4 PITS AND MINE SITE GROUND SURVEYS

4.1 Overview

The Mine site ground survey monitoring program (i.e., for Meadowbank/Vault, and Whale Tail) has been designed to verify that impacts to wildlife in and around the Project LSA are minimized. The program has a strong emphasis on monitoring mortality and disturbance of various wildlife groups utilizing habitats near the Project. In addition, the Mine site ground survey monitoring program is an integral component of the monitoring strategy for evaluating sensory disturbance indicators for caribou.

4.2 Objectives

The primary objectives of the Mine site ground surveys are to:

1) Use Decisions Trees when caribou are seen near Project facilities to determine the level of adaptive management (e.g., suspend activities) required.
2) Confirm that caribou will not be killed through other Project-related mortality such as falling in pits, tailings sludge, or other means. The cumulative Project threshold level of mortality is two individuals per year.
3) Verify that measures are in place such that grizzly bears, wolverines, or wolves will not need to be destroyed at the Project site in association with human-wildlife conflicts. The threshold level of mortality for predatory mammals is two individuals per year.
4) Verify that disturbance to high value habitats (e.g., sedge meadows) and nesting migratory birds is avoided, and all activities within 100 m of a migratory bird nest site be monitored, if deemed necessary.

4.3 Duration

The Mine site ground surveys are to be conducted regularly by Agnico Eagle Environment personnel over the operation and closure phases of the Project. Surveys are conducted at least once per week, with increased frequency if caribou are present.

4.4 Methods

In 2025, formal Mine site inspections for wildlife were carried out at least weekly with increased frequency during sensitive seasons as per the TEMP (Agnico Eagle 2025a). In addition, environment personnel conducted regular Mine site inspections focusing on waste management, spills, hazardous waste management, and wildlife monitoring. During these inspections, if non-conformities were identified they are rapidly addressed by the responsible department.

Weekly inspections included:

- Regular monitoring of all wildlife species near the facilities. Large mammal presence within the Project is documented during daily and weekly (formal) inspections. Formal inspections increase in frequency during sensitive season based on decision trees (Agnico Eagle 2025a). Any issues related to safety or proximity effects are identified and the appropriate mitigation is implemented. If risks to animal health are perceived, efforts are made to avoid the wildlife and provide them the right-of-way. In 2025, Mine-site ground survey inspections were conducted on average once or twice per week (Meadowbank survey frequency was on average 1 survey every 2.35 days and Whale Tail survey frequency was on average 1 survey every 3.09 days).
- Regular monitoring of all large mammals in the Project LSA.

- Regular monitoring of breeding birds (especially in the spring), raptors, and nests located in the Project LSA.
- Inspections of waste management areas, bins, and hazardous material storage.

Environment Department inspections and wildlife ground surveys focus on migratory birds, ungulates, Arctic fox, wolf, grizzly bear, and wolverine. Through these observations and those of other Agnico Eagle employees (i.e., incidental observations), and incidence reports provided to the Environment Department. Technicians follow up as needed to ensure the protection of wildlife near the Project. Monthly summary reports and wildlife observation data are submitted to the GN and KivIA, and quarterly reports are submitted to the KivIA.

4.4.1 Incidental Mine Site Wildlife Observations

All Mine site personnel, including construction and support staff, are required to document and report wildlife observed within the LSA of the Project as well as ancillary areas (e.g., AWAR and WTHR). The protocol involves notifying staff in the Environment Department, which is intended to ensure that potential problem animals are identified. Pertinent data, and daily and weekly Mine site inspection reports are consolidated and entered into an electronic database (EQuIS). Monthly summary reports and wildlife observation data are submitted to the GN and KivIA. Quarterly reports are submitted to the KivIA.

4.5 2025 Results

4.5.1 Pit and Mine Site Ground Surveys

The number of surveys completed at Meadowbank Mine and Whale Tail Mine sites each in 2025 is provided in Table 4-1. Mine and Pit surveys were distinguished from incidentals starting in October 2021 and were recorded separately from incidentals for 2022 onward. Mine inspections at Meadowbank and Whale Tail include a wildlife observation component and are also included in this count.

In 2025, Meadowbank had a total of 155 formal Mine and Pit surveys conducted between 5 January and 30 December. The average frequency of surveys was approximately one survey every 2.35 days during this period, with the largest number of surveys occurring in November and December. Whale Tail had a total of 118 formal Mine and Pit surveys conducted between 4 January and 27 December. The average frequency of surveys was approximately one survey every 3.09 days during this period, with the largest number of surveys occurring in April, November and December.

Table 4-1: Number of Formal Pit and Mine Site Ground Surveys by Month, 2025

Location	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Meadowbank	11	14	12	19	14	5	5	13	5	13	22	22	**155**
Whale Tail	4	6	11	22	15	2	3	7	4	4	20	20	**118**

4.5.2 Wildlife Observations from Pit and Mine Surveys

Wildlife observations from formal Pit and Mine surveys conducted between January and December of 2025 are shown in Table 4-2 and wildlife observations from incidental surveys at the Meadowbank and Whale Tail sites are provided in Appendix A. Observations were used by Environment personnel to monitor wildlife activity within the Project and to identify potential problematic or sensitive animals requiring deterrence.

Table 4-2: Wildlife Observations from Formal Pit and Mine Site Ground Surveys by Month 2025

Species Group	Species	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Meadowbank														
Mammal	Arctic fox	3	4	1	1	0	5	0	7	0	0	15	27	**63**
	Arctic hare	0	0	0	0	0	2	0	2	0	0	1	1	**6**
	Caribou	10	19	19	266	0	0	0	2	0	0	0	0	**316**
	Muskox	0	0	0	0	0	2	0	0	0	0	36	31	**69**
	Wolf	6	1	0	0	0	0	0	0	0	0	0	0	**7**
	Wolverine	0	2	0	0	0	0	0	0	0	0	0	1	**3**
Bird	American crow	0	0	0	0	0	0	0	0	0	4	10	32	**46**
	Common raven	0	0	0	0	0	0	0	0	0	0	44	18	**62**
	Gyrfalcon	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Whale Tail														
Mammal	Arctic fox	3	2	2	3	2	0	0	4	0	0	8	2	**26**
	Arctic hare	0	0	0	0	0	0	0	0	1	0	0	0	**1**
	Caribou	0	0	0	221	222	8	1	13	7	0	0	0	**472**
	Muskox	27	0	0	0	0	5	0	54	0	0	0	3	**89**
	Wolf	0	0	0	0	0	0	0	1	0	0	0	0	**1**
Bird	Canada goose	0	0	0	0	0	0	7	0	24	0	0	0	**31**
	Common raven	0	0	0	0	0	0	0	0	0	0	1	0	**1**
	Ptarmigan	0	0	0	0	0	0	0	0	16	0	0	0	**16**
	Sandhill crane	0	0	0	0	0	0	0	2	0	0	0	0	**2**

Six mammal species were reported during formal Pit and Mine surveys at Meadowbank in 2025, including Arctic fox, Arctic hare, caribou, muskox, wolf, and wolverine (Table 4-2). Caribou sightings were highest in April, and muskox sightings occurred in June, November, and December. Wolverines were only reported in February and December. Three species of birds were reported during formal Pit and Mine surveys at Meadowbank, including common raven, crow, and gyrfalcon. Common raven was the most frequently observed bird species and was reported in November and December.

Five mammal species were reported during formal Pit and Mine surveys Whale Tail Mine in 2025, including Arctic fox, Arctic hare, caribou, muskox, wolf (Table 4-2). Most of the caribou sightings took place in April and May. Muskox sightings were observed most frequently in August. Four species of birds were observed during formal surveys at Whale Tail in 2025 (Table 4-2). The most frequently observed species was Canada goose.

Five mammal species were reported as incidental sightings at Meadowbank in 2025 including Arctic fox, caribou, muskox, wolf, and wolverine (Table 4-3). Incidental caribou sightings were highest in January, March, and June, and muskox were primarily detected in February, June, and July. Most wolf observations were in January, and wolverine sightings only highest in September. Arctic fox was sighted predominantly in June and July. One bird species was identified incidentally at Meadowbank in 2025. One common raven was recorded in September (Table 4-3). There were no incidental species recorded at Meadowbank during April, May, or December during 2025.

Table 4-3: Incidental Wildlife Observations in 2025 by Month

Species Group	Species	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Meadowbank														
Mammal	Arctic fox	0	0	0	0	0	8	11	1	2	0	1	0	**23**
	Caribou	11	5	18	0	0	15	0	4	0	0	0	0	**53**
	Muskox	0	10	0	0	0	11	17	0	0	0	0	0	**38**
	Wolf	10	2	0	0	0	0	2	0	0	0	0	0	**14**
	Wolverine	2	3	0	0	0	0	0	4	13	5	0	0	**27**
Bird	Common raven	0	0	0	0	0	0	0	0	1	0	0	0	**1**
Whale Tail														
Mammal	Arctic fox	1	0	0	0	0	3	0	0	0	0	1	0	**5**
	Arctic hare	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	Caribou	0	2	0	300	0	5	6	7	0	0	0	0	**320**
	Muskox	0	0	0	0	0	6	0	0	0	0	0	0	**6**
	Wolf	0	9	0	0	0	0	4	1	0	0	0	0	**14**
	Wolverine	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Bird	Canada goose	0	0	0	0	0	17	10	0	0	0	0	0	**27**

Six mammal species were reported as incidental sightings at Whale Tail in 2025 including Arctic fox, Arctic hare, caribou, muskox, wolf, and wolverine (Table 4-3). Most caribou sightings took place in April, with 300 of 320 caribou observed. One wolverine was observed in February, and wolf were observed in February, July, and August. Muskoxen were observed in June. One bird species was identified at Whale Tail in 2025. Canada goose was observed in June and July (Table 4-3). There were no incidental species recorded at Whale Tail during March, May, September, October, or December during 2025.

