jan 10 – Dec 30	6.0 days	10	9	11	33	**63**
2012	Jan 04 – Dec 29	4.7 days	14	13	12	38	**77**
2013	Feb 02 – Dec 27	6.0 days	9	13	10	31	**63**
2014	Jan 12 – Dec 30	5.5 days	11	7	11	38	**67**
2015	Jan 03 – Dec 18	4.7 days	17	16	11	32	**76**
2016	Jan 02 – Dec 27	4.7 days	10	14	16	38	**78**
2017	Jan 03 – Dec 29	4.3 days	19	16	14	36	**85**
2018	Jan 03 – Dec 29	5.0 days	9	12	16	35	**72**
2019	Jan 04 – Dec 27	2.6 days	37	39	39	22	**137**
2020	Jan 17 – Dec 26	2.6 days	26	54	41	11	**132**
2021	Jan 01 – Dec 31	2.1 days	43	42	69	23	**177**
2022	Jan 02 – Dec 29	1.6 days	47	78	72	38	**235**
2023	Jan 07 – Dec 31	1.7 days	49	50	69	47	**215**
2024	Jan 01 – Dec 31	1.3 days	41	82	78	76	**277**
2025	Jan 03 – Dec 30	1.7 days	57	73	60	26	**216**

(a) Frequency refers to the average number of days between surveys over the year.

(b) Spring = Apr 1 to May 25, Summer = May 26 to Sep 21, Fall = Sep 22 to Dec 15, Winter = Dec 16 to Mar 31.

AWAR = All-Weather Access Road.

Table 3-2: Seasonal Caribou Counts and Detections per Survey on the All-Weather Access Road, 2007 to 2025

Year	Total Caribou Count					Caribou Detections per Survey				
	Spring[(a)]	Summer[(a)]	Fall[(a)]	Winter[(a)]	Annual	Spring[(a)]	Summer[(a)]	Fall[(a)]	Winter[(a)]	Annual
2007	2007	-	-	-	-	-	-	-	-	-
2008	2008	-	-	-	-	-	-	-	-	-
2009	2009	1,224	649	628	1,238	3,739	81.6	64.9	78.5	49.5
2010	2010	756	283	13,850	114	15,003	84.0	31.4	1,154.2	3.2
2011	2011	1,586	1,808	2,538	76	6,008	158.6	200.9	230.7	2.3
2012	2012	655	256	3,545	1,093	5,549	46.8	19.7	295.4	28.8
2013	2013	230	335	2,509	930	4,004	25.6	25.8	250.9	30.0
2014	2014	690	36	8,897	635	10,258	62.7	5.1	808.8	16.7
2015	2015	1,676	611	8,485	148	10,920	98.6	38.2	771.4	4.6
2016	2016	580	190	659	134	1,563	58.0	13.6	41.2	3.5
2017	2017	21	90	741	45	897	1.1	5.6	52.9	1.2
2018	2018	4,688	1,821	1,939	195	8,643	520.9	151.8	121.2	5.6
2019	2019	19,706	445	21,078	10	41,239	532.6	11.4	540.5	0.5
2020	2020	7,510	18,539	16,334	861	43,244	288.8	343.3	398.4	78.3
2021	2021	14,661	2,670	16,062	4,432	37,825	341.0	63.6	232.8	192.7
2022	2022	803	1,466	46,708	1,116	50,093	17.1	18.8	648.7	29.4
2023	2023	31,314	1,061	19,048	3,517	54,940	639.1	21.2	276.1	74.8
2024	2024	2,510	3,975	27,995	5681	40,161	61.2	48.5	358.9	74.8
2025	2025	9,040	1,093	14,367	53	24,553	158.6	15.0	239.4	2.0

(a) Spring = Apr 1 to May 25, Summer = May 26 to Sep 21, Fall = Sep 22 to Dec 15, Winter = Dec 16 to Mar 31.

AWAR = All-Weather Access Road; "-" = data unavailable.

Table 3-3: Monthly Counts of Caribou Observed per Survey Trip Along the All-Weather Access Road from 2007 to 2025

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2007	0	0	11.4	14.0	15.4	7.1	1.5	1.1	10.8	18.4	72.4	18.4
2008	14.3	11.5	11.4	12.7	12.1	3.5	13.3	5.4	12.5	44.3	90.7	10.3
2009	12.0	10.7	16.7	11.4	13.0	8.2	0	3.6	8.5	25.4	13.0	11.0
2010	5.3	4.1	6.7	10.8	18.0	9.0	1.1	5.6	4.8	197.2	106.0	7.9
2011	3.0	1.0	6.0	34.0	25.3	12.5	1.0	63.0	10.3	71.6	2.3	7.8
2012	5.1	5.3	6.0	15.2	14.2	3.1	0	1.0	1.0	60.0	116.5	169.7
2013	0	68.1	39.8	0	11.0	5.3	0	1.0	6.5	6.0	455.2	16.8
2014	3.2	10.5	10.5	27.2	8.4	1.5	0	1.0	33.1	101.8	48.4	17.6
2015	5.8	7.0	14.4	22.4	14.1	6.3	2.0	3.0	12.3	41.5	148.9	275
2016	3.7	2.3	6.0	23.8	13.2	6.9	0	2.7	3.3	73.0	2.0	15.7
2017	8.0	0	3.5	4.0	0	1.0	0	3.4	5.3	63.3	12.6	5.4
2018	6.4	12.3	14.4	51.4	27.7	12.3	1.0	23.4	23.7	38.8	40.6	1.0
2019	0	0	6.0	77.6	22.8	5.7	1.0	1.3	1.0	145.8	79.0	4.0
2020	0	0	107.6	263.2	430.0	52.0	0	185.2	483.9	485.7	556.0	2.3
2021	0	3.0	34.6	414.7	226.6	26.4	0.3	161.3	30.7	64.5	35.6	553.5
2022	44.8	48.8	7.5	23.8	8.0	8.6	32.6	9.2	32.1	756.9	820.3	0.3
2023	0	0	17.8	850.7	221.6	23.2	0	0.1	0.7	331.9	379.8	150.0
2024	57.4	44.0	117.8	51.8	65.2	11.9	0.7	30.1	91.7	163.9	636.4	226.9
2025	1.5	3.0	2.7	162.1	140	19.6	0.1	0	0	0.1	527.1	6.7
Average	9.0	12.2	23.2	109.0	67.7	11.8	2.9	26.4	40.6	141.6	218.0	79.0

Note: Data show the average number of caribou observed for a month of the year, including data from all road surveys completed that month. Data are based on the observed number, which might be inaccurate for larger groups or groups that are further away.

3.5.2 WTHR Surveys

Survey routes were separated into the Vault and Whale Tail segments of the WTHR until 2019 but were analyzed as a single unit (WTHR) starting in 2020. In 2025 there were 224 surveys conducted between January 10 and December 30 with a survey being conducted every 1.6 days on average (Table 3-4). This year was the second year for lead caribou 10-day closure. During the lead caribou road closure period, monitoring was reduced to every second day instead of daily to reduce the number of vehicles on the road (Appendix B).

A total of 33,108 caribou were detected across 224 WTHR surveys in 2025 (Table 3-5). Caribou detections per survey were calculated by season (Table 3-5) and by month (Table 3-6). The majority of caribou sightings along the WTHR were observed in May corresponding with spring migration, with a total of 19,659 caribou observed and an average of 357.4 caribou sightings per survey (Table 3-6). April had the second highest caribou sighting per survey that was observed in 2025 with 275 caribou sightings per survey. Caribou were detected along the WTHR during every month except February in 2025. When comparing the same month across years, May 2025 had the second highest average caribou counts on record and April had the third highest on record (Table 3-6).

Table 3-4: Details of Whale Tail Haul Road Surveys from 2017 to 2025

Year	Annual Range of Surveys	Average Frequency[a]	Number of WTHR Surveys				
			Spring[b]	Summer[b]	Fall[b]	Winter[b]	Annual Total
2017	Jan 03 – Dec 29	7.7 days	9	7	7	24	**47**
2018	Jan 30 – Dec 30	5.7 days	4	1	7	47	**59**
2019	Jan 08 – Dec 23	2.0 days	62	39	45	27	**173**
2020	Jan 07 – Dec 26	2.2 days	47	50	32	32	**161**
2021	Jan 10 – Dec 31	2.5 days	48	26	49	21	**144**
2022	Jan 02 – Dec 28	1.9 days	59	66	44	24	**193**
2023	Jan 05 – Dec 30	1.5 days	73	64	69	36	**242**
2024	Jan 01 – Dec 31	1.9 days	53	52	49	40	**194**
2025	Jan 10 – Dec 30	1.6 days	69	65	57	33	**224**

(a) Frequency refers to the average number of days between surveys over the year.

(b) Spring = Apr 1 to May 25, Summer = May 26 to Sep 21, Fall = Sep 22 to Dec 15, Winter = Dec 16 to Mar 31.

WTHR = Whale Tail Haul Road.

Table 3-5: Seasonal Caribou Counts and Detections per Survey on the Whale Tail Haul Road, 2017 to 2025

Year	Total Caribou Count					Caribou Detections per Survey				
	Spring[a]	Summer[a]	Fall[a]	Winter[a]	Annual	Spring[a]	Summer[a]	Fall[a]	Winter[a]	Annual
2017	5	5	10	5	25	0.6	0.7	1.4	0.2	0.5
2018	787	193	2,549	7	3,536	196.8	193.0	364.1	0.1	59.9
2019	53,201	7,391	6,819	45	67,456	858.1	189.5	151.5	1.7	389.9
2020	9,153	298	94	560	10,105	194.7	6.0	2.9	17.5	62.8
2021	10,549	1,047	304	28	11,928	219.8	40.3	6.2	1.3	82.8
2022	4,521	1,487	259	88	6,355	76.6	22.5	5.9	3.7	32.9
2023	30,789	3,050	1,923	101	35,863	421.8	47.7	27.9	2.8	148.2
2024	11,403	538	3,956	110	16,007	215.2	10.3	80.7	2.8	82.5
2025	25,807	1,982	2,547	2,772	33,108	374.0	30.5	44.7	84.0	147.8

(a) Spring = Apr 1 to May 25, Summer = May 26 to Sep 21, Fall = Sep 22 to Dec 15, Winter = Dec 16 to Mar 31.

WTHR = Whale Tail Haul Road.

Table 3-6: Average Monthly Counts of Caribou Observed per Survey Trip Along the Whale Tail Haul Road from 2017 to 2025

Year	Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2017[(a)]	Vault	0	5.0	9.0	5.0	0	0	0	0	3.0	0	6.0	0
2018	Whale Tail	0	0	0	120.4	0	0	8.4	0	15.2	104.7	18.3	13.5
2018	Vault	0	2.0	5.0	46.3	0	0	0	0	77.0	10.0	0	0
2019	Whale Tail	4.0	0	4.0	80.0	119.2	7.5	1.5	45.0	3.0	75.9	3.7	8.3
2019	Vault	0	0	89.2	27.9	0	0	0	0	0	0	0	0
2020	WTHR	1.3	2.8	64.3	235.1	523.8	5.8	0.3	7.4	6.2	0.3	8.6	2.4
2021	WTHR	0.3	0	0	164.7	304.2	59.5	0.5	49.7	25.1	4.1	6.3	2.0
2022	WTHR	4.1	7.1	1.3	115.7	14.6	6.7	0.2	36.3	9.0	6.7	7.1	0.3
2023	WTHR	0.7	0.1	6.4	635.6	181.2	26.5	0	85.3	19.0	64.8	4.4	2.0
2024	WTHR	4.9	1.8	2.9	398.1	56.9	5.8	25.4	4.1	0.9	3.8	219.7	8.1
2025	WTHR	0.8	0	7.7	275.0	357.4	56.8	0.2	0.5	0.2	23.7	24.9	162.8
	Average	1.5	1.5	1.7	17.3	191.3	141.6	15.3	3.3	20.8	14.4	26.7	27.2

Notes: Data show the average number of caribou observed for a month of the year, including data from all surveys completed that month. Data are based on the observed number, which might be more inaccurate for larger groups or groups that are further away.

(a) Values provided for 2017 are raw counts and are not adjusted for survey effort. The number of surveys per month is not available to make this adjustment.

3.5.3 Caribou Counts Along AWAR and WTHR

The total number of caribou observed in 2025 along the AWAR during road surveys was the lowest recorded in the last seven years (Figure 3-1). The total number of caribou observed along the WTHR in 2025 during road surveys was the third highest on record, behind 2019 and 2023 (Figure 3-1). Note, total counts across years are not corrected for differences in sampling effort (i.e., the number of surveys), meaning that increases in caribou total counts may be a direct result of a higher number of surveys conducted annually.

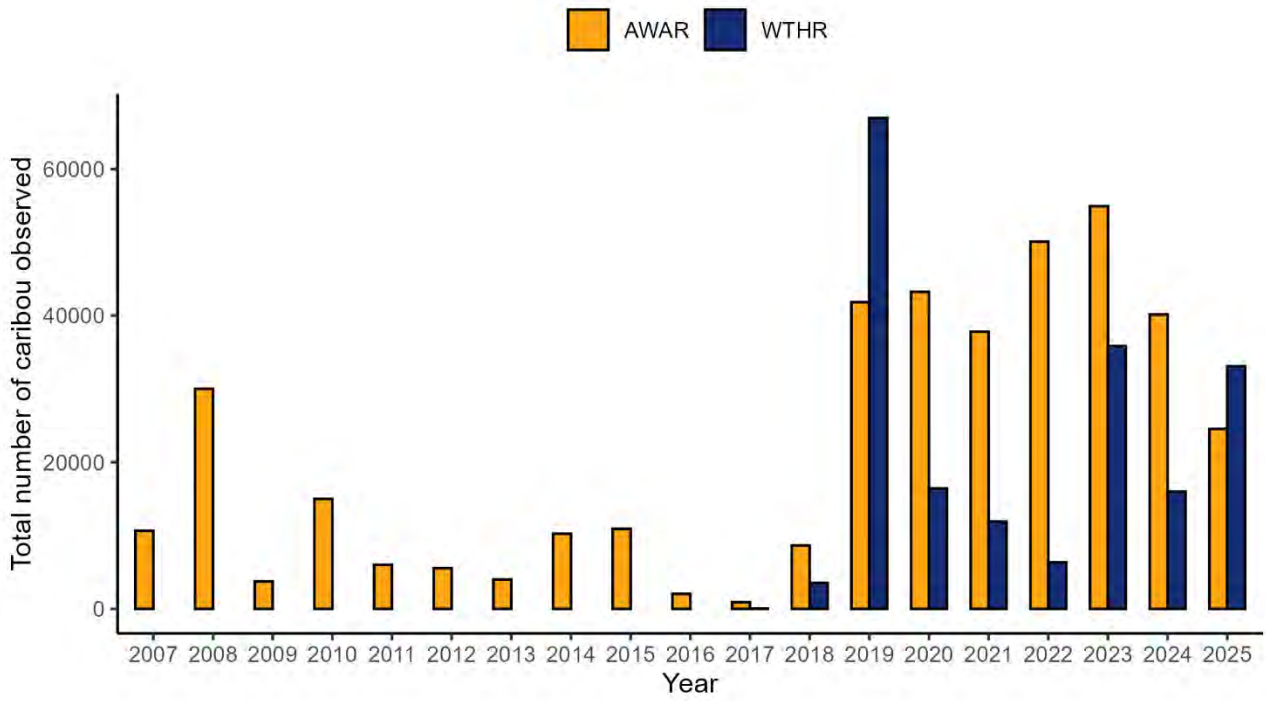


Figure 3-1: Total Number of Caribou Observed Each Year During All-Weather Access Road and Whale Tail Haul Road Surveys

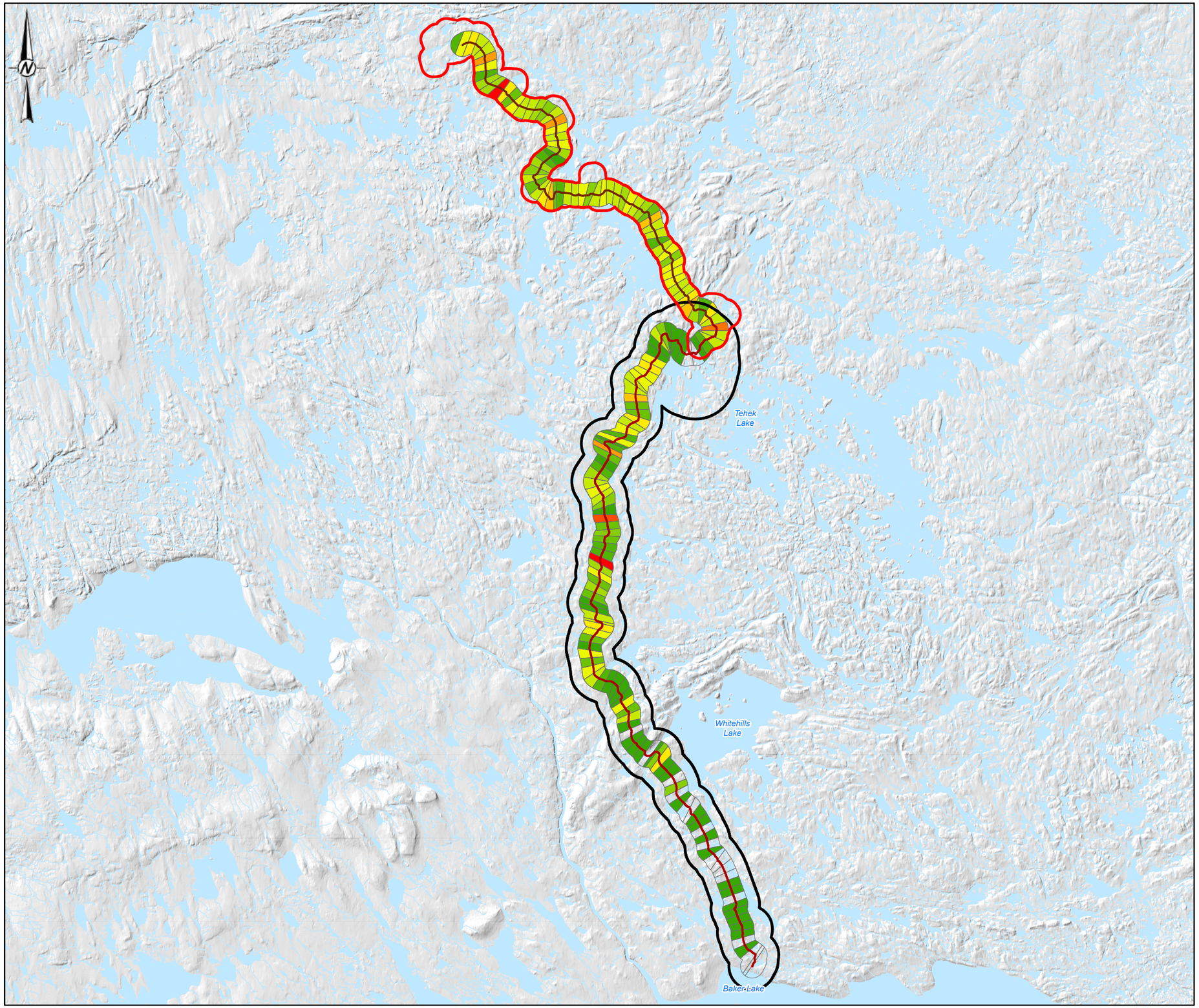
Maps were produced to depict the spatial variation of caribou counts along the AWAR and WTHR and summarized as the total number of caribou for each KM segment of road. Note the survey effort was similar but not equal between the AWAR and WTHR in 2025 (216 AWAR surveys and 224 WTHR surveys), so caution should be taken when making comparisons between the two roads. Caribou observations determine the location and influence the frequency of road surveys. Caribou counts are shown for each segment of the AWAR and WTHR for 2025 for five different time intervals including year-round counts (Figure 3-2); spring and summer counts (Figure 3-3), and fall and winter counts (Figure 3-4). Considering both the AWAR and WTHR, caribou migration paths appear different across seasons with spring migration observed on both roads (primarily on the WTHR) and near the Meadowbank Complex and fall migration occurring primarily further south along the AWAR.

Year-round caribou counts along the AWAR varied substantially with totals ranging between 0 to 2,786 caribou for each 1-km section of road, though most kilometre sections had caribou counts fewer than 500 caribou (Figure 3-2). Caribou counts were lowest along the southern section near Whitehills Lake with annual median of 8 caribou from KMs 1 to 40. The highest counts were observed between KMs 66 to 98 on the north section of the road near Tehek Lake where an average of 332 caribou were observed. In the spring there were few observations along the southern half of AWAR, with an average of around 12 caribou per KM from KMs 1 to 60. The most caribou observations occurred between KMs 92 and 98 west of Tehek Lake and northwest of Whitehills Lake. There were between 330 to 1,189 caribou observed in the spring throughout these sections (Figure 3-3). During the summer months, caribou counts were relatively low along the AWAR, but caribou were still observed in most 1-km segments north of KM 32 (Figure 3-3). During the fall, caribou counts were more numerous in the middle portion of the AWAR, with a higher-density pocket between KMs 32 to 82 (Figure 3-4). No caribou were detected within the Meadowbank LSA during the fall. Caribou counts were very low along the AWAR during the winter, with only 8 KM sections with caribou detections (26, 44, 93, 96, 104, 105, 106, and 109; Figure 3-4).

Caribou distributions along the AWAR have changed across years:

- The 2019 analysis caribou counts revealed that from 2008 to 2019 the highest cumulative caribou counts along the AWAR occur in areas closest to the community of Baker Lake and south and north of Whitehills Lake (Agnico Eagle 2020).
- Road survey results from 2020 found a similar pattern of year-round distribution along the AWAR and identified the stretch of road from KMs 14 to 18 along the AWAR as a higher-density congregation area for caribou, particularly in the summer and fall.
- The 2021 road survey data shows the opposite pattern with the lowest cumulative caribou counts occurring near Baker Lake across all seasons.
- The 2023 observations show similar patterns to the cumulative caribou counts prior to 2020, where the highest density of caribou were observed north of Baker Lake, west of Tehek and northwest of Whitehills Lake, and this pattern was repeated again in 2024.
- The 2025 road survey observations showed a similar pattern to 2023 and 2024, except observations closer to Baker Lake were lower (Figure 3-2).

Annual caribou counts ranged between 42 and 2,538 along the WTHR with caribou detections in every 1-km segment of road (Figure 3-2). Caribou counts were generally higher at the northern and southern ends of the WTHR, especially at KM 113 and 169. The high count at KM 113 aligns with the high-density area near the south end of the WTHR as observed during 2020, 2021, 2023, and 2024 road surveys within the Meadowbank Complex. Caribou counts along the WTHR were highest in the spring (Figure 3-3). Conversely, caribou detections were very low in summer, fall, and winter along the WTHR and only occurred at a few spots along the road (Figure 3-3, Figure 3-4). These seasonal patterns align with those that occurred in 2024.



LEGEND

- ALL-WEATHER ACCESS ROAD (AWAR)
- WHALE TAIL HAUL ROAD (WTHR)
- WHALE TAIL LOCAL STUDY AREA (LSA)
- MEADOWBANK LOCAL STUDY AREA (LSA)
- WATERCOURSE
- WATERBODY

CARIBOU COUNT

- 1 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- 200 - 250
- 250 - 500
- 500 - 750
- 750 - 1000
- 1000 - 1250
- 1250 - 1500
- 1500 - 1750
- 1750 - 2000
- 2000 - 2500
- 2500 - 3000

*EMPTY SECTIONS REFLECT CARIBOU COUNT = 0

0 10,000 20,000
1:500,000 METRES

REFERENCE(S)
1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. WATERCOURSE AND WATERBODY DATA OBTAINED FROM NATURAL RESOURCES CANADA. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 14N