4.5.3 Bird Nests

There were no exemption permits for removal nests in 2025. Results of raptor nest monitoring and waterbird nest monitoring are provided in Sections 13 and 14, respectively.

4.5.4 Wildlife Deterrent Records

Wildlife deterrents are implemented when habituated or problematic wildlife pose a threat to the wildlife or Mine personnel through human-wildlife conflicts. Necessary deterrent strategies are determined and implemented by the Environment Department based on the severity of risk and the nature of the interaction. Each deterrence event is reported using the EQuIS database.

Wildlife deterrents were used and reported at the Project throughout 2025. A total of 33 deterrence activities were reported at Meadowbank and Whale Tail from interactions with four species of mammals: caribou, muskox, wolf, and wolverine (Table 4-5, Table 4-6). The total number of deterrence actions in 2025 was lower than the mean number of deterrence actions from 2015-2025 (mean deterrence actions = 36; Table 4-4).

Deterrence actions in 2025 were primarily related to wolverine and wolves, accounting for 30 of 33 deterrence actions. Caribou wildlife deterrents involved herding caribou away from cyanide pads.

Twenty-nine deterrence actions were taken at Meadowbank, and four actions were taken at Whale Tail. Meadowbank deterrence actions involved caribou, muskox, wolf, wolverine. Whale Tail deterrence actions involved wolves. Of the 33 deterrence actions taken in 2025, 29 were classified as successful deterrence and 4 were classified as unsuccessful deterrence (Table 4-6). In December 2024, a wildlife destruction permit was issued for two wolves at Meadowbank, however, deterrence actions following the receipt of the permit did not occur in 2024 and one wolf was dispatched in February 2025. In February 2025, a wildlife destruction permit was issued for two wolves at Whale Tail Mine and both wolves were dispatched during February 2025 (Table 4-5).

Table 4-4: Total Number of Deterrent Records by Year for the Project

Year	Meadowbank	Whale Tail	Total
2015	-	-	**27**
2016	-	-	**45**
2017	-	-	**21**
2018	-	-	**32**
2019	-	-	**31**
2020	33	10	**43**
2021	17	19	**37**[(a)]
2022	32	10	**42**
2023	59	3	**62**
2024	16	9	**25**
2025	29	4	**33**
		Total	**398**

Note: Hyphen symbol indicates unavailable data due to changes in data recording over time. Site totals only available for some years.
(a) One deterrence event included in the total for 2021 occurred on the AWAR.

Table 4-5: Details of Deterrence Activities for 2025

Date	Species	Number	Behaviour	Deterrence Reason/Context	Deterrence Method	Deterrence Action	Deterrence Reaction	Deterrence Outcome
Meadowbank Mine								
1/15/2025	Wolf	2	Foraging	Predator around mine site. It was at tailings where roll off operator was working.	Banger	Used bangers, advised Supervisor.	Ran towards Baker Road and headed south behind freshwater barge hill and towards goose.	Successful deterrence
1/16/2025	Wolf	1	Walking	Close to site.	Banger	Used banger to deter wildlife.	Walked toward north cell and away from site.	Successful deterrence
1/16/2025	Wolf	2	Foraging	Getting too comfortable getting closer to camp, also roll off and sewage truck working around tailings.	Banger	Used horn first without success, then used bangers and whistlers, came back next day.	Ran towards baker road heading SW.	Successful deterrence
1/19/2025	Wolf	1	Walking	To deter him from coming into site.	Banger	Used banger to deter wildlife.	Walked away.	Successful deterrence
1/22/2025	Wolf	1	Running	Within the camp where people are working.	Banger and truck horn	Followed him, used a horn and banger to deter from working area.	Ran away from site, headed north.	Successful deterrence
1/23/2025	Wolf	1	Walking	Wolf was at tailings while vacuum truck was trying to unload.	Banger	Use banger to deter away.	Wildlife ran toward the north cell and away.	Successful deterrence
1/23/2025	Wolverine	1	Walking	Was close to personnel.	Banger	Used banger to get away from area.	Ran away to north cell.	Successful deterrence
1/30/2025	Wolf	1	Feeding	Close to mine site.	Banger	Shot banger.	Ran away and came back.	Deterrents did not succeed
2/3/2025	Wolf	1	Foraging	Same wolf that has been around since December.	Banger	NA	It ran towards freshwater barge.	Successful deterrence
2/4/2025	Wolf	1	Foraging	Keeps returning to Landfarm.	Banger	Deterred it towards goose.	Ran towards goose on the ice.	Successful deterrence
2/11/2025	Wolf	1	Dead	It has been around the tailings and landfill area since December where roll off and vacuum truck operators operate on foot. It was a safety issue. Destruction license was approved in December by Baker Lake GN.	0.223	Dispatched by Baker Lake HTO.	Euthanized.	Deterrents did not succeed
2/24/2025	Wolverine	1	Walking	In camp.	Banger	Shot a banger.	Ran towards freshwater barge.	Successful deterrence
6/25/2025	Muskox	2	Walking	Near airstrip and plane was coming.	Clapping and megaphone	They walked to quarry 23.	Walked toward quarry 23.	Successful deterrence
8/14/2025	Caribou	1	Walking	To make it leave the cyanide pad due to the ongoing cyanide convoy.	Car horn	Used the car horn so the caribou would leave the cyanide pad and head towards the tundra for its safety and the safety of the warehouse workers.	Walk away from the pad.	Successful deterrence
8/15/2025	Caribou	2	Walking	One caribou was on the pad and another started coming up but turned around. The one on the pad was resting in the shade and has a limp. Honking and bangers were used to deter the animal prior to cyanide convoy arrival. The animal left the pad westward.	Bangers, car horn, whistler	Use the deterring tool.	Slowly walked away.	Successful deterrence
8/16/2025	Wolverine	2	Foraging	Near people and their work. Shot bangers and honked to discourage them and chase them away.	Bangers	Use banger to deter away.	Little care but walked away.	Successful deterrence
8/17/2025	Wolverine	2	Foraging	Wolverines were trying to eat garbage and enter through the side of a broken sea-can.	Bangers, car horn	Fired bangers, honked. Patched up the sea-can with plywood. Moved it to the 3 row out of reach. Cleaned up all the garbage.	Little reaction, but eventually they moved away after a few bangers.	Successful deterrence
9/18/2025	Wolverine	1	Foraging	The wolverine was scavenging and trying to steal worker's backpacks and exploring afraid people and their vehicles. It was trying to get into vehicles and getting into workshops.	Car horn, driving, noise maker (rattler), bangers	We corralled it towards the tundra and used bangers to deter it off.	Scared/surprised at the banger, only annoyed at the car/rattler.	Successful deterrence
9/19/2025	Wolverine	2	Foraging	Wolverine was difficult to deter from the work areas, so we used car horn to move it away.	Vehicle horn	Deterred the wolverines away.	Hesitant but ran away.	Successful deterrence
9/23/2025	Wolverine	1	Foraging	Close to people and in camp.	Bear banger pen and 9mm banger	Honked and used bangers.	Scared, ran off into the tundra past PEL.	Successful deterrence

Table 4-5: Details of Deterrence Activities for 2025

Date	Species	Number	Behaviour	Deterrence Reason/Context	Deterrence Method	Deterrence Action	Deterrence Reaction	Deterrence Outcome
9/25/2025	Wolverine	1	Walking	Deterring wolverine from camp areas and work activities/winter parking and fountain tire.	Umarex starting pistol with whistlers and bangers	Wolverine driven onto tundra near hazmat, contact lost.	Moved onto tundra near hazmat.	Successful deterrence
9/25/2025	Wolverine	1	Walking	Deterring wolverine from work areas at the Meadowbank site.	Umarex starting pistol with screamer and banger flares	Bangers used to encourage animal to move onto tundra.	Briefly paused, then fled to the tundra once deterrents were used near pel shop.	Successful deterrence
9/25/2025	Wolverine	1	Running	Deterring wolverine.	Vehicle horn	Honked and pursued animal.	Running away.	Successful deterrence
9/28/2025	Wolverine	1	Alert	Bangers were using to deter the animal. Multiple calls for wolverines were received lately at the Meadowbank site. Only bangers could be used as the wolverine went over the general waste pile.	6mm pistol bangers	Deterred the animal away from the landfill.	Ran away north over the general waste.	Successful deterrence
9/29/2025	Wolverine	1	Playing	Animal is becoming acclimatized to camp, deterrents used to discourage animal.	Umarex starter pistol with bangers and screamers	Animal was driven towards tundra and across airstrip.	Ran on to tundra and away from camp.	Successful deterrence
9/29/2025	Wolverine	1	Feeding	To deter animal from camp.	Umarex starter pistol	Pistol used to deter animal from landfill area.	Ran over the landfill, in panic.	Successful deterrence
10/2/2025	Wolverine	1	Running	Animal entered the mill briefly and was scavenging for food all over camp.	Bear Bangers and Screamers	Wolverine was deterred using the tools described, mill workers were informed, animal was successfully deterred off of site.	Ran off site into the tundra.	Successful deterrence
10/20/2025	Wolverine	1	Walking	Predator around site.	Honked the car horn and drove at it	Honked the car horn and drove at it.	Walked away.	Successful deterrence
12/19/2025	Wolverine	1	Walking	Scaring it away from landfill.	Banger	Banger.	Walking away.	Successful deterrence
Whale Tail Mine								
2/1/2025	Wolf	1	Trotting/running	The wolf was first spotted on the road, so I used my pickup truck to guide him away from the road. He then walked all the way across road 35 and started laying down just beside the road, then used 2 red bangers to guide him towards safety behind the WRSF.	Pickup, shotgun	Patrol was done, no signs or calls in the following hours.	Started running, then left the property.	Successful deterrence
2/10/2025	Wolf	1	Dead	Wolf has become habituated to the site and several close encounters with employees deemed this a safety concern.	Pick-up horn	Environment workers attempted to deter the wolf away with the horn of the pick-up. Got approval from GN Conservation officer for destruction.	Wolf did not respond at first, staying in the middle of the road ignoring the signals. Euthanized.	Deterrents did not succeed
2/17/2025	Wolf	1	Dead	Wolf reported by operators throughout the week, approval of lethal action by GN, other wildlife deterrents did not deter wolf from returning to site.	Banger, truck, 0.223	First spotted on orbit pad, little fear of truck until within close proximity, was able to push wolf into tundra fired banger, no reaction, began to return to site, fired another banger once again no reaction. Got approval from Coordinator to dispatch.	Began to return to site, proceeded to take lethal action. Euthanized.	Deterrents did not succeed
7/12/2025	Wolf	4	Walking	Too close to site.	Banger	We called Environment Supervisor and we discussed the plan and we shot a banger to scare them off site.	Alert and ran away.	Successful deterrence