CLIENT
AGNICO EAGLE

AGNICO EAGLE MINES LIMITED:
MEADOWBANK DIVISION

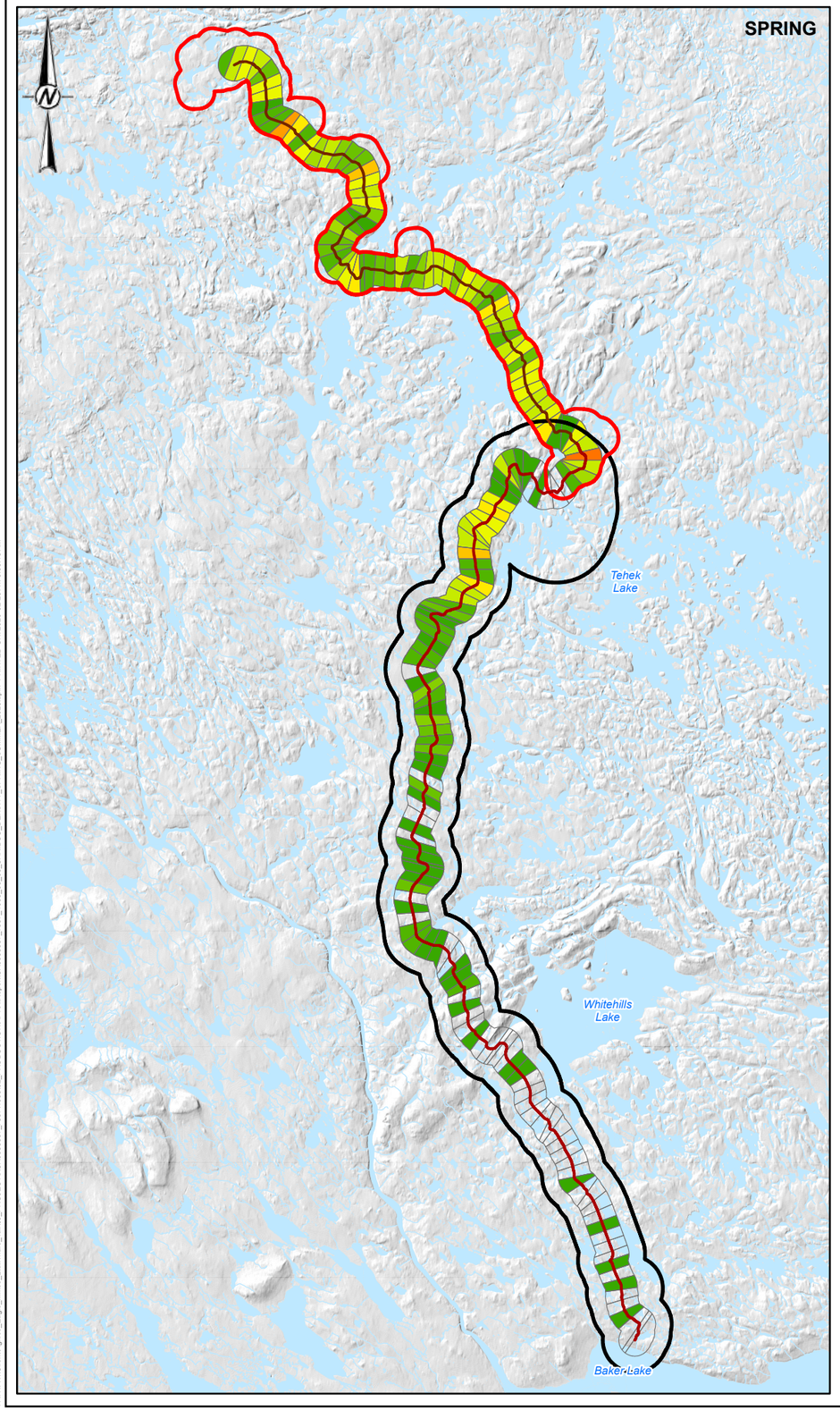
PROJECT
MEADOWBANK COMPLEX
2025 WILDLIFE MONITORING SUMMARY REPORT

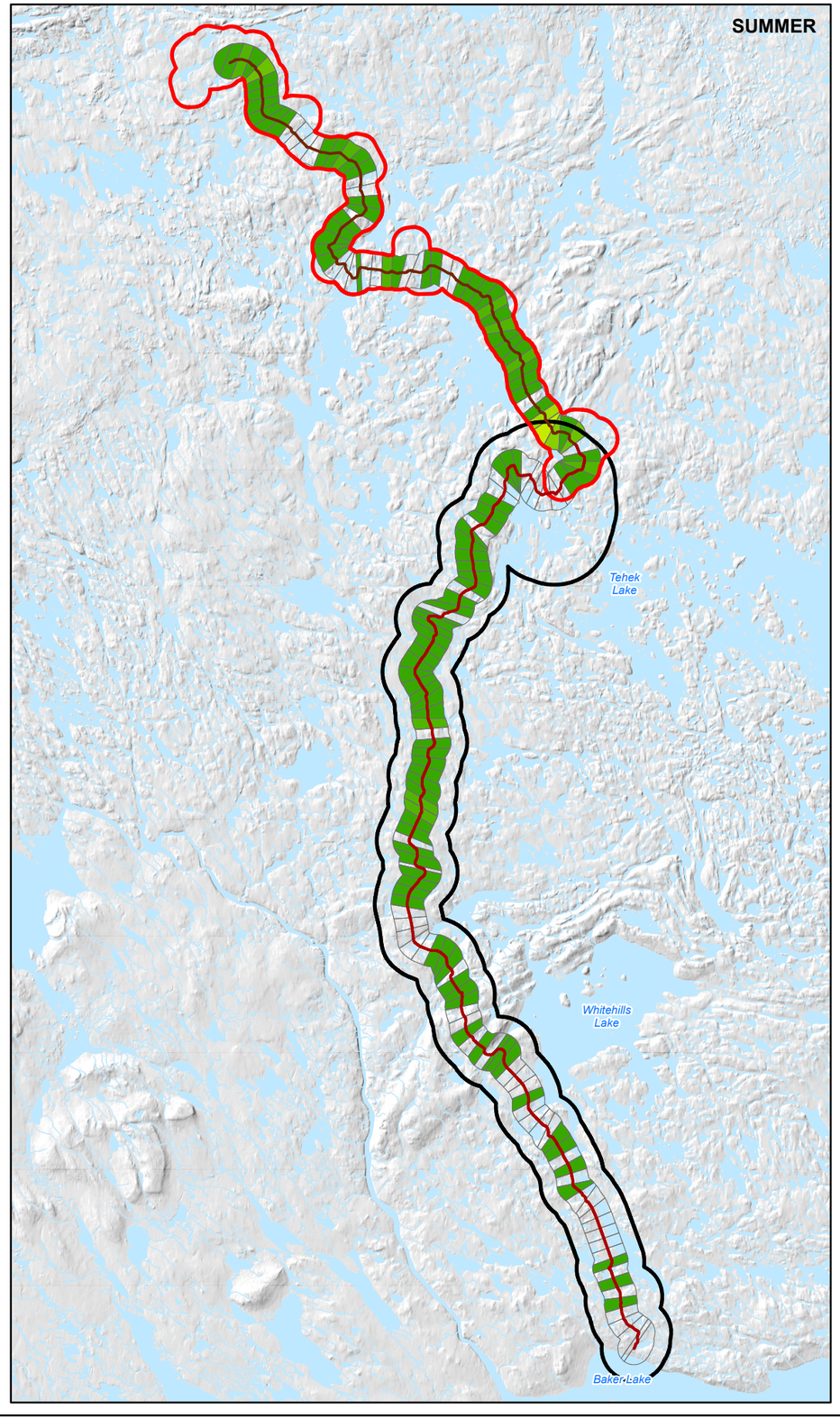
TITLE
CARIBOU COUNTS ALONG THE ALL-WEATHER ACCESS ROAD AND WHALE TAIL HAUL ROAD, YEAR-ROUND (2025)

CONSULTANT
wsp

YYYY-MM-DD	2026-02-25
DESIGNED	JP
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	3-2





LEGEND

- ALL-WEATHER ACCESS ROAD (AWAR)
- WHALE TAIL HAUL ROAD (WTHR)
- WHALE TAIL LOCAL STUDY AREA (LSA)
- MEADOWBANK LOCAL STUDY AREA (LSA)
- WATERCOURSE
- WATERBODY

CARIBOU COUNT

- 1 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- 200 - 250
- 250 - 500
- 500 - 750
- 750 - 1000
- 1000 - 1250
- 1250 - 1500
- 1500 - 1750
- 1750 - 2000
- 2000 - 2500
- 2500 - 3000

*EMPTY SECTIONS REFLECT CARIBOU COUNT = 0

0 10,000 20,000

1:500,000 METRES

REFERENCE(S)

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2. WATERCOURSE AND WATERBODY DATA OBTAINED FROM NATURAL RESOURCES CANADA. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 14N

CLIENT

AGNICO EAGLE

AGNICO EAGLE MINES LIMITED: MEADOWBANK DIVISION

PROJECT

MEADOWBANK COMPLEX
2025 WILDLIFE MONITORING SUMMARY REPORT

TITLE

CARIBOU COUNTS ALONG THE ALL-WEATHER ACCESS ROAD AND WHALE TAIL HAUL ROAD, SPRING-SUMMER (2025)

CONSULTANT

wsp

YYYY-MM-DD	2026-02-25
DESIGNED	JP
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	3-3

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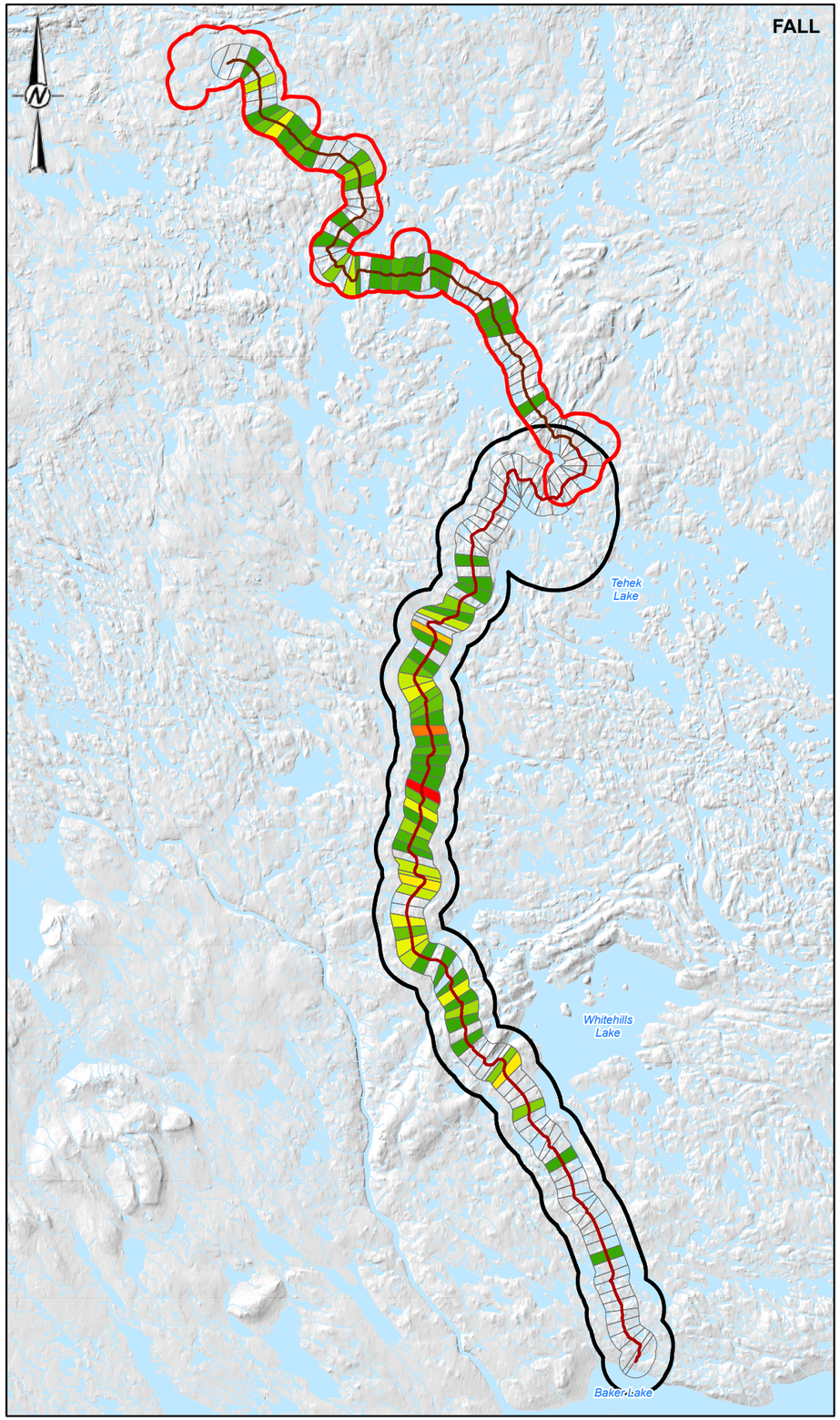

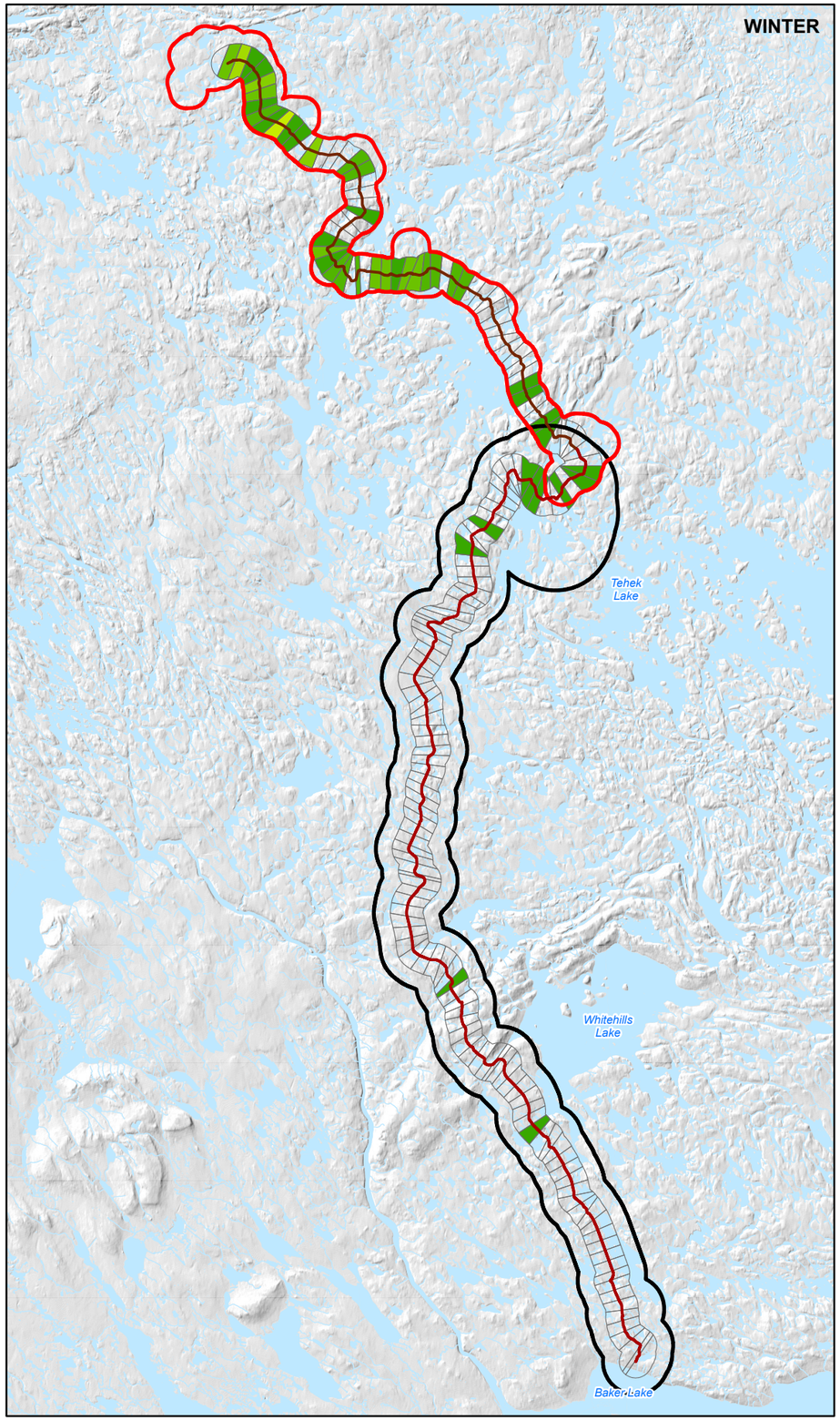

LEGEND

- ALL-WEATHER ACCESS ROAD (AWAR)
- WHALE TAIL HAUL ROAD (WTHR)
- WHALE TAIL LOCAL STUDY AREA (LSA)
- MEADOWBANK LOCAL STUDY AREA (LSA)
- WATERCOURSE
- WATERBODY

CARIBOU COUNT

- 1 - 50
- 50 - 100
- 100 - 150
- 150 - 200
- 200 - 250
- 250 - 500
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- 750 - 1000
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- 1250 - 1500
- 1500 - 1750
- 1750 - 2000
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- 2500 - 3000

*EMPTY SECTIONS REFLECT CARIBOU COUNT = 0

0 10,000 20,000
1:500,000 METRES

REFERENCE(S)

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2. WATERCOURSE AND WATERBODY DATA OBTAINED FROM NATURAL RESOURCES CANADA.
COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 14N

CLIENT
AGNICO EAGLE

AGNICO EAGLE MINES LIMITED:
MEADOWBANK DIVISION

PROJECT
MEADOWBANK COMPLEX
2025 WILDLIFE MONITORING SUMMARY REPORT

TITLE
CARIBOU COUNTS ALONG THE ALL-WEATHER ACCESS ROAD AND WHALE TAIL HAUL ROAD, FALL-WINTER (2025)

CONSULTANT
wsp

YYYY-MM-DD	2026-02-25
DESIGNED	JP
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	3-4

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3.5.3.1 Group Size Threshold Calculation

Spring and fall GST for 2026 were calculated using 2025 caribou road survey data as well as historical data (Table 3-8). A GST is defined as the group size at, or above which, 75% of caribou observed interacting with Project infrastructure are expected to occur (Agnico Eagle 2019). Observations of caribou within 250 m of the road or greater than 1,000 m away from the road were excluded, based on methods provided by GN (GN 2021). Spring and fall 2025 caribou road survey observations were grouped by season and observations were pooled between the AWAR and WTHR. The number of groups (i.e., number of observations), average group size, group size range, and 75th percentiles were summarized per season in Table 3-7. Spring and fall GSTs for 2026 were calculated by averaging GSTs for the corresponding season across all years with at least 100 caribou groups observed for that season. Variation due to low samples sizes may result in biased GSTs, and GST estimates were considered accurate (unbiased) if there were at least 100 groups observed for a season. There were eight years of spring data with at least 100 caribou group observations (2008, 2018, 2019, 2020, 2021, 2023, 2024, and 2025; Table 3-7), and spring GSTs were averaged across those eight years to calculate a spring 2026 GST of 37 caribou (Table 3-8). There were five years of fall data with at least 100 caribou group observations (2008, 2019, 2022, 2023, and 2024; Table 3-7), and fall GSTs were averaged across those five years to calculate a fall 2026 GST of 86 caribou (Table 3-8). For the purpose of calculating thresholds, GSTs were rounded down to the nearest whole number. Note that because 2025 had fewer than 100 caribou observations, the 2026 GST for fall is the same value as it was for fall 2025 (Table 3-8).

Table 3-7: Caribou Group Observation Sample Sizes for Spring and Fall Road Surveys, 2007-2025

Year	Sample Size[a]		Location[c]	Group Size 75th Percentile Spring	Group Size 75th Percentile Fall
	Spring[b]	Fall[b]			
2007	9	57	AWAR	N/A	N/A
2008	163	143	AWAR	12	100
2009	21	14	AWAR	N/A	N/A
2010	28	34	AWAR	N/A	N/A
2011	38	23	AWAR	N/A	N/A
2012	24	21	AWAR	N/A	N/A
2013	27	9	AWAR	N/A	N/A
2014	33	60	AWAR	N/A	N/A
2015	65	43	AWAR	N/A	N/A
2016	31	10	AWAR	N/A	N/A
2017	4	16	AWAR	N/A	N/A
2018	114	41	AWAR and WTHR	30	N/A
2019	437	127	AWAR and WTHR	60	125
2020	251	55	AWAR and WTHR	34	N/A
2021	373	63	AWAR and WTHR	31	N/A
2022	81	108	AWAR and WTHR	N/A	54
2023	577	156	AWAR and WTHR	55	75
2024	255	132	AWAR and WTHR	26	80
2025	470	72	AWAR and WTHR	48	N/A

(a) Sample size refers to the number of caribou groups observed during road surveys for a given year and season. A minimum of 100 observations is required for the season and year to be included in group size threshold (GST) calculations. Observations of caribou within 250 m of the road or greater than 1,000 m away from the road were excluded, based on methods provided by GN (GN 2021).

(b) Spring = Apr 1 to May 25, Fall = Sep 22 to Dec 15.

(c) AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

N/A = not applicable.

Table 3-8: Caribou GST Summaries for Spring and Fall

Season	Number of Observations[a]	Average group size	Group size range	Group size 75th percentile	Calculated GSTs for 2026[b]
Spring	470	47.3	1-650	48	**37**
Fall	72	105.5	1-849	122.5	**86**

(a) GSTs are considered unbiased when calculated using observations of at least 100 caribou groups.

(b) GSTs for 2026 were calculated by taking the average of all group size thresholds across years for a given season that meet the minimum sample size requirement (n=100).

GST = group size threshold.

3.5.3.2 Caribou Group Compositions

Group composition data were summarized for the spring and fall migration seasons on both the AWAR and WTHR. During both seasons and on both roads, the majority of caribou groups observed were mixed age groups with both cows and bulls (Figure 3-5 and Figure 3-6). During spring, 63.5% of caribou groups were mixed age groups that included cows, bulls, and juveniles, and 34.0% of caribou groups were adult only groups that included cows and bulls. Any animals identified as “juvenile” during spring migration would be yearlings (i.e., born during the prior calving season) or older, not calves. During fall, 68.2% of caribou groups were mixed age groups that included cows, bulls, and juveniles, and 19.6% of caribou groups were adult only groups that included cows and bulls. Any animals identified as “juvenile” during fall migration were most likely young-of-year (i.e., a calf born during the current year calving season). Caribou do not interact during the Project during calving or post-calving seasons, so younger caribou that may be referred to as calves are not observed near the Project. Groups were more likely to be classified as only cows or only bulls if they were smaller (Figure 3-5 and Figure 3-6).

Currently cow to bull and cow to juvenile ratios are not available for mixed age and mixed sex groups due to survey limitations. Collecting demographic information for each caribou group would require additional surveying time, which may not be feasible given the length of road that needs to be covered to complete the survey. Collecting demographic information would also have limitations based on the total number of caribou per group and the distance or the caribou group from the observer. Agnico Eagle will review options for improving observations that distinguish cow/juvenile groups from other groups for future caribou observations without compromising primary survey objectives.

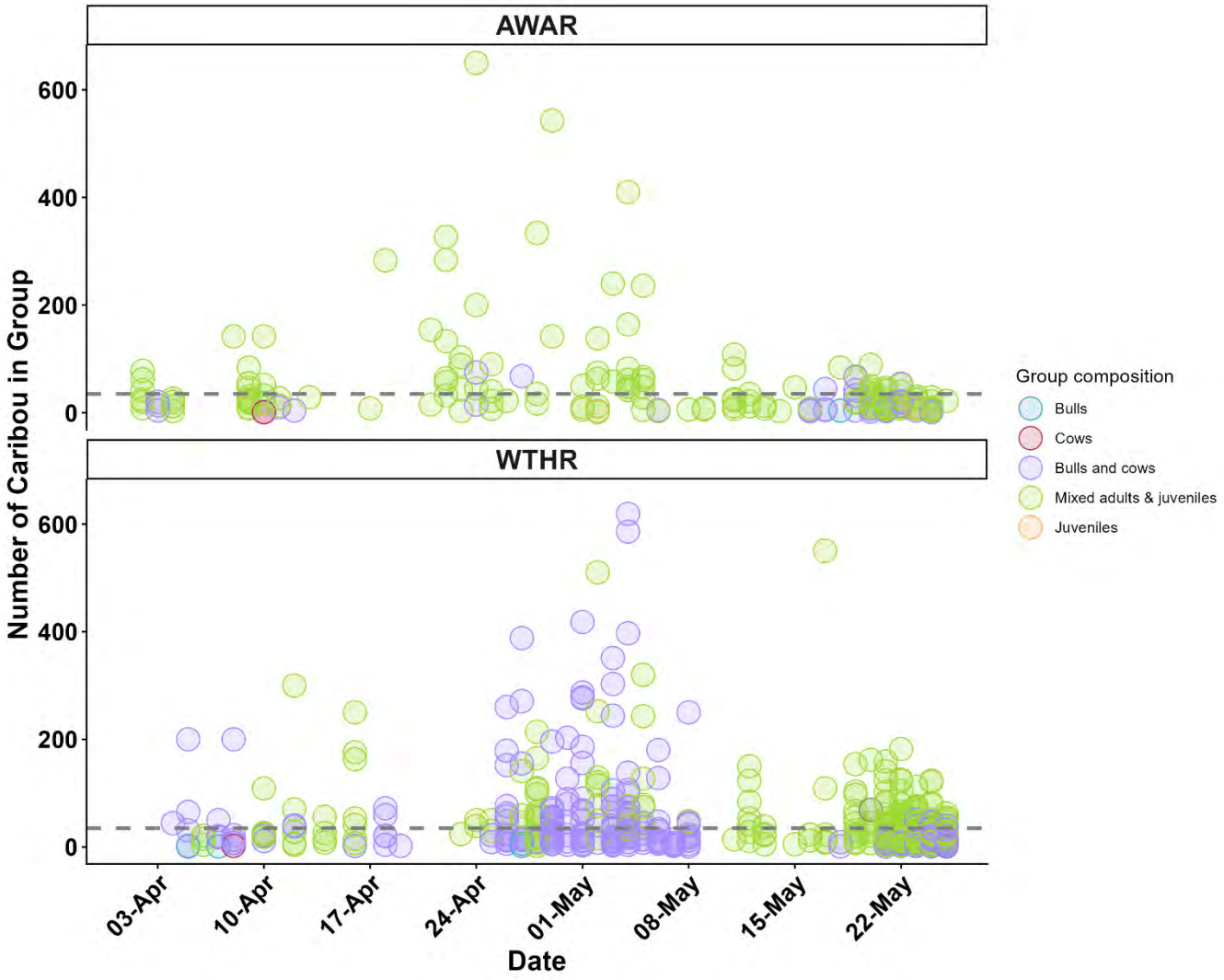

Figure 3-5: Age-sex Composition of Caribou Groups Observed During 2025 Spring Road Surveys on the All-Weather Access Road and Whale Tail Haul Road. The Spring 2025 GST Value of 35 is Shown with a Grey Dashed Line.