Table 4-6: Summary of Deterrence Events in 2025

Location	Species	Number of Deterrence Events		
		Successful	Unsuccessful	Total
Meadowbank	Caribou	2	0	**2**
	Muskox	1	0	**1**
	Wolf	8	2	**10**
	Wolverine	16	0	**16**
Whale Tail	Wolf	2	2	**4**
Total		**29**	**4**	**33**

4.5.5 Waterbird Monitoring

Waterbird monitoring is completed to minimize accidental waterbird confinement around the Meadowbank and Whale Tail sites, entrapment in the tailings, and mortality. No waterbird nest monitoring was completed in 2025, though regular inspections were completed throughout the migratory period and during weekly or daily inspections, as deemed necessary by Environment personnel.

Previous research to investigate mitigation options to minimize flooding-related impacts to birds in the Whale Tail South area was completed in collaboration with Trent University, and a manuscript was published in October 2024 (Holmes et al. 2024).

Further discussion of waterbird monitoring results are provided is Section 14.

4.5.6 Raptor Monitoring

Raptor monitoring was conducted as part of routine Mine site inspections of the pit and other areas to ensure adequate bird protection and management. Adult peregrine falcons were observed on 45 occasions at 14 quarry monitoring locations, and eggs or chicks were observed at one quarry monitoring location. Additionally, one gyrfalcon (*Falco rusticolus*) nest was detected on WTHR incidentally. In addition to observations as part of the raptor nest monitoring (Section 13), there were seven bald eagle (May, June, August), nine gyrfalcon (May, September), 13 peregrine falcon detections (May, July, September), and one rough-legged hawk (*Buteo* lagopus; August) along the AWAR and WTHR (Table 3-9, Table 3-10).

4.5.7 Predatory Mammal Deterrence and Protection

Improved practices for waste segregation and incineration, the use of enclosed food waste facilities, and skirting around buildings have improved Arctic fox protection and decreased fox-human interactions (Table 4-7).

Deterrence actions for wolverine, which followed the Wildlife Protection and Response Plan (Appendix C in 2019 TEMP), were required on sixteen occasions at the Meadowbank site (Table 4-6). A destruction permit for two wolverines was received during September 2025, however, all wolverine deterrence actions at Meadowbank Mine were successful and use of the destruction permit was not necessary. The number of wolverine deterrence efforts were higher than average in 2025 compared to deterrence efforts from 2015–2025 (mean = 12.5; Table 4-6).

Table 4-7: Summary of Deterred Predatory Mammals at the Meadowbank Mine and Whale Tail Sites from 2015 to 2025

Year	Arctic Fox	Grizzly Bear	Red Fox	Wolf	Wolverine	Total
2015	6	0	1	1	5	**13**
2016	6	0	0	4	3	**13**
2017	2	0	0	9	10	**21**
2018	0	0	0	14	17	**31**
2019	4	0	0	9	16	**39**
2020	1	0	0	5	17	**23**
2021	0	0	0	2	6	**8**
2022	5	0	1	7	18	**31**
2023	0	0	0	22	25	**47**
2024	0	1	0	5	5	**11**
2025	0	0	0	13	16	**29**
					Total	**266**

Wolves were also regularly observed around the Meadowbank site, exclusively in the winter months (Table 4-5). Deterrence actions were required on ten occasions at Meadowbank (Table 4-5). For the wolf deterrence actions at Meadowbank Mine, eight were successful and two were unsuccessful. In one case, the unsuccessful deterrence events resulted in destruction permits to be issued by the GN wildlife officer (Table 4-6). The number of wolf deterrence efforts in 2025 was the third highest on record, next to 2023 (22 deterrence efforts) and 2018 (14 deterrence efforts; Table 4-6).

Notices are sent to Meadowbank employees regarding the presence of wildlife, waste management procedures, and requesting all sea cans and doorways be closed when a non-conformity occurs.

4.5.8 Wildlife Mortality – Meadowbank and Whale Tail Sites

Two wildlife mortality events of an unknown cause were observed in 2025, one at Meadowbank and another at Whale Tail resulting in Arctic fox mortalities (Table 4-8). One Project-related mortality of an Arctic fox occurred due to a vehicle collision and one Project-related mortality of wolf occurred following unsuccessful deterrence at Meadowbank during 2025 (Section 4.5.4). Two Project-related mortality of an Arctic fox occurred due to a vehicle collision, and two Project-related mortalities of wolf occurred following unsuccessful deterrence at Whale Tail (Section 4.5.4). There were no Project-related mortalities of caribou, grizzly bear, or wolverine at either Mine site during 2025 (Table 4-9). Road-related mortalities are tabulated and discussed in Section 3.6.9. Mortality reports are included in Appendix C.

Table 4-8: Wildlife Mortalities at Meadowbank and Whale Tail Sites in 2025

Date	Species	Count	Project Related	Location	Comments
2025-01-14	Arctic Fox	1	Yes	Whale Tail Mine, Road 35	Struck by a vehicle on the road.
2025-02-10	Wolf	1	Yes	Whale Tail South Lake / A55 Lake	Animal euthanized due to habituation, and health and safety concerns.
2025-02-11	Wolf	1	Yes	Meadowbank Landfill	Animal euthanized due to habituation, and health and safety concerns.
2025-02-17	Wolf	1	Yes	Whale Tail South Lake / A55 Lake	Animal euthanized due to habituation, and health and safety concerns.
2025-06-04	Arctic Fox	1	Yes	Meadowbank HPGR area	Unknown cause of death. Animal decomposed and suspected deceased prior to winter.
2025-06-07	Arctic Fox	1	Yes	Whale Tail Mine Camp	Unknown cause of death.
2025-09-05	Arctic Fox	1	Yes	Meadowbank End of Airstrip	Struck by a vehicle on the road.
2025-11-14	Arctic Fox	1	Yes	Entrance to Whale Tail WRSF Ramp	Struck by a vehicle on the road.

WT WRSF = Whale Tail Waste Rock Storage Facility.

Table 4-9: Summary of Project-Related Wildlife Mortality Records for Caribou and Predatory Mammals (2007 to 2025)

Year	Caribou	Grizzly Bear	Wolverine	Wolf
2007	0	0	0	0
2008	0	0	0	2
2009	0	0	0	4
2010	0	0	0	1
2011	0	0	1	4
2012	0	0	0	1
2013	0	0	1	0
2014	0	0	0	1
2015	0	0	0	0(a)
2016	0	0	0	0
2017	0	0	1	2
2018	0	0	1	2(b)
2019	0	0	1	0
2020	0	0	2	0
2021	0	0	1	0
2022	0	0	1	0
2023	0	0	3	3
2024	0	0	0	0
2025	0	0	0	3

(a) There was one naturally injured wolf that needed to be euthanized as authorized by the GN DoE.

(b) Wolf died at Mine site of head injuries; did not need to be dispatched.

4.5.8.1 Caribou

No caribou mortality related to Project activities occurred in 2025.

4.5.8.2 Predatory Mammals

All incident reports, observations, deterrence activities, and Environment team responses to predatory mammal sightings are included in Table 4-5. In 2025, there were three Arctic fox and two wolf mortalities at the Whale Tail Mine, one wolf at the Meadowbank landfill, one Arctic fox at the Meadowbank HPGR area and one Arctic fox at the Meadowbank airstrip. Mortality reports are included in Appendix C. Exemption permits are included in Appendix D.

4.5.8.3 Other Wildlife

No other mortalities related to Project activities occurred in 2025.

4.5.9 Helicopter Activity

Helicopters are utilized at the Project for various reasons including mobilization of equipment, transport, exploration, surveying, monitoring, and reconnaissance. Pilots are required to review an air traffic procedure that includes the following project specific flight restrictions:

- Long-range flights are a minimum of 650 m above ground level, except for take-off and landings.
- Short-range flights are a minimum of 300 m above ground level, except for take-off and landings.
- Notification of caribou, muskox or other wildlife sightings within 1 km of the helicopter pad.
- Caribou groups of 50 or more animals, and muskoxen of 10 or more animals must be avoided by a minimum of 1,000 m vertically and 1,500 m horizontally. Flocks of migratory birds must be avoided by 1,100 m vertically and 1,500 m horizontally. Flying over known raptor nests will be avoided.
- Harassing wildlife (flying below 300 m) is expressly forbidden unless animals pose an immediate danger to humans.

However, certain activities are required to be completed at lower altitudes than specified above. External load operations (equipment/material slinging), site inspections, reconnaissance and environmental surveys often require lower flight. Flights with these purposes have been considered permissible for low flight. Similarly, flights lower than 300 m have been considered permissible when flying low due to poor visibility (e.g., poor weather conditions) or for emergency medevac services.

Helicopter methods first applied in the 2023 annual report (WSP 2024) for defining short- and long-term flights as well as take-off and landing were presented and discussed with the TAG in fall 2024 (Agnico Eagle 2024). TAG members were in support of continuing with the methods, which were then applied for the 2024 annual report (WSP 2025a). Landing and take-off definitions were updated further in 2025 to account for changes in GPS location frequencies. A new high-resolution Digital Elevation Map (DEM) was used during 2025 to improve the accuracy of heigh above ground summaries. In alignment with the principles of adaptive management, quantitative approaches are adjusted as needed to improve identification of take-off and landing and to improve flight data summaries.

4.5.9.1 Methods

Track logs and altitudes are recorded using the Honeywell Skyconnect Tracker II, which runs on the Iridium satellite network. This product provides two-way satellite voice communication, ground to asset texting, and asset to ground location tracking service. Spatial location, altitude, and speed of helicopters are collected throughout flights.

While the spatial location, altitude (height above sea level), speed, and detailed flight time of helicopters are tracked and available as detailed GPS points (e.g., a new GPS point provided every two to three minutes), flight reports including the purpose for the trip (e.g., passenger, ferry, equipment/material slinging operations, etc.) and the site that the trip was associated with (e.g., Meadowbank Complex), among other details, are recorded by pilots manually using approximate flight times. The connection between the two sets of flight data is complex and not automated. As the aircraft's GPS track flight from all flights starting from their origin city in southern Manitoba and are used intermittently throughout the year for flights at other sites, it is not clear which GPS flights are attributed as Meadowbank flights from GPS points alone. To facilitate this, the following methods were developed to connect manual flight report and GPS data together to allow for more detailed analysis of the flight restrictions outlined above.

Flight track GPS logs for each aircraft operating in the area were combined in ArcGIS Pro (ArcGIS, Redlands, CA). As project flight restrictions specify height above the ground in metres (versus altitude in metres above sea level), the elevation of the ground was determined for each GPS point using the Arctic Digital Elevation Model (ArcticDEM) and the flying height above the ground was calculated. A new high-resolution version of the ArcticDEM was used in 2025 with 2 m resolution compared to the previous 50m resolution to improve the accuracy of height above ground calculations. Once height above ground was calculated for each GPS point, all points were converted to flight paths specific to each aircraft connecting sequential GPS points during each flight day. Hundreds of flight paths may make up a flight leg (e.g., one flight consisting of GPS points taken every two to three minutes flown). For each flight path, details relating to its change in time, speed, altitude and height above the ground were calculated. To facilitate in the connection of GPS data to manual flight reports, start and end times of each path were rounded to the nearest 10 minutes.

Flight reports were provided for each aircraft and flight day, in pdf format, as well as in a spreadsheet containing information from all pdf reports. Pilots were instructed to record comments related to reasons for flying lower than the normally required altitude, such as a low ceiling (i.e., <2,000 ft) or due to poor visibility from weather. Each report provides details on the flights operated during that day for each aircraft and are separated by flight leg, depending on the purpose of flight. Flight reports include an approximated start time (rounded to the nearest 10 minutes) to facilitate in the connection with detailed GPS flight paths.

An iterative process was run on the thousands of flight paths, assigning a flight report number and flight leg number to each path based on the aircraft name, date of flight and rounded time of flight. Connections between the GPS flight legs, and flight reports were successful for 88% of flights provided (160 of 182 flights, 76.4 hours of 80.1 flight hours). The remaining mis-joined flights made up 12% of all flights and corresponded to approximately 3.7 flight hours. Errors with two flights were identified, which included incorrect or missing times in the flight report (e.g., no flight times or flight arrival times occurring before departure times), due to these errors the exact total flight hours of mis-joined flights is not available. This mis-joined data may not have been captured due to inaccuracies in recorded data such as errors in recorded details of the flight by the pilot, a mismatch of time zones of the flight report and detailed GPS data, inaccurate clocks between the pilot and helicopter GPS or similar inaccuracies. Data from the two flight datasets were joined together using an identifier field that was created using the aircraft, date, flight report number and flight leg number. The following discussion reports metrics based only on the flights legs that were successfully connected to flight reports. As flight reports are recorded manually by pilots and as noted above, errors in recorded details of the flight may be made including the flight departure and arrival times.

Flights were classified as short- or long-range by calculating the maximum distance spanned during an individual flight leg. This was done by identifying GPS points for individual flights that were the furthest away from each other. If this distance was <25 km, the flight was classified as short-range. Flights with longer flight spans were classified as long-range. While total flight length was considered to classify flight range, many flight legs consist of multiple trips between two locations (e.g., slinging material back and forth or a return flight to drop off passengers) and many flights that intuitively appear to be short-range would be misclassified. In four cases, flights classified as long-range were notably lower than other long-range flights. These four flights were manually reviewed, and three of the four flights were determined to be two short-ranged flights with a stop in-between. These three flights were reclassified to short-ranged flights.

For an accurate assessment of flying height above ground, take-off and landing should not be considered. Flight paths were classified as take-off/landing using the following definitions, which evaluates the change in flying height and flying speed on a 2-timestep moving window (i.e., t and t_{-1}). Due to the nature of helicopter flight, which can vary in speed and flying heights even at cruising altitude, the definitions include a cruising altitude limit. This means that take-off/landing definitions differ for short- and long-range due to the different height considered to be cruising altitude (i.e., 300 m for short-range flights and 650 m for long-range flights). If a flight path had a "flight angle", which is the angle between the flight segment and the horizontal plane, of ±3°, or a vertical climb rate of ±20 metres/minute over the last two timesteps and was under the cruising altitude flight restriction for it's range-length (i.e., 300 m for short-range flights and 650 m for long-range flights), or if the flight path was ≤20 m from the ground, it was classified as take-off or landing (hereafter take-off/landing). After a detailed manual review of flights flying short distances, Agnico Eagle inferred that during flights shorter than 7 km in total length (i.e., short-range flights), it is unlikely that reaching the flying height requirement is possible. Flights found to have a total length less than 7 km were reclassified to be entirely take-off/landing regardless of their flight angle, vertical climb rate or height above the ground. Take-off/landing flight paths were removed from the flying height calculations included in this section.

Two examples are shown in Figure 4-1, which display example flight paths and their corresponding change in height above the ground (m), indicating the flight segments classified as take-off/landing in grey. The short-range flight example in Figure 4-1 highlights how a flight may drop below the flying height requirement (300 m) for some time prior to landing (i.e., a gradual descent). The long-range flight example highlights an example where large changes in flying height occur above cruising altitude, which would be classified as take-off/landing without a cruising height limitation set on the definition. Short- and long-range flights are shown in Figure 4-2. Short- and long-range flights for summer are shown in Figure 4-3 and Figure 4-4, respectively. Note, there were no helicopter flights during spring and fall in 2025.