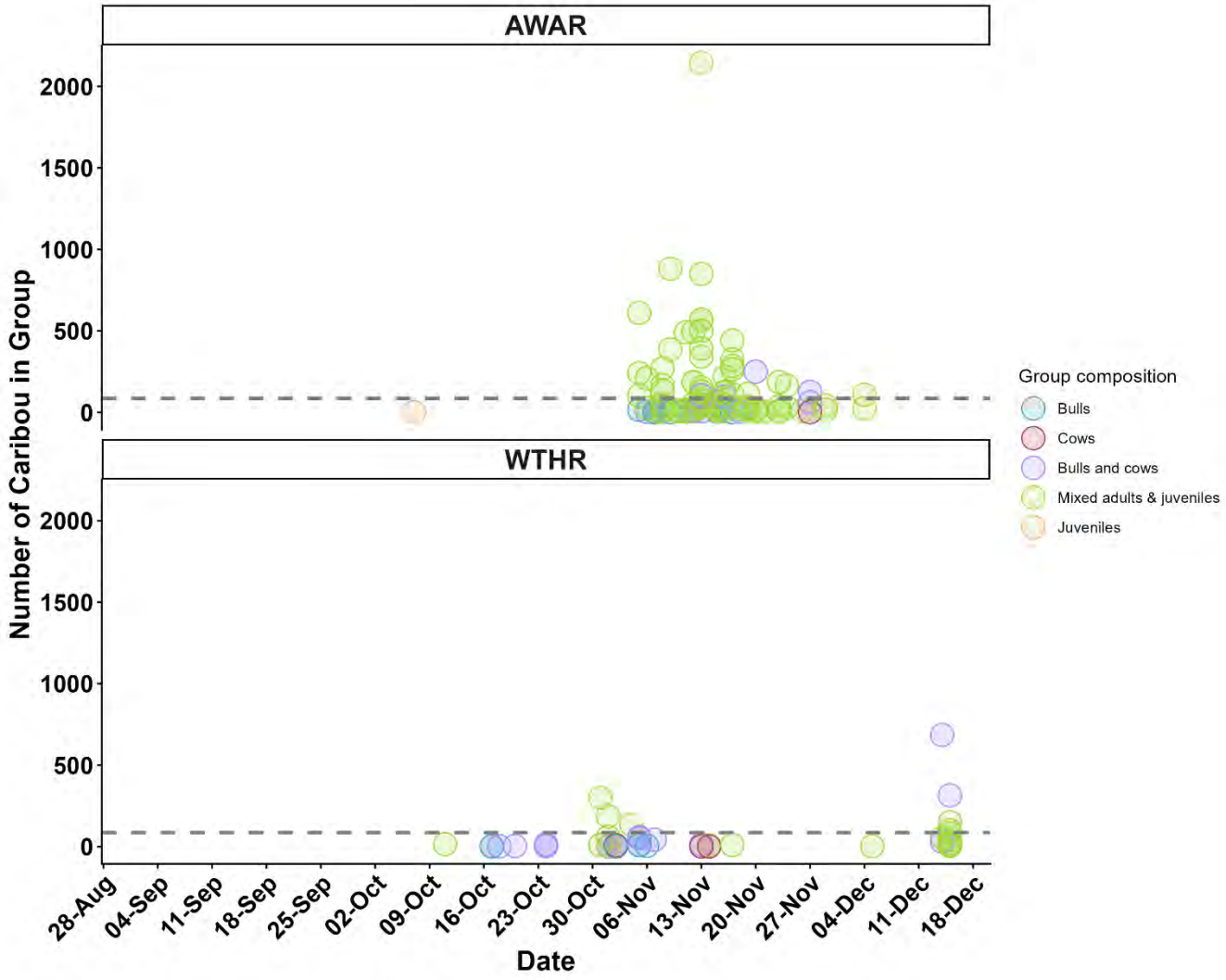

Figure 3-6: Age-sex Composition of Caribou Groups Observed During 2025 Fall Road Surveys on the All-Weather Access Road and Whale Tail Haul Road. The Fall 2025 GST Value of 86 is Shown with a Grey Dashed Line.

3.5.4 Wildlife Observations Along the AWAR and WTHR

Eight mammalian species and nine avian species were detected and identified during road surveys in 2025 (two avian species were not identified to the species level; Table 3-9). Seven mammal species were observed at both AWAR and WTHR, including Arctic fox (*Vulpes lagopus*), Arctic ground squirrel (*Urocitellus parryii*), Arctic hare (*Lepus articus*), caribou, muskox, wolf (*Canis lupus*), and wolverine (*Gulo gulo*). Grizzly bear (*Ursus arctos*) was only observed at WTHR. Caribou and muskox were the most frequently observed mammals. Seven avian species were observed at both sites including Canada goose (*Branta canadensis*), common raven (*Corvus corvax*), gyrfalcon (*Falco rusticolus*), peregrine falcon (*Falco peregrinus*), ptarmigan sp. (*Lagopus* sp.), sandhill crane (*Antigone canadensis*) and snow goose (*Chen caerulescens*). Bald eagle (*Haliaeetus leucocephalus*) was only observed at AWAR, and a swan species (*Cygnus* sp.) was only observed at WTHR. At both AWAR and WTHR Snow geese were the most frequently observed species.

Seven mammalian species and nine avian species were detected and identified incidentally on the AWAR and WTHR in 2025 (Table 3-10). In addition to identified species, one unidentified mammal (either Arctic fox or Arctic hare) was observed on the WTHR. All identified mammalian species observed were recorded on both roads, including Arctic fox, Arctic ground squirrel, Arctic hare, caribou, muskox, wolf and wolverine. On both roads, caribou and muskox were the most frequently observed species. Snow goose was the most common avian species observed on the AWAR. All bird species identified at WTHR ranged from 1-3 observations. Rough-legged hawk (*Buteo lagopus*) was the only species observed incidentally that was not observed during road surveys.

Table 3-9: Species Detected During Road Surveys at All-Weather Access Road and Whale Tail Haul Road in 2025 by Month

Species Group	Species	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AWAR														
Mammal	Arctic fox	-	2	2	16	4	1	-	1	1	3	6	4	40
	Arctic ground squirrel	-	-	-	-	6	1	-	6	1	-	-	-	14
	Arctic hare	-	-	-	4	2	2	1	4	5	3	2	4	27
	Caribou	9	27	16	5,024	4,619	489	1	-	-	1	14,233	134	24,553
	Muskox	54	222	100	277	444	169	356	49	2	28	156	113	1,970
	Wolf	1	9	-	-	-	-	1	-	-	-	1	3	15
	Wolverine	-	-	-	-	2	-	-	-	-	-	-	2	4
Bird	Bald eagle	-	-	-	-	-	1	-	2	-	-	-	-	3
	Canada goose	-	-	-	-	1	-	-	216	-	-	-	-	217
	Common raven	-	15	-	-	2	-	-	-	-	-	-	6	23
	Gyrfalcon	-	-	-	-	1	-	-	-	-	-	-	-	1
	Peregrine falcon	-	-	-	-	5	-	-	-	-	-	-	-	5
	Ptarmigan sp.	1	-	-	-	6	11	-	-	-	-	12	1	31
	Sandhill crane	-	-	-	-	76	4	-	4	-	-	-	-	84
	Snow goose	-	-	-	-	17	-	-	1,150	-	-	-	-	1,167
WTHR														
Mammal	Arctic fox	1	-	1	2	1	-	-	-	-	1	4	1	11
	Arctic ground squirrel	-	-	-	-	1	-	1	1	-	-	-	-	3
	Arctic hare	-	-	1	1	-	2	-	-	-	2	-	-	6
	Caribou	4	-	54	7,151	19,659	966	3	6	4	356	672	4,233	33,108
	Grizzly bear	-	-	-	-	2	-	-	-	-	-	-	-	2
	Muskox	5	8	28	681	335	90	100	18	13	19	63	94	1,454
	Unidentified mammal	1	-	-	-	-	-	-	-	-	-	-	-	1
	Wolf	-	-	-	14	18	2	3	2	1	-	-	-	40
	Wolverine	-	-	-	-	1	-	-	-	-	-	-	-	1
Bird	Canada goose	-	-	-	-	-	-	-	8	64	-	-	-	72
	Common raven	-	-	-	-	-	-	-	-	-	-	2	-	2
	Gyrfalcon	-	-	-	-	3	-	-	-	3	-	-	-	6
	Peregrine falcon	-	-	-	-	2	-	-	-	-	-	-	-	2
	Ptarmigan sp.	-	-	-	-	-	-	-	70	30	6	-	-	106
	Sandhill crane	-	-	-	-	3	-	-	-	3	-	-	-	6
	Snow goose	-	-	-	-	-	-	-	305	218	-	-	-	523
	Swan	-	-	-	-	1	-	-	-	-	-	-	-	1

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

Table 3-10: Species Detected Incidentally at All-Weather Access Road and Whale Tail Haul Road in 2025 by Month

Species Group	Species	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AWAR														
Mammal	Arctic fox	-	1	1	-	1	1	-	-	2	-	-	-	6
	Arctic ground squirrel	-	-	-	-	1	1	-	-	-	-	-	-	2
	Arctic hare	-	-	-	-	-	-	1	2	-	1	1	-	5
	Caribou	-	17	30	7,762	4,413	168	-	-	4	-	11,495	38	23,927
	Muskox	6	-	21	155	255	99	135	24	-	20	36	28	779
	Wolf	-	-	-	1	2	-	-	-	-	1	1	1	6
	Wolverine	-	-	-	-	-	-	-	-	-	-	1	1	2
Bird	Bald eagle	-	-	-	-	-	3	-	-	-	-	-	-	3
	Canada goose	-	-	-	-	-	6	-	-	-	-	-	-	6
	Common raven	-	-	-	-	-	-	-	-	-	-	26	-	26
	Gyrfalcon	-	-	-	-	1	-	-	-	-	-	-	-	1
	Peregrine falcon	-	-	-	-	3	-	-	-	1	-	-	-	4
	Ptarmigan	-	-	-	-	1	1	-	-	-	-	-	-	2
	Sandhill crane	-	-	-	-	9	2	-	5	-	-	-	-	16
	Snow goose	-	-	-	-	-	-	-	1,405	-	-	-	-	1,405
WTHR														
Mammal	Arctic fox	-	-	1	-	1	-	1	-	1	-	1	3	8
	Arctic ground squirrel	-	-	-	-	-	-	2	1	-	-	-	-	3
	Arctic hare	1	-	-	1	-	1	1	1	-	-	-	-	5
	Caribou	43	15	2	10,779	18,315	674	1	1	1	704	898	3,808	35,241
	Muskox	-	2	11	449	327	48	66	14	3	11	48	59	1,038
	Wolf	14	1	-	1	1	2	1	-	-	-	-	1	21
	Wolverine	-	-	-	3	2	-	-	-	-	-	-	-	5
Bird	Bald eagle	-	-	-	-	1	-	-	-	-	-	-	-	1
	Gyrfalcon	-	-	-	-	1	-	-	-	-	-	-	-	1
	Peregrine falcon	-	-	-	-	1	-	1	-	-	-	-	-	2
	Ptarmigan	-	-	-	-	-	-	3	-	-	-	-	-	3
	Rough-legged hawk	-	-	-	-	-	-	-	1	-	-	-	-	1

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

3.5.5 Road-related Mitigation

Road-related monitoring and mitigation were implemented according to decision tree Figures 7 and 8 of the TEMP version 9 (Agnico Eagle 2025a). Collar location maps were useful in assessing the need for increased road monitoring. Road-related mitigation related to caribou presence in 2025 resulted in road closures and a corresponding reduction in total vehicle movements (Section 3.6.7). Outside of the fall migration period, road closures were implemented, or vehicle movements were restricted (e.g., light vehicles only, speed limit enforced) in response to high caribou numbers.

Regular wildlife warnings were communicated by dispatch based on observation and monitoring data. The road supervisors and operators also ensured protection of wildlife by assisting in surveillance and closing roads as needed. Radio notices reminding operators of the appropriate speed limit were made frequently by dispatchers. During caribou peak migration, notices were sent to all road occupants, regulatory agencies, local groups, and wildlife consultants were notified, and road survey efforts were increased.