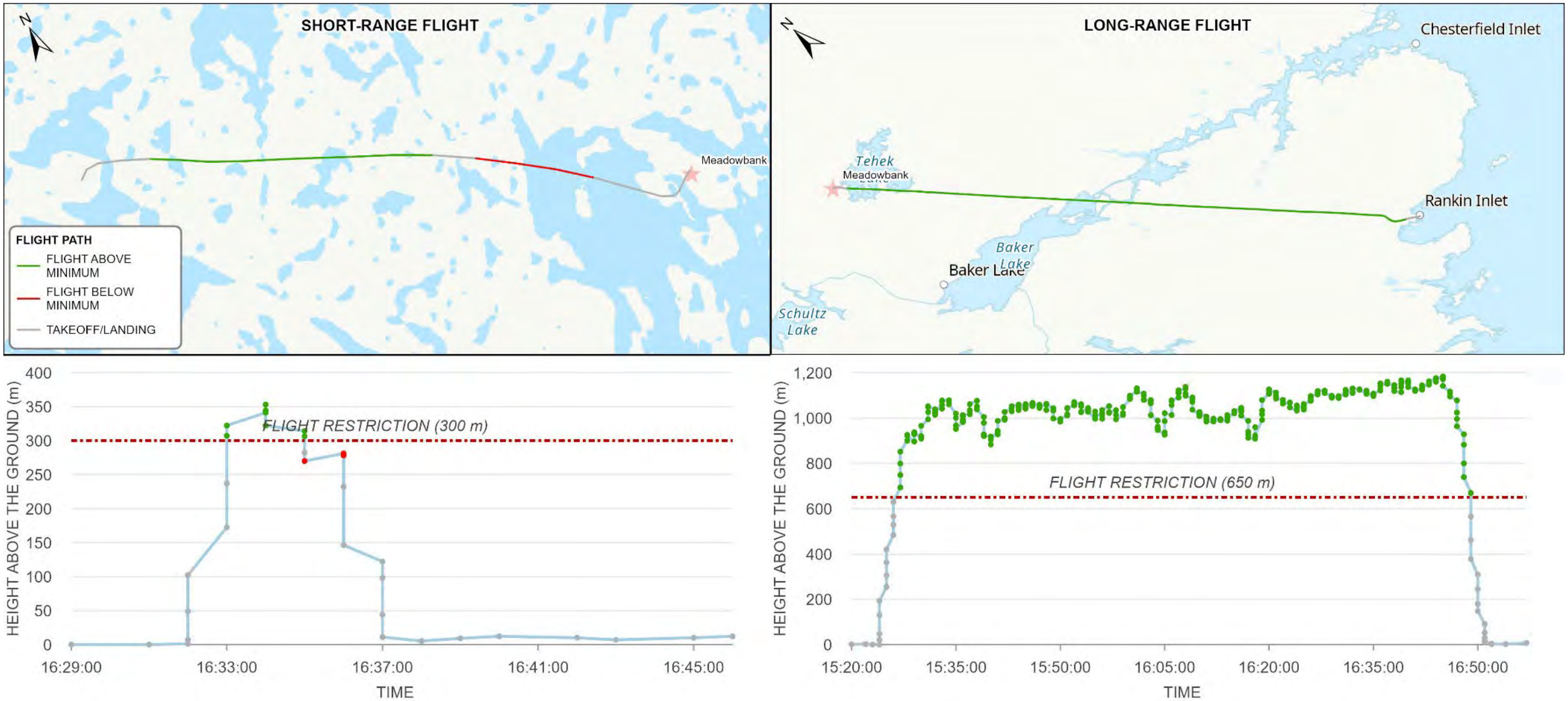
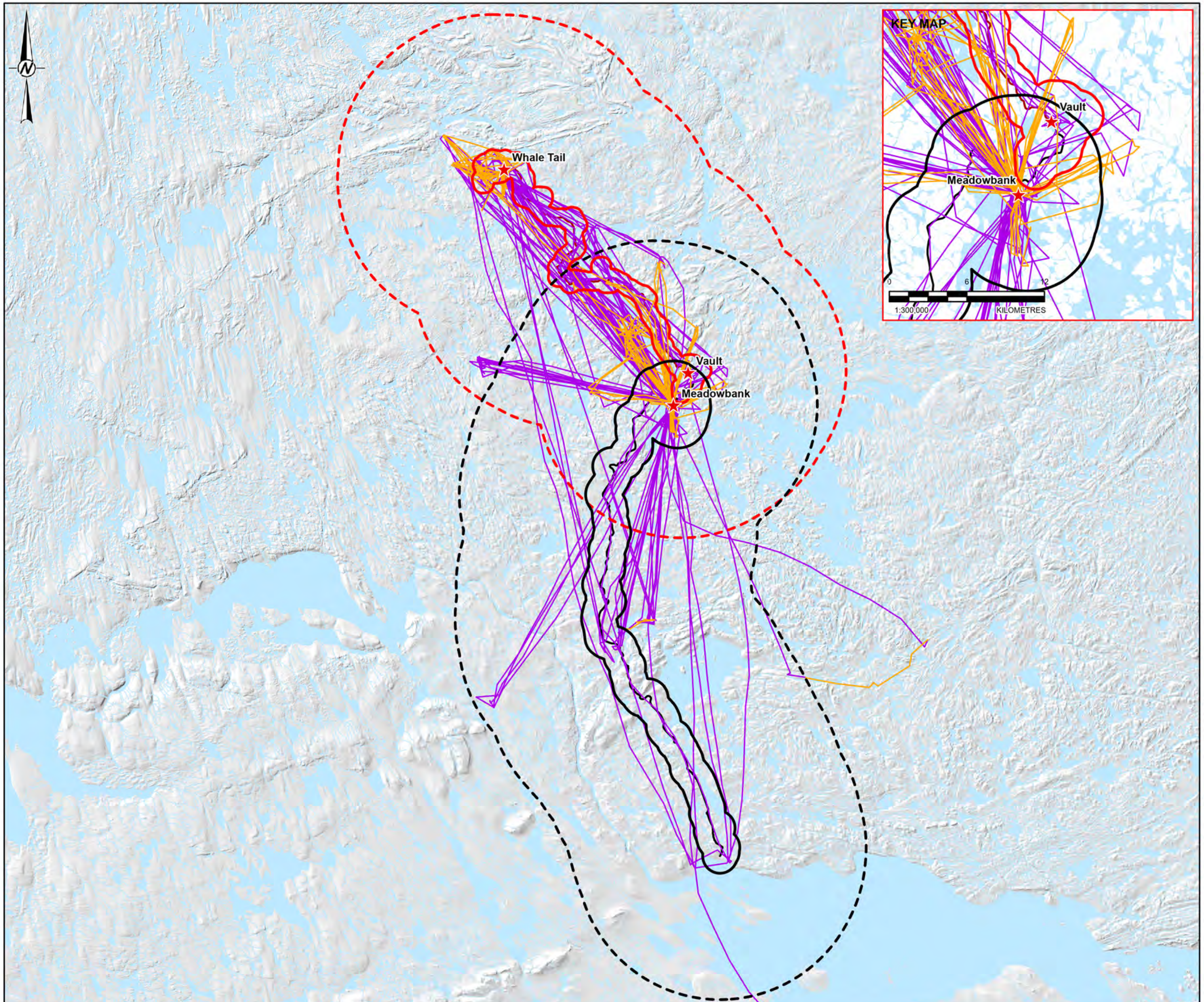


Figure 4-1: Examples of Short-Range and Long-Range Flights with Flight Segments Classified as Take-off/Landing (grey), and Remaining Flight Segments Classified as Above or Below the Minimum Required Height Above the Ground



LEGEND

ALL-WEATHER ACCESS ROAD (AWAR)
WHALE TAIL HAUL ROAD (WTHR)

FLIGHT PATH

SHORT-RANGE
LONG-RANGE
MEADOWBANK LOCAL STUDY AREA (LSA)
WTHR LOCAL STUDY AREA (LSA)
MEADOWBANK REGIONAL STUDY AREA (RSA)
WTHR REGIONAL STUDY AREA (RSA)
WATERCOURSE
WATERBODY

0 15 30
1:675,000 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

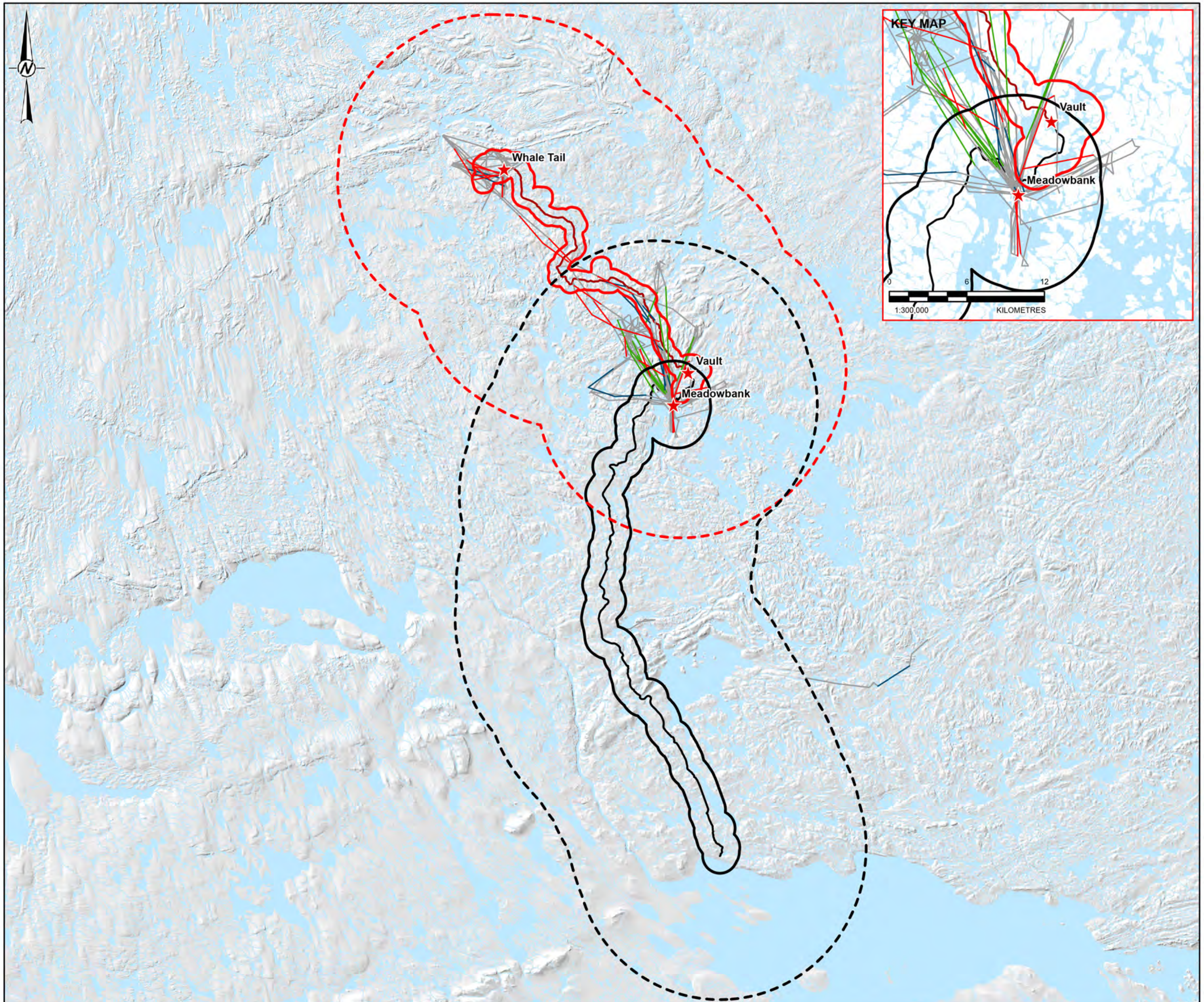
TITLE

MINE-RELATED HELICOPTER ACTIVITY ALONG THE ALL-WEATHER ACCESS ROAD AND WHALE TAIL HAUL ROAD, 2025

CONSULTANT

YYYY-MM-DD	2026-01-26
DESIGNED	JF
PREPARED	DM
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	4-2



LEGEND

- ALL-WEATHER ACCESS ROAD (AWAR)
- WHALE TAIL HAUL ROAD (WTHR)

SHORT-RANGE FLIGHT

- FLIGHT ABOVE MINIMUM
- FLIGHT BELOW MINIMUM
- PERMISSIBLE LOW FLIGHT
- TAKEOFF/LANDING
- MEADOWBANK LOCAL STUDY AREA (LSA)
- WTHR LOCAL STUDY AREA (LSA)
- MEADOWBANK REGIONAL STUDY AREA (RSA)
- WTHR REGIONAL STUDY AREA (RSA)
- WATERCOURSE
- WATERBODY

0 15 30

1:675,000 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

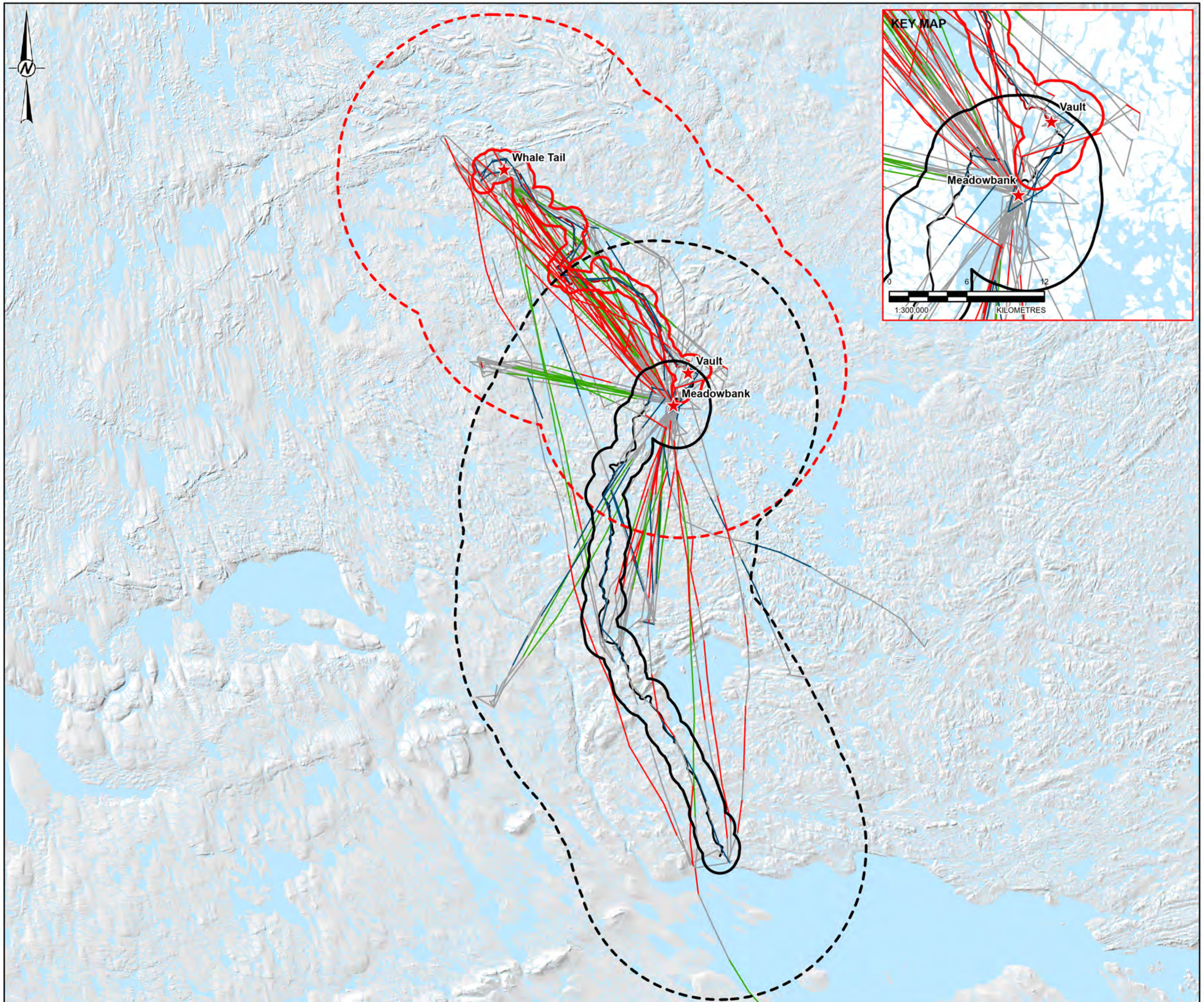
MINE-RELATED SHORT-RANGE FLIGHTS OPERATED BELOW THE MINIMUM FLIGHT ALTITUDE DURING SUMMER (2025)

CONSULTANT

wsp

YYYY-MM-DD	2026-01-26
DESIGNED	JF
PREPARED	DM
REVIEWED	JF
APPROVED	DC

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



LEGEND

- ALL-WEATHER ACCESS ROAD (AWAR)
- WHALE TAIL HAUL ROAD (WTHR)

LONG-RANGE FLIGHT

- FLIGHT ABOVE MINIMUM
- FLIGHT BELOW MINIMUM
- PERMISSIBLE LOW FLIGHT
- TAKEOFF/LANDING
- MEADOWBANK LOCAL STUDY AREA (LSA)
- WTHR LOCAL STUDY AREA (LSA)
- MEADOWBANK REGIONAL STUDY AREA (RSA)
- WTHR REGIONAL STUDY AREA (RSA)
- WATERCOURSE
- WATERBODY

0 15 30

1:675,000 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

MINE-RELATED LONG-RANGE FLIGHTS OPERATED BELOW THE MINIMUM FLIGHT ALTITUDE DURING SUMMER (2025)

CONSULTANT

wsp

YYYY-MM-DD	2026-01-26
DESIGNED	JF
PREPARED	DM
REVIEWED	JF
APPROVED	DC

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

4.5.9.2 Results and Discussion

Flight length in distance (km) and hours, average cruising altitude (m) and average cruising height above the ground (m) were determined for each flight leg using the ID field described above. The number of flying dates, number of flights and number of flying hours were summarized (Table 4-10). The average flight distance and total distance flown within the Meadowbank and Whale Tail RSAs are also shown. A more detailed breakdown of flight hours is shown for short-range (Table 4-11) and long-range flights (Table 4-12). By season, total flight hours are summarized based on time spent above or below the minimum flying height described by the project specific flight restrictions (300 m for short-range flights; 650 m for long-range flights), excluding time classified as take-off/landing or for a permissible reason of low flight. The average cruising height above the ground was determined for each season using the average cruising height above the ground (m) calculated for each flight leg, excluding take-off/landing and any permissible low flights. A full catalog of flight details for all flights, including pilot comments are shown in Appendix E.

There were substantially fewer flights in 2025 compared to the previous year, with only 160 flights during summer 2025 (Table 4-10), compared to 1,165 in summer 2024 (WSP 2025a). There were no flights during the spring and fall sensitive seasons during 2025.

Table 4-10: Summary of Helicopter Flights in 2025

Season[(a)(b)]	Flight Days	Number of Flights	Total Distance Flown Within the RSA (km)[(c)]	Average Flight Leg Distance (km)[(d)] (mean ± SD)	Total Duration (hours)
Summer	39	160	6,587.7	47.3 ± 47.7	60.6

(a) Table includes data only for flights where both a flight report and helicopter GPS data are available.

(b) Summer = May 26 to Sep 21. There were no flights during Spring, Fall, or Winter during 2025.

(c) Represents total length of flight paths intersecting with the combined RSA (Whale Tail RSA and Meadowbank RSA).

(d) Represents average flight leg distance, including all flights whether or not they occurred within the RSAs.

km = kilometres; SD = standard deviation.

Approximately 6.6% of all short-range flight hours during summer in 2025 (1.0 of 15.0 hours) were identified below the minimum requirement (300 m), without documentation of the purpose of low flight, which is similar to the six percent of short-ranged flights below the minimum during summer in 2024 (WSP 2025a). The remaining flight hours were classified as take-off/landing (12.9 hours), permissible low flights (0.5 hours), and time above the minimum height (0.6 hours; Table 4-11). The average flying height for short-range flights during summer was 239 m (± 182 m) (Table 4-11), which was also similar to the average flying height for short-range flights during summer in 2024 (229 m ± 99 m; WSP 2025a). The distribution of short-ranged flights is shown in Figure 4-5.

For long-ranged flights, 13% of flight hours in 2025 (6.0 of 45.7 hours) were identified below the minimum height requirement, without documentation of the purpose of low flight. While the percentage decreased compared to 2024 (16%), the overall flight hours was drastically reduced, from 61.0 hours in 2024 (WSP 2025a) to 6.0 hours in 2025 (Table 4-12). The remaining flight hours were classified as take-off/landing (28.1 hours), permissible low flights (6.3 hours), and time above the minimum height (5.3 hours; Table 4-12). The average flying height of all long-range flight legs during summer was 506 ± 238 m which was an improvement over the average flying height for long-range flights during summer in 2024 (380 m ± 134 m; WSP 2025a). Figure 4-6 displays the distribution of average flying heights for all long-range flight legs conducted during summer 2025.