3.5.6 AWAR and WTHR Closures

Significant movements of caribou and muskox occurred along the AWAR throughout May, June, and November in 2025, resulting in multiple closures to Project-related traffic. The AWAR was closed (i.e., 24-hour closure) on 56 days in 2025, with 38 days due to caribou, 17 days due to weather, and 1 day for both caribou and maintenance (Table 3-11). The AWAR had closure days with less than 24 hours of closure on 74 occasions, including 24 closure days due to caribou (Table 3-11). In total, the AWAR was closed for a total of 2,156 hours in 2025, with the highest number of closure hours reported in April, May, and November due to caribou migration (Table 3-12). Speed restrictions were applied on 41 days on the AWAR and were applied in response to caribou or muskox presence (Table 3-11). In total, there were 109 days in 2025 (i.e., 29.9% of the year) with road closures and restrictions applied on the AWAR in response to caribou or muskox (Table 3-11). Full summaries of AWAR road closures, restrictions, and reason for reopening are available in Appendix B in Table B-1.

The WTHR was fully closed (i.e., 24-hour closure) on 43 days, with 26 days due to caribou, 6 days due to weather, and 1 day due to both weather and wildlife (Table 3-11). In addition to the GST related caribou closures, there was also a lead caribou 10-day closure, therefore road closures occurred due to caribou for 36 days in total (Table 3-11). The WTHR experienced closures less than 24 hours on 64 days, with 25 days related to wildlife (Table 3-11). In total, the WTHR was closed for a total of 1,660 hours in 2025, with the highest number of closure hours reported in April and May due to caribou migration and December due to both wildlife and weather (Table 3-12). Speed restrictions were applied on 20 days on the WTHR, all of which were applied in response to caribou and/or muskox presence (Table 3-11). Traffic restrictions were applied on the WTHR on 33 days (Table 3-11). In total, there were 96 days in 2025 with road closures and restrictions applied on the WTHR in response to caribou and/or muskox (Table 3-11). Full summaries of WTHR road closures, restrictions, and reasons for reopening are available in Appendix B in Table B-2.

Table 3-11: Number of Days with Road Closures and Restrictions Implemented Along the All-Weather Access Road and Whale Tail Haul Road, 2025

Closure Status	Cause	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AWAR														
Closure 24 hours	10 Days Closure	-	-	-	-	-	-	-	-	-	-	-	-	0
	Caribou	-	-	-	14	9	-	-	-	-	-	15	-	38
	Caribou/ Maintenance[b]	-	-	-	1	-	-	-	-	-	-	-	-	1
	Weather	5	1	4	3	2	-	-	-	-	-	1	1	17
Closure < 24 hours	Caribou	-	-	-	6	10	-	-	-	-	-	6	1	23
	Caribou/ Maintenance[a]	-	-	-	1	-	-	-	-	-	-	-	-	1
	Cyanide Convoy	-	-	-	-	-	-	-	6	-	-	-	-	6
	Other	-	1	-	-	-	-	-	-	-	-	-	-	1
	Other/Weather[b]	-	1	-	-	-	-	-	-	-	-	-	-	1
	Weather	12	6	7	-	3	-	-	-	2	4	2	6	42
Speed Restriction	Caribou/Muskox	1	6	3	-	1	12	14	-	1	1	-	2	41
Traffic Restriction[a]	Caribou	-	-	-	-	4	1	-	-	-	-	-	-	5
	Weather	2	7	1	-	-	-	1	-	-	2	-	-	13
WTHR														
Closure 24 hours	10 Days Closure	-	-	-	10	-	-	-	-	-	-	-	-	10
	Caribou	-	-	-	10	13	-	-	-	-	-	1	2	26
	Caribou/Weather	-	-	-	1	-	-	-	-	-	-	-	-	1
	Weather	2	1	2	-	-	-	-	-	-	-	-	1	6
Closure < 24 hours	Caribou	-	-	-	3	11	-	-	-	-	1	1	6	22
	Caribou/Weather	-	-	-	-	-	-	-	-	-	-	2	1	3
	Maintenance	-	-	-	-	-	-	-	-	1	-	-	-	1
	Weather	9	6	6	-	-	-	-	-	2	1	7	7	38
Speed Restriction	Caribou/Muskox	3	-	1	-	1	3	7	3	-	-	1	1	20
Traffic Restriction[a]	Caribou	-	-	-	-	5	5	-	-	-	-	-	3	13
	Caribou/Weather	-	-	-	1	-	-	-	-	-	-	-	-	1
	Weather	2	3	1	-	-	-	3	-	2	5	3	-	19

(a) Traffic restricted to light vehicles only.

(b) Road closures occurred for different reasons throughout the day.

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

Table 3-12: Number of Road Closure Hours Due to Ungulate Activity, Weather, or Maintenance Along the All-Weather Access Road and Whale Tail Haul Road, 2025

Closure Status	Cause	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AWAR														
Closure 24 hours	10 Days Closure	-	-	-	-	-	-	-	-	-	-	-	-	0
	Caribou	-	-	-	336	216	-	-	-	-	-	360	-	912
	Caribou/ Maintenance[(a)]	-	-	-	24	-	-	-	-	-	-	-	-	24
	Weather	120	24	96	72	48	-	-	-	-	-	24	24	408
Closure < 24 hours	Caribou	-	-	-	67.4	146.4	-	-	-	-	-	70.8	4.2	288.8
	Caribou/ Maintenance[(a)]	-	-	-	1.7	-	-	-	-	-	-	-	-	1.7
	Cyanide Convoy	-	-	-	-	-	-	-	31.3	-	-	-	-	31.3
	Other	-	0.9	-	-	-	-	-	-	-	-	-	-	0.9
	Other/Weather[(a)]	-	13.4	-	-	-	-	-	-	-	-	-	-	13.4
	Weather	127.8	82.8	93.6	-	26.2	-	-	-	13.3	47.4	20.4	64.1	475.6
WTHR														
Closure 24 hours	10 Days Closure	-	-	-	240	-	-	-	-	-	-	-	-	240
	Caribou	-	-	-	240	312	-	-	-	-	-	24	48	624
	Caribou/ Weather[(a)]	-	-	-	24	-	-	-	-	-	-	-	-	24
	Weather	48	24	48	-	-	-	-	-	-	-	-	24	144
Closure < 24 hours	Caribou	-	-	-	48.4	113.7	-	-	-	-	12.4	11.5	63.8	249.8
	Caribou/ Weather[(a)]	-	-	-	-	-	-	-	-	-	-	36.3	17.2	53.5
	Maintenance	-	-	-	-	-	-	-	-	9.3	-	-	-	9.3
	Weather	59.8	76.8	56.8	-	-	-	-	-	12.1	1.7	48.6	59.8	315.6

(a) Road closures occurred for different reasons throughout the day.

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

The percentage of caribou during road and incidental surveys that encountered the AWAR when closed was 99.2% during spring (20,625 of 20,796 caribou observed in spring) and 99.5% in fall (25,754 of 25,894 caribou observed in fall; Table 3-13). The percentage of observed caribou that encountered the WTHR when closed was 99.6% during the spring (53,537 out of 53,762 caribou observed in spring) and 97.4% during the fall (5,571 of 5,722 caribou observed in fall; Table 3-13). Percentages were calculated based on the sum of caribou counts on each road based on closure status for the day of observation (i.e., open versus closure), with both 24-hour closures and less than 24-hour closures considered together for the purpose of this calculation. For both roads and in both seasons, the GST objective of 75% was surpassed.

Table 3-13: Percentage of Caribou Encountering Closed Roads

Road	Season[(a)]	Number of Caribou Encountering Closed Roads	Total Caribou Observations	Percentage of Caribou Encountering Closed Road
AWAR	Spring	20,625	20,796	99.2
	Fall	25,754	25,894	99.5
WTHR	Spring	53,537	53,762	99.6
	Fall	5,571	5,722	97.4

(a) Spring = Apr 1 to May 25, Fall = Sep 22 to Dec 15.
AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

3.5.7 Traffic Data

Total one-way traffic along the AWAR in 2025 included 7 heavy equipment, 15,218 medium equipment, and 6,950 light equipment vehicles for a total of 22,175 vehicles (Table 3-14). Heavy equipment refers to haul trucks, long haul trucks, medium equipment refers to tankers, graders, snowplows, cement trucks, fuel trucks, tractor-trailers, and other similar sized vehicles, and light equipment refers to pick-up trucks, bus, water trucks, cube trucks, ambulance, and other similar sized vehicles. Total traffic along the WTHR included 60,842 heavy equipment, 4,850 medium equipment, and 2,247 light equipment vehicles, for a total of 67,939 vehicles (Table 3-15). Total traffic along the AWAR was about 5% higher in 2025 than the 2024 total of vehicles (n = 21,133), and traffic along the WTHR was 5% lower in 2025 compared to the vehicles in 2024 (n = 71,782; WSP 2025). Monthly vehicle traffic for the AWAR and WTHR fluctuated throughout the year (Figure 3-7). Lowest traffic rates on the AWAR occurred in April and May, and highest traffic rates occurred in September (Table 3-14; Figure 3-7). On the WTHR, lowest traffic rates were recorded in April and May, and highest traffic rates were recorded in June through August (Table 3-15; Figure 3-7). Caribou counts for the months of April and May were high along the WTHR and for the month of November along the AWAR (Table 3-9), which coincided with spring and fall migration, and the low traffic rates in April and May along the WTHR due to applied mitigations.

During periods of road closures or Level 3 status, a daily meeting is held with all departments to validate the essential needs requiring access to the roads. From this meeting, departure time, departure location, and the list of vehicles authorized to travel on the road will be determined. Only essential vehicles (vehicles operated for the purpose of maintaining the safety of personnel, Emergency Response Team (ERT), security and wildlife monitoring) are permitted in convoys per the TEMP (Agnico Eagle 2025a). Environment personnel will meet the vehicles at agreed upon time and departure location and validate the list of authorized vehicles to escort them along the road. Vehicles in a convoy are instructed to stay a minimum of 1 km behind the pilot vehicle unless otherwise instructed by the pilot vehicle. KivIA and HTO representative regularly participated in leading the essential vehicles.

There were 43 convoys between 3 April and 27 November along the AWAR (including 6 convoys for the cyanide convoy during August), and 61 convoys between 7 April and 26 December along the WTHR in 2025 (Table 3-16). Note that convoys were included as one-way trips, meaning a round trip on a single day would be considered two separate convoys. Convoys occurred during road closures, but convoys did not occur on all days where roads were closed. Light vehicles were the most common vehicle type (n=329; Table 3-16).

Table 3-14: Monthly Traffic Data for the Meadowbank All-Weather Access Road in 2025

Month	Heavy Equipment	Medium Equipment	Light Equipment	Total
January	0	909	327	1,236
February	2	656	352	1,010
March	0	840	341	1,181
April	0	361	364	725
May	0	542	314	856
June	5	1,967	790	2,762
July	0	1,659	541	2,200
August	0	1,681	574	2,255
September	0	2,104	977	3,081
October	0	1,933	746	2,679
November	0	1,059	923	1,982
December	0	1,507	701	2,208
Total	**7**	**15,218**	**6,950**	**22,175**

Note: Heavy equipment = haul trucks, long haul trucks; Medium equipment = tankers, graders, snowplows, cement trucks, fuel trucks, tractor-trailers, and other similar sized vehicles; Light equipment = pick-up trucks, bus, water trucks, cube trucks, and other similar sized vehicles.

Table 3-15: Monthly Traffic Data for the Meadowbank Whale Tail Haul Road in 2025

Month	Heavy Equipment	Medium Equipment	Light Equipment	Total
January	4,914	339	159	5,412
February	4,990	231	95	5,316
March	5,038	458	263	5,759
April	1,444	169	173	1,786
May	2,952	302	250	3,504
June	6,896	372	136	7,404
July	6,524	682	179	7,385
August	6,356	467	213	7,036
September	6,148	449	159	6,756
October	6,042	444	194	6,680
November	5,050	624	186	5,860
December	4,488	313	240	5,041
Total	**60,842**	**4,850**	**2,247**	**67,939**

Note: Heavy equipment = haul trucks, long haul trucks; Medium equipment = tankers, graders, snowplows, cement trucks, fuel trucks, tractor-trailers, and other similar sized vehicles; Light equipment = pick-up trucks, bus, water trucks, cube trucks, and other similar sized vehicles.