Table 4-11: Summary of Short-Range Helicopter Flights in 2025

Season[(a)]	Number of Flights[(b)]	Duration (hours)					Average Height (m) Flights[(d)] (mean ± SD)	Percentage of Flights Below Minimum Height[(e)]
		Take-off/ Landing	Permissible Low Flights[(c)]	Above Minimum Height[(d)]	Below Minimum Height[(d)]	Total		
Summer	76	12.9	0.5	0.6	1.0	15.0	238.7 ± 181.6	6.6%

(a) Summer = May 26 to Sep 21. There were no flights during Spring, Fall, or Winter during 2025.

(b) Table includes data only for flights where both a flight report and helicopter GPS data are available.

(c) Represents flights where flight activities with expected low altitudes were performed (e.g., slinging), or an adequate reason for low flight was provided (e.g., weather, emergency, etc.).

(d) Values exclude take-off/landing and low permissible flights; minimum height for short-range flights is 300 m; values shown in metres above the ground. Flight classification remains challenging, and results should be interpreted with caution.

(e) Percentage of flight duration below the minimum height for short-range flights using a threshold of 300 m, excluding take-off/landing and permissible low flights.

m = metres; SD = standard deviation.

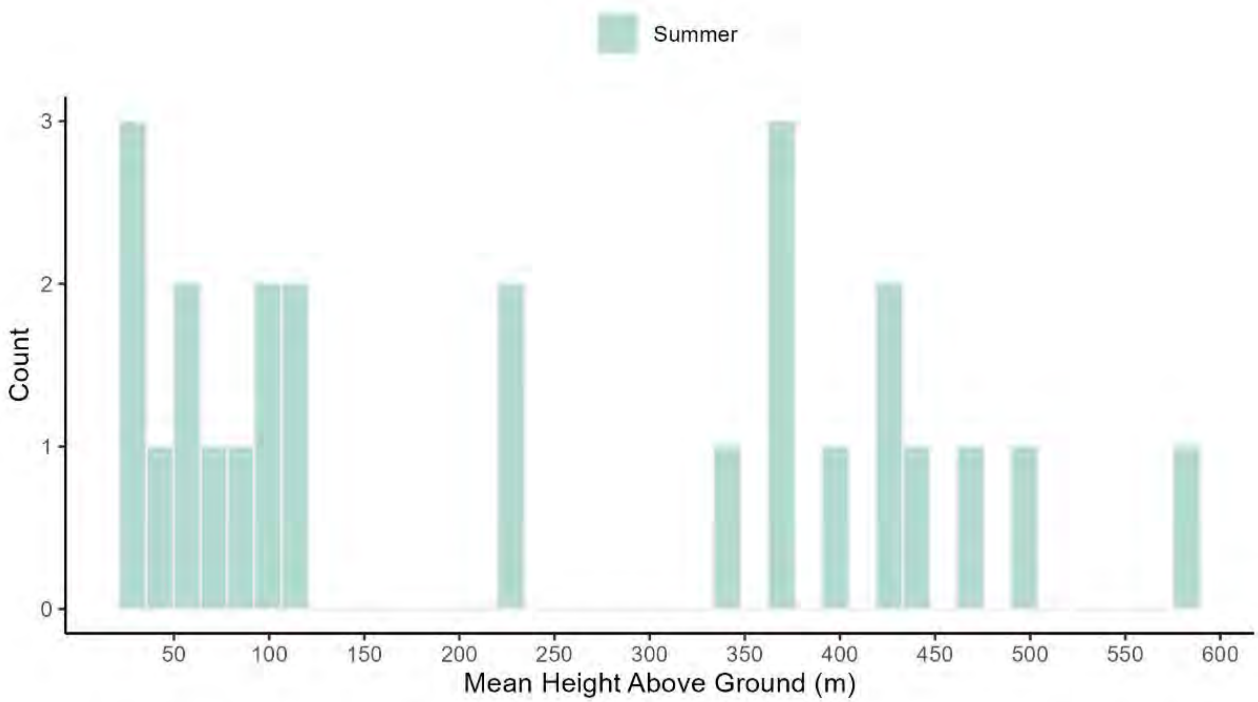


Figure 4-5: Distribution of the Average Cruising Height (m) of Short-Range Flights, Excluding Take-off/Landing and Permissible Low Flights

Table 4-12: Summary of Long-Range Helicopter Flights in 2025

Season[(a)]	Number of Flights[(b)]	Duration (hours)					Average Height (m)[(d)] (mean ± SD)	Percentage of Flights Below Minimum Height[(e)]
		Take-off/ Landing	Permissible Low Flights[(c)]	Above Minimum Height[(d)]	Below Minimum Height[(d)]	Total		
Summer	84	28.1	6.3	5.3	6.0	45.7	506.5 ± 237.9	13.2%

(a) Summer = May 26 to Sep 21. There were no flights during Spring, Fall, or Winter during 2025.

(b) Table includes data only for flights where both a flight report and helicopter GPS data are available.

(c) Represents flights where flight activities with expected low altitudes were performed (e.g., slinging), or an adequate reason for low flight was provided (e.g., weather, emergency, etc.).

(d) Values exclude take-off/landing and low permissible flights; minimum height for short-range flights is 300 m; values shown in metres above the ground. Flight classification remains challenging, and results should be interpreted with caution.

(e) Percentage of flight duration below the minimum height for short-range flights using a threshold of 300 m, excluding take-off/landing and permissible low flights.

m = metres; SD = standard deviation.

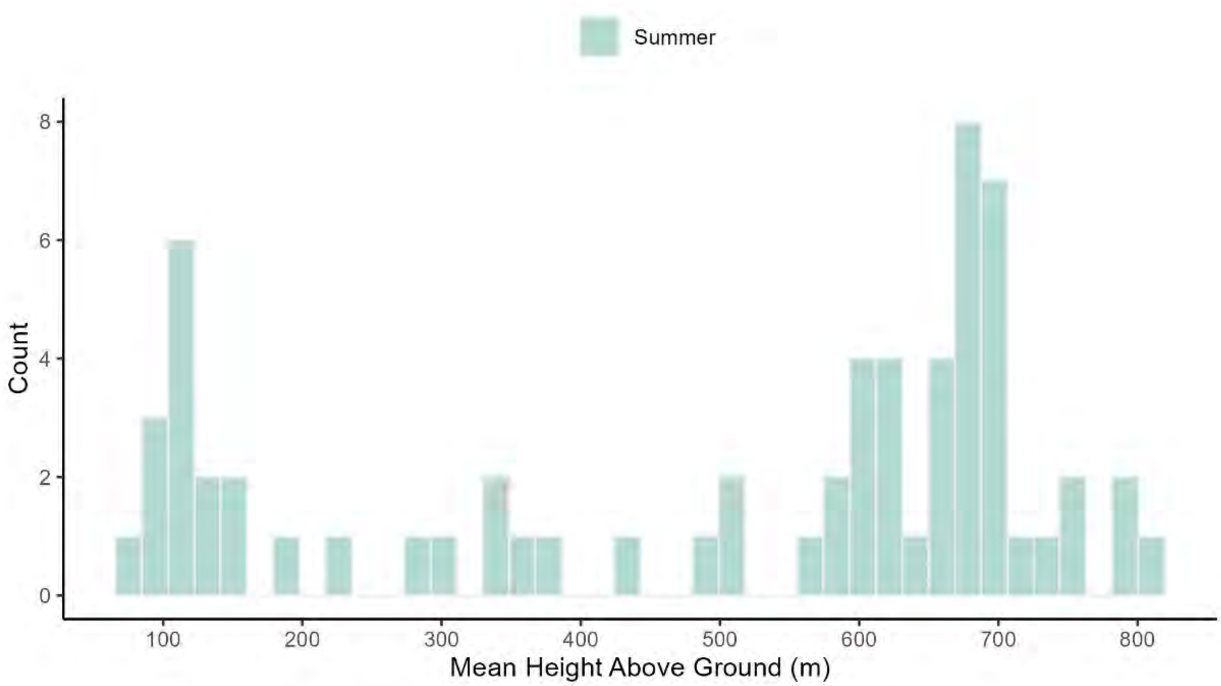


Figure 4-6: Distribution of the Average Cruising Height (m) of Long-Range Flights, Excluding Take-off/Landing and Permissible Low Flights

Helicopter use varies across years and seasons and is based on operations, including establishment of remote camps and the amount of exploration. However, Figure 4-5 and Figure 4-6 indicate that flying height is varied. This may be due to reasons such as, but not limited to:

- differences in flying height between of some flight-types (e.g., passenger flights [flight codes: PaxLoc, CrewChg, etc.] are often conducted at lower heights than ferry flights [flight code: Ferry])
- differences between aircraft and/or pilots (e.g., one or more aircrafts flying lower than others)
- differences between altimeter and GPS readings and DEM (combined)
- inaccuracies or generalizations of the recorded reason for flight (e.g., only recording one reason for flight even if the flight had multiple purposes)
- inaccurate or missing comments (e.g., not recording a reason if low flight was required)
- variation in take-off and landing, which causes challenges with identifying and excluding take-off and landing from flying height summaries

Helicopter flight paths are highly variable, and pilots need to adjust flying speed, direction of travel, and changes in altitude based on purpose of the flight and weather conditions (e.g., wind, sightability, etc.). The variability in flight patterns, including different patterns of ascent and descent creates challenges for flight segment classification and identifying the “cruising” portion of a flight. Challenges with identifying and excluding take-off and landing likely account for some of the flight time below minimum height above ground requirements.

Another challenge relates to pilot perception of height above ground in comparison to altitude. It is important to note that pilots have instruments in the helicopters showing their current height above ground level, but this information is not part of the GPS system. While the project flight restrictions reference flying height above the ground (m), data provided from the aircraft tracking system provides the flying altitude (metres above sea level). To obtain flying height about the ground, the ground height above sea level must be accounted for. Additionally, as differences between flying height have been observed between aircrafts, calibration of equipment may improve flying height data. Many of the average heights that were identified as below the target thresholds were identified by the pilots as having flown above the required threshold according to their onboard instruments. Agnico Eagle will continue to work with helicopter contractors to improve helicopter data collection, including collection of detailed notes for flight classification.