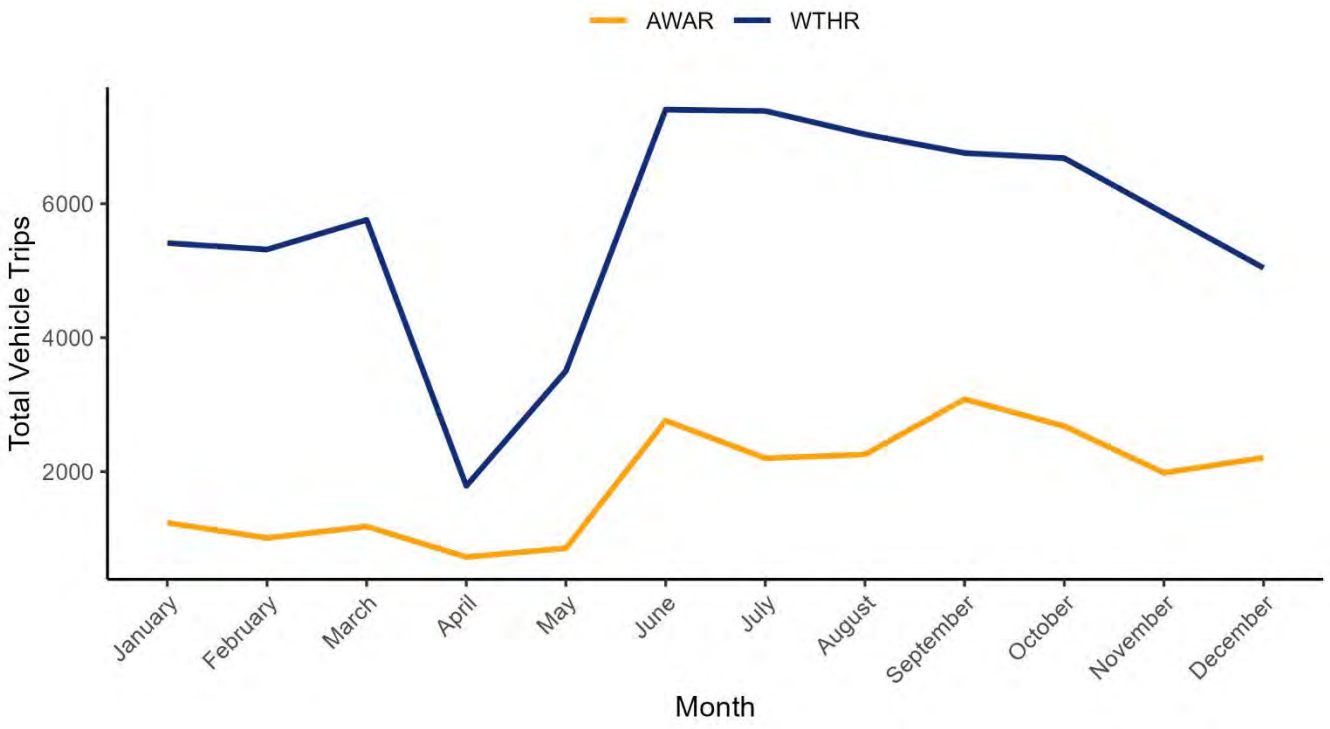

Figure 3-7: Total Vehicle Traffic (One-way Trips) Along All-Weather Access Road and Whale Tail Haul Road per Month in 2025

Table 3-16: Convoy Tracker for the AWAR and WTHR in 2025

Date	Direction of Travel	Convoy Type/Decision for Convoy	Light	Medium	Heavy	Total[(a)]
AWAR						
2025-04-03	North	Essential	2	0	0	2
2025-04-03	South	Essential	2	0	0	2
2025-04-08	North	Essential	3	0	0	3
2025-04-08	South	Essential	3	0	0	3
2025-04-10	North	Essential	3	1	0	4
2025-04-10	South	Essential	3	1	0	4
2025-04-12	South	Operational	1	1	0	2
2025-04-18	North	Essential	3	0	0	3
2025-04-18	South	Essential	3	0	0	3
2025-04-22	North	Essential	3	0	0	3
2025-04-22	South	Essential	3	0	0	3
2025-04-25	North	Essential	4	1	0	5
2025-04-25	South	Essential	4	1	0	5
2025-04-29	North	Essential	3	0	0	3
2025-04-29	North	Operational	1	6	0	7
2025-04-29	South	Operational	3	6	0	9
2025-05-01	North	Essential	3	0	0	3
2025-05-01	South	Essential	3	0	0	3
2025-05-06	North	Essential	3	0	0	3
2025-05-06	South	Essential	3	0	0	3
2025-05-15	North	Essential	3	1	0	4
2025-05-15	South	Essential	3	1	0	4
2025-05-22	North	Operational	3	6	0	9
2025-05-22	South	Essential	4	0	0	4
2025-05-23	South	Operational	1	3	0	4
2025-08-03	North	Cyanide	2	12	0	14
2025-08-04	North	Cyanide	2	12	0	14
2025-08-05	North	Cyanide	2	9	0	11
2025-08-13	North	Cyanide	2	12	0	14
2025-08-14	North	Cyanide	2	12	0	14
2025-08-15	North	Cyanide	2	7	0	9
2025-11-06	North	Essential	3	0	0	3
2025-11-06	South	Essential	3	0	0	3
2025-11-11	North	Essential	3	1	0	4
2025-11-11	South	Essential	3	0	0	3
2025-11-13	North	Essential	3	0	0	3
2025-11-13	South	Essential	3	0	0	3
2025-11-18	North	Essential	3	0	0	3
2025-11-18	South	Essential	3	0	0	3

Table 3-16: Convoy Tracker for the AWAR and WTHR in 2025

Date	Direction of Travel	Convoy Type/Decision for Convoy	Light	Medium	Heavy	Total[(a)]
2025-11-20	North	Operational	3	1	0	4
2025-11-20	South	Operational	3	5	0	8
2025-11-27	North	Essential	3	0	0	3
2025-11-27	South	Essential	3	0	0	3
WTHR						
2025-04-07	North	Essential	4	0	0	4
2025-04-07	South	Essential	4	0	0	4
2025-04-08	North	Essential	4	1	0	5
2025-04-08	South	Essential	4	1	0	5
2025-04-10	North	Essential	5	1	0	6
2025-04-10	South	Essential	5	1	0	6
2025-04-12	North	Operational	3	2	0	5
2025-04-12	South	Essential	3	1	0	4
2025-04-14	North	Essential	4	1	0	5
2025-04-14	South	Essential	4	1	0	5
2025-04-16	North	Essential	5	1	0	6
2025-04-16	South	Essential	5	1	0	6
2025-04-18	North	Operational	5	7	0	12
2025-04-18	South	Essential	4	0	0	4
2025-04-19	South	Operational	1	10	0	11
2025-04-21	North	Operational	3	10	0	13
2025-04-21	South	Essential	3	0	0	3
2025-04-25	North	Essential	3	0	0	3
2025-04-25	South	Essential	3	0	0	3
2025-04-28	North	Essential	4	0	0	4
2025-04-28	South	Essential	3	0	0	3
2025-04-29	North	Essential	3	0	0	3
2025-04-29	South	Essential	4	0	0	4
2025-04-30	North	Essential	4	1	0	5
2025-04-30	South	Essential	3	1	0	4
2025-05-01	North	Essential	4	1	0	5
2025-05-01	South	Essential	4	1	0	5
2025-05-02	North	Essential	3	1	0	4
2025-05-02	South	Essential	4	1	0	5
2025-05-03	North	Operational	1	7	0	8
2025-05-04	South	Operational	1	10	0	11
2025-05-05	North	Operational	4	6	0	10
2025-05-05	South	Essential	4	0	0	4
2025-05-06	North	Operational	3	7	0	10
2025-05-06	South	Operational	4	7	0	11

Table 3-16: Convoy Tracker for the AWAR and WTHR in 2025

Date	Direction of Travel	Convoy Type/Decision for Convoy	Light	Medium	Heavy	Total[(a)]
2025-05-07	North	Operational	4	6	0	10
2025-05-07	South	Operational	4	7	0	11
2025-05-08	North	Operational	4	1	0	5
2025-05-12	North	Essential	3	1	0	4
2025-05-12	South	Operational	5	1	0	6
2025-05-19	North	Essential	4	0	0	4
2025-05-19	South	Essential	4	0	0	4
2025-05-20	North	Essential	4	0	0	4
2025-05-20	South	Essential	3	0	0	3
2025-05-21	North	Essential	4	0	0	4
2025-05-21	South	Essential	4	0	0	4
2025-05-22	North	Operational	4	3	0	7
2025-05-22	South	Operational	4	2	0	6
2025-05-23	North	Operational	3	6	0	9
2025-05-23	South	Operational	3	3	0	6
2025-05-24	North	Operational	2	6	0	8
2025-05-24	South	Operational	2	6	0	8
2025-05-25	North	Operational	2	6	0	8
2025-05-25	South	Operational	2	6	0	8
2025-11-05	South	Essential	5	0	0	5
2025-12-15	North	Essential	4	1	0	5
2025-12-15	South	Essential	3	0	0	3
2025-12-16	North	Essential	4	0	0	4
2025-12-16	South	Essential	3	0	0	3
2025-12-17	South	Essential	2	1	0	3
2025-12-26	North	Essential	3	0	0	3
		Total[(b)]	332	236	0	568

Note: Heavy equipment = haul trucks, float; Medium equipment = fuel tanker, tractor trailer, roll off, vacuum, lube truck, and other similar sized vehicles; Light equipment = wildlife monitors, pick-up trucks, bus, cube truck, emulsion truck, and other similar sized vehicles.

(a) Total number of vehicles per convoy.

(b) Total number of vehicles by vehicle type summed across all AWAR and WTHR convoys.

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

3.5.8 Caribou Responses to Mitigation

Caribou Crossings

The frequency of road surveys in 2025 demonstrates Agnico Eagle's commitment to minimizing impacts to caribou from the AWAR and WTHR (including Vault Haul Road). Mitigation measures such as reduced speeds, restricted access, convoys, multiple road closures and lead caribou protection function to minimize road-related effects including mortality and injury and to increase caribou passage. Incidental sightings in 2025 recorded in the Wildlife Log (Appendix A) and road surveys showed that caribou crossed roads throughout the year, with especially high numbers during fall and spring migration (Table 3-17). Because road closures are triggered due to caribou presence in close proximity to roads, caribou are more likely to encounter and cross closed roads during migration.

A total of 6,981 caribou were observed crossing the AWAR and 3,540 caribou were observed crossing the WTHR in 2025. For the AWAR, 68% (4,750 of 9,243) of caribou crossing observations occurred during fall. The greatest number of caribou observed crossing the AWAR occurred in November (over 4,642 observations; Figure 3-8). Caribou crossings on the AWAR were observed during April, May, June, November, and December Figure 3-8). During fall migration, 93% (4,426 of 4,750) of observed caribou crossings on the AWAR occurred on dates with a 24-hour AWAR closure (Table 3-17), which is to be expected given that high numbers of caribou observations trigger road closures. For annual caribou crossing observations on the AWAR, 99.6% (6,953 of 6,981 caribou) of observed crossing events occurred on dates with an AWAR closure (including <24 hour and 24 hour closures).

For the WTHR, 93% (3,283 of 3,540) of caribou crossing observations occurred during spring. The month with the greatest number of caribou crossing the WTHR was May with 2,658 caribou crossings observed. Observed caribou crossings on the WHTR occurred in February, April, May, June, October, and December, although February and October only had one observation each (Figure 3-8). During spring migration, 74% (2,415 of 3,283 caribou) of observed caribou crossings on the WTHR occurred on dates with a 24-hour WTHR closure (Table 3-17). For annual caribou crossing observations on the WTHR, 99.5% (3,523 of 3,540 caribou) of observed crossing events occurred on dates with a WTHR 24-hour closure or partial closure, and ~0.5% (16 of 3,540 caribou) occurred on a day with a speed or access restriction in place. One caribou crossing occurred on a day when the WTHR was fully open.

Table 3-17: Observations of Caribou Crossing AWAR and WTHR in 2025

Season[(a)]	Date	Closure Status	Crossing KM	Number of Caribou Crossing
AWAR				
Spring	2025-04-18	Closed	89	230
	2025-04-29	Closed	89	879
	2025-05-04	Closed	96	850
	2025-05-05	Closed	96	236
	2025-05-23	Closed	104	4
	2025-05-24	Partial Closure	103	4
Summer	2025-05-27	Restricted Access	63	7
	2025-06-03	Open	45	6
	2025-06-05	Open	80	10
	2025-06-24	Speed Restriction	60	5
Fall	2025-11-08	Closed	76	10
	2025-11-09	Closed	82	881
	2025-11-11	Closed	45	2
	2025-11-12	Closed	71	10
	2025-11-12	Closed	52	170
	2025-11-13	Closed	66	45
	2025-11-13	Closed	65	42
	2025-11-13	Closed	32	6
	2025-11-13	Closed	51	2,583
	2025-11-16	Closed	57	42
	2025-11-16	Closed	56	25
	2025-11-17	Closed	76	110
	2025-11-17	Closed	50	441
	2025-11-18	Closed	67	25
	2025-11-19	Closed	48	34
	2025-11-23	Partial Closure	87	186
	2025-11-24	Partial Closure	51	30
	2025-12-04	Partial Closure	41	108
			Total	**6,981**
WTHR				
Winter	2025-02-14	Restricted Access	113	1
Spring	2025-04-05	Partial Closure	112	31
	2025-04-14	Closed	113	56
	2025-04-14	Closed	111	15
	2025-04-19	Closed	114	150
	2025-04-24	Partial Closure	118	50
	2025-04-24	Partial Closure	114	39
	2025-04-28	Closed	112	97
	2025-04-28	Closed	162	145
	2025-04-29	Closed	163	56

Table 3-17: Observations of Caribou Crossing AWAR and WTHR in 2025

Season[a]	Date	Closure Status	Crossing KM	Number of Caribou Crossing
Spring	2025-05-02	Closed	131	90
	2025-05-03	Closed	147	35
	2025-05-03	Closed	112	131
	2025-05-03	Closed	125	101
	2025-05-04	Closed	123	18
	2025-05-04	Closed	145	20
	2025-05-04	Closed	113	179
	2025-05-04	Closed	160	586
	2025-05-04	Closed	113	6
	2025-05-07	Partial Closure	112	63
	2025-05-07	Partial Closure	114	48
	2025-05-12	Closed	113	92
	2025-05-13	Partial Closure	113	22
	2025-05-14	Partial Closure	110	13
	2025-05-15	Partial Closure	113	75
	2025-05-18	Partial Closure	113	160
	2025-05-19	Partial Closure	113	345
	2025-05-19	Partial Closure	124	22
	2025-05-20	Closed	113	162
	2025-05-21	Closed	131	24
	2025-05-21	Closed	113	159
	2025-05-24	Closed	155	13
	2025-05-24	Closed	176	100
	2025-05-24	Closed	157	73
	2025-05-24	Closed	127	45
	2025-05-25	Closed	118	3
	2025-05-25	Closed	112	4
	2025-05-25	Closed	177	55
Summer	2025-05-26	Partial Closure	162	14
	2025-06-02	Open	154	1
	2025-06-04	Restricted Access	137	14
Fall	2025-10-17	Restricted Access	165	1
	2025-12-15	Closed	154	10
	2025-12-15	Closed	163	120
Winter	2025-12-16	Closed	174	3
	2025-12-26	Partial Closure	178	13
	2025-12-29	Partial Closure	174	80
			Total	**3,540**

(a) Spring = Apr 1 to May 25, Summer = May 26 to Sep 21, Fall = Sep 22 to Dec 15, Winter = Dec 16 to Mar 31.

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

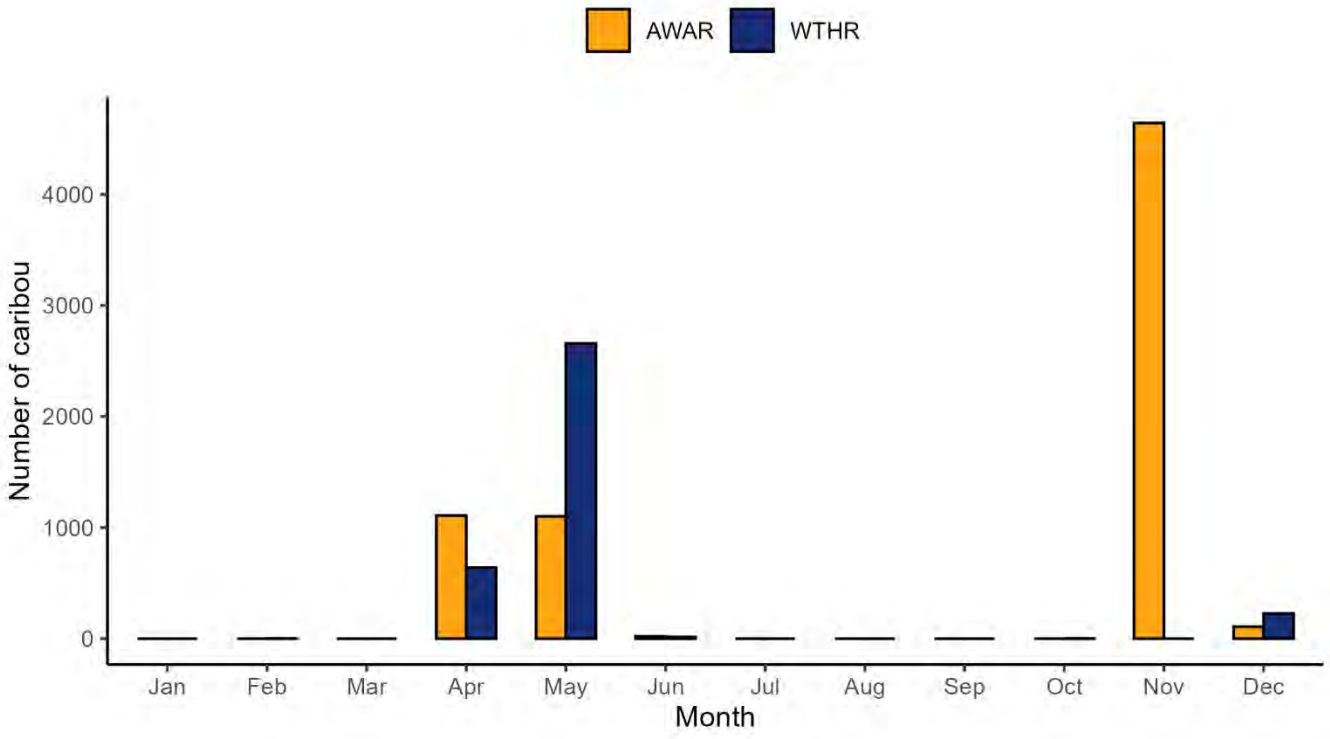

Figure 3-8: Number of Caribou Crossing Observations per Month on the All-Weather Access Road (AWAR) and Whale Tail Haul Road (WTHR) during 2025

Tolerant Caribou Observations

Observations of tolerant caribou along the AWAR and WTHR contribute to assessing risk and the success of mitigation measures. The TEMP version 9 defines Project tolerant caribou as:

> *"An animal or group of animals (i) observed within a mitigation distance buffer for greater than 72 hours during the winter or 48 hours during other season; and (ii) not visibility disturbed by the Project"*

There were no caribou were classified as project tolerant along the AWAR or WTHR in 2025.

3.5.9 Road-related Wildlife Mortality

Wildlife mortalities associated with the AWAR and WTHR during 2025 are recorded in Table 3-18, and reports are included in Appendix C. There were no road-related grizzly bear, muskox, wolverine or wolf mortalities associated with the AWAR or WTHR in 2025. There was one caribou mortality that took place on the WTHR on 14 February 2025 (Table 3-18). The operator was driving northbound when a caribou running from west to east struck the driver side fuel tank of the truck. Another driver in the area reported wolves on the west side of the road. The Agnico Eagle Environment team arrived on site 23:20 p.m. and were able to confirm at least two sets of fresh wolf tracks in the same proximity as the caribou tracks, while confirming the caribou mortality. The caribou was collected and GN-DOE was notified via email. Road-related mortalities from 2007 to 2025 are presented in Table 3-19. Mine site related mortalities are described in Section 4.5.8. There were less road-related mortalities reported in 2025 than 2024 (WSP 2025a).

Upon discovery of any roadkill remains that had not been reported to Environment staff, employees were reminded of road rules and the need to enforce these rules by Environment staff and/or road supervisors. All employees are regularly reminded at toolbox meetings that all Project-related incidents are to be reported, and that wildlife have the right-of-way at all times. Mine staff are required to stop vehicles and wait for wildlife to cross roads. No feeding wildlife and waste management practices are also regularly reviewed with employees.

Table 3-18: Project-Related Wildlife Mortalities Related to the All-Weather Access Road and Whale Tail Haul Road in 2025

Date	Species	Count	Location	Comments
AWAR				
2025-01-15	Ptarmigan	1	KM 18	Struck by a vehicle on the road.
2025-05-27	Ptarmigan	1	KM 42	Struck by a vehicle on the road.
2025-06-12	Arctic ground squirrel	1	KM 42	Struck by a vehicle on the road.
2025-07-23	Arctic Hare	1	KM 102	Struck by a vehicle on the road.
2025-08-24	Arctic Hare	1	KM 105	Struck by a vehicle on the road.
2025-08-26	Arctic Hare	1	KM 67	Struck by a vehicle on the road.
2025-11-28	Arctic Hare	1	KM 91	Struck by a vehicle on the road.
2025-12-01	Arctic Hare	1	KM 83	Struck by a vehicle on the road.
WTHR				
2025-01-12	Unidentified (Arctic Fox / Arctic Hare)	1	KM 112	Struck by a vehicle on the road.
2025-01-22	Arctic Hare	1	KM 124	Struck by a vehicle on the road.
2025-02-14	Caribou	1	KM 113	Collided with vehicle on the road.
2025-10-09	Arctic Hare	1	KM 155	Struck by a vehicle on the road.
2025-11-13	Arctic Fox	1	KM 110	Struck by a vehicle on the road.
2025-11-22	Arctic Fox	1	KM 154	Struck by a vehicle on the road.

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road, KM = Kilometre Marker.

Table 3-19: Summary of Road-related Wildlife Mortality Records (2007 to 2024)

Year	Caribou	Grizzly Bear	Muskox	Wolverine	Wolf	Fox	Small Mammals	Small Birds	Unidentified Small Animal
AWAR									
2007	3	0	0	0	0	0	3	3	0
2008	10	0	0	0	2	13	7	17	0
2009	1	0	0	0	0	1	6	2	0
2010	1	0	0	0	0	2	6	2	0
2011	2	0	0	0	1	0	5	4	0
2012	2	0	0	1	0	0	3	1	0
2013	5	0	0	0	0	1	1	1	0
2014	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	1	4	2	1
2016	0	0	0	0	0	2	0	1	0
2017	0	0	0	0	0	5	3	3	0
2018	0	0	0	0	0	0	2	0	0
2019	0	0	0	0	0	0	3	0	0
2020	1	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	5	9	1	0
2022	0	0	0	1	0	0	3	1	0
2023	0	0	0	0	0	0	2	0	0
2024	1	0	0	0	0	4	13	5	0
2025	0	0	0	0	0	0	6	2	0
WTHR									
2018	0	0	0	0	0	0	2	0	0
2019	0	0	0	0	0	1	1	1	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	2	11	0	0
2022	0	0	0	0	0	0	5	0	0
2023	0	0	1	0	0	1	1	0	0
2024	0	0	0	1	0	3	3	0	0
2025	1	0	0	0	0	2	2	0	1

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

3.6 Accuracy of Impact Predictions

The summary of the impact predictions identified in the TEMP version 9 (Agnico Eagle 2025a) are listed in Table 3-20. The 2025 AWAR and WTHR survey data were compared to the impact prediction thresholds to evaluate adherence to the impact predictions and the provision of adaptive management, as either a necessary or proactive measure. None of the thresholds were exceeded in 2025.

Table 3-20: Accuracy of Impact Predictions – Sensory Disturbance and Mortality Along the All-Weather Access Road and Whale Tail Haul Road in 2025

Potential Effect	Threshold	Threshold Exceeded (2025)	Adaptive Management Implemented	Monitoring Methods
Sensory Disturbance	No threshold but Decisions Trees followed when caribou are seen near mine facilities.	Not Applicable	YES Multiple road closures and notices, good engagement of Wildlife Log by site staff. Use of Decision Tree for Management and Monitoring.	AWAR and WTHR Surveys, Wildlife Log, Mortality Reporting Satellite-collaring data
Project-related Mortality (ungulates)	Threshold level of mortality is two individuals per year.	NO One caribou mortality on WTHR	YES Agnico Eagle will continue to re-enforce speed restrictions when wildlife is observed in close proximity to the road. All road users were reminded that wildlife has the right of way and to remain vigilant for wildlife while driving along the roads.	AWAR and WTHR surveys Satellite-collaring data surveys Incidental wildlife reporting
Project-related Mortality (predatory mammals)	Predatory mammals (i.e., grizzly bear, wolverine, wolf) will not be killed or injured by vehicle collisions. Threshold level of mortality is two individuals per year.	NO	NO	AWAR and WTHR surveys Incidental wildlife reporting
Project-related Mortality	Raptors or waterbirds will not be killed along Project roads. Threshold is one individual due to vehicle collision per year.	NO	NO	AWAR and WTHR surveys Incidental wildlife reporting

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road.

3.7 Management Recommendations

The AWAR and WTHR survey data are important for documenting sensitive periods when the area near the road is utilized by various wildlife species and for evaluating the need, if any, to adaptively manage mitigation (e.g., temporary road closures and radio announcements). Mitigation actions linked to individual wildlife observations (Appendix A) should continue to be recorded, and caribou movement patterns continue to require close monitoring in 2026. No other management mitigations are recommended at this time.