Helicopter use at Meadowbank varies between years, though across years helicopter use tends to be concentrated in the summer, outside of the caribou sensitive seasons of spring and fall migration. Concentrating helicopter flights outside of sensitive season reduces the likelihood of disturbances to wildlife. During 2025, helicopter flights only occurred during summer, and there were substantially fewer flights than in previous years. Of the flights with successful connections between the GPS flight legs and flight reports, there were 160 flights compared to 1,386 flights in 2024. Excluding flights with a permissible reason for flying low, over 90% of short-range flights and 80% of long-ranged flights were above minimum height above ground requirements. It is important to note that while minimum flight requirements are based on reducing potential disturbances to wildlife, the height requirements are conservative and in many cases, wildlife may not be present in close proximity to flight paths. Nevertheless, Agnico Eagle will continue to work with helicopter contractors to ensure that pilots know to fly above the minimum height above ground thresholds whenever it is safe and feasible to do so.

4.5.10 Helicopter Activity and Wildlife

As a part of the project flight restrictions, pilots are made aware to avoid flocks of migratory birds by 1,100 m vertically and 1,500 m horizontally, avoid groups of caribou and muskox larger than 50 by 1,000 m vertically and 1,500 m horizontally, and avoid known raptor nests. Locations of these flights in relation to caribou, muskox, and raptor nests was assessed using the helicopter timestep locations (described above), the road survey point locations, caribou satellite collar data, and known nest locations.

4.5.10.1 Methods

Potential helicopter and caribou, muskox, and raptor nest co-occurrences were assessed using the *sf* package in R v4.5.2 (R Core Team 2025). This was done by overlapping buffered flight locations with known or estimated caribou, muskox, or raptor nest locations. The flight locations were buffered with an avoidance zone based on flight restriction parameters (1,500 m for caribou and muskox and 100 m for raptor nests). The buffered area of 100m for raptor nests was selected to assign an area around the nest that would be considered as a flyover (given the low likelihood of a point and flight line perfectly overlapping). The *st_intersects* function was then used to check if animal/nest observations fell within any buffered flight location. For satellite collar data and nest data, the spatial locations of the animals/nests were known and could be intersected with flight locations directly. For road surveys, the data provided the locations of the observers, who estimated the distance of the animals from the road. As such, for the road surveys, this estimated distance was used to buffer the road within a 2,000 m radius of the known observer locations. A 2,000 m radius was chosen to balance view distance with precision. Areas not visible from the road, based on elevation (Agnico Eagle 2020b), were excluded from these buffered locations. An estimated co-occurrence was then calculated as the intersection of these buffered observer location and a buffered flight location. Only intersections on the same side of the road were retained.

Potential co-occurrences were also defined within a time buffer. A collared caribou and a flight location was considered to have co-occurred if the flight location time was within 1 hour of the GPS fix time. A large time window was used because GPS fixes only occur every 4 hours. Road surveys do not have the same 4 hours time window as GPS fixes. Therefore, the temporal restriction for determining a co-occurrence for these observations was set to 10 minutes. For both GPS fixes and road surveys, the difference between the flight timestamp and an observation timestamp was calculated as the absolute difference between the two times. As it is unknown what occurred during this time gap, this time difference is referred to hereafter as event uncertainty. As the times and dates of the raptor nest usage were unknown, no temporal filters could be applied to these data.

The final result of temporal and spatial filtering was a set of potential co-occurrences with takeoffs and landings excluded. These data were inspected to ensure accuracy and to remove double-counts. Double-counts occurred when flight time locations were close together and overlapped the same observation on the same flight leg. In this situation, the flight location with the least event uncertainty was retained. If two observations occurred at the same place at the same time, the observation with the highest group estimate was retained.

4.5.10.2 Results

There was one ungulate-flight co-occurrences in 2025 (Table 4-13). This co-occurrence was with a group of muskox detected by incidental survey on July 3, 2025, at a flight height of 340 m. The flight was below the minimum height and not low flight eligible. The event uncertainty was less than 5 minutes. The group size was 11, which did not exceed the 50 individual threshold. There were no caribou-flight or raptor nest-flight co-occurrences in 2025.

Table 4-13: Summary of Wildlife and Flight Co-occurrences

Date	Season	Species	Group Size	Height (m)	Reason	Low Eligible[(a)]	Location	Event Uncertainty (min)
Road Survey Co-occurrences								
07-03	Summer	Muskox	11	340	Passenger	No	Meadowbank	4.6

(a) Low flight eligibility was determined from flight logs. See Section 4.5.9 for details.

4.5.10.3 Discussion

This analysis compared caribou and other wildlife observations from road surveys, collar locations, and known raptor nest locations to flight tracks as a coarse assessment of potential wildlife co-occurrences. Location data from caribou collars and raptor nests were more accurate, which facilitated realistic comparisons between wildlife observations and flight tracks.

Road survey comparisons to flight tracks provided a coarse review of potential co-occurrences because coordinates for observations were from the road, not at the actual location of wildlife. Therefore, intersections between buffered wildlife observations and buffered helicopter tracks could represent co-occurrences within 1,500 m or as far as ~5,500 m or more. Given this uncertainty, these results should be interpreted with caution. Ungulate-helicopter co-occurrences within an estimated 1,500 m buffer did not exceed group size thresholds of 50 animals on any occasion (Table 4-13). Observations of wildlife co-occurred with flight data on one occasion during summer. Instances of helicopters co-occurring near wildlife were rare, though data available are coarse and comparisons are largely limited to areas near roads, with the exception collared caribou data, which yielded no co-occurrences. Even with data limitations, helicopter flights only occurred during summer, meaning that flights are outside of the sensitive seasons and mainly occur during a time of year with fewer ungulates near the Project. Animal-flight co-occurrences were much lower in 2025 than in 2024 (35 animal-flight occurrences). This difference is expected, as the number of flights was much lower in 2025 (160 compared to 1,386 in 2024). Agnico Eagle will continue working with helicopter contractors to minimize interactions with wildlife.

4.6 Accuracy of Impact Predictions

A summary of the impact predictions identified in the TEMP version 9 (Agnico Eagle 2025a) that are evaluated, in part, by the Mine site ground surveys is presented in Table 4-14. Specifically, the 2025 Mine site ground survey monitoring data were compared to the impact prediction thresholds and the provision of adaptive management, as either a necessary or proactive measure. The Project-related mortality threshold for predatory mammals was exceeded in 2025. No other thresholds were exceeded. The monitoring results support that the mitigation implemented in 2025 was generally effective at minimizing Project-related mortalities to wildlife.

Table 4-14: Accuracy of Impact Predictions – Mine Site Wildlife Disturbances

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 Use of Decision Tree for Management and Monitoring	Satellite-collaring data Road surveys Daily and weekly pit and Mine-site ground surveys Incidental wildlife reporting
Disturbance to Nesting Raptors	Raptor nest failures will not be caused by Project-related activities. Threshold is one nest failure per year	NO	YES Mine-related activity restricted within quarries with nesting activity	Daily and weekly pit and Mine-site ground surveys Incidental wildlife reporting Dedicated raptor nest surveys Road surveys
Disturbance of Nesting, Roosting or Moulting Waterfowl	Mine facilities and activities will not affect the breeding success of waterbirds occurring in the area or disturb large concentrations of roosting or moulting waterbirds. Threshold level is one nest failure per year	NO	NO	Daily and weekly pit and Mine-site ground surveys Incidental wildlife reporting
Project-related Mortality	Destruction of two problem grizzly bear, wolverine, or wolf per year	YES; 3 wolves	YES A general reminder to all site personnel regarding food waste, cigarette butts, proper waste segregation, closing sea can doors, and ensuring work areas are clean to avoid attracting wildlife on the site was sent via the daily communicator and through toolboxes. GN came to site for audit in July.	Daily and weekly pit and Mine-site ground surveys Wildlife deterrents and mortality reporting
Project-related Mortality	Two caribou or muskoxen mortality per year because of Project-related activities (e.g., falling into pits, tailing, sludge or other means)	NO	NO	Daily and weekly pit and Mine-site ground surveys Incidental wildlife reporting Wildlife mortality reporting
Project-related Mortality	Raptors and waterbirds will not be killed at the Mine site. Threshold is one individual per year	NO	NO	Daily and weekly pit and Mine-site ground surveys

4.7 Management Recommendations

The 2025 Mine site ground surveys were an effective source of monitoring to address the impact predictions for managing ungulates, predatory mammals, nesting raptors, and Project-related mortalities. Mitigation implemented in 2025, and previous years continues to be effective at minimize Project-related injuries and mortalities. The following are specific management recommendations for the Mine site ground survey monitoring program:

- Complete wildlife incident reports, according to the TEMP version 9, including deterrence events (Agnico Eagle 2025a). All wildlife deterrence events are currently submitted to the EQuIS database.
- Continue to conduct formal weekly pit and Mine surveys to document wildlife activity and to verify that effects to wildlife are not occurring from Project-related activities.
- Continue raptor nest monitoring within the Meadowbank and Whale Tail LSAs, and along the AWAR and WTHR.
- Continue to document the use of deterrents to prevent habituation of wildlife near the Project or to relocate problematic wildlife.
- Continue to apply the Wildlife Protection and Response Plan (Appendix B of TEMP version 9, Agnico Eagle 2025a), which includes waste provisions, training, incident reporting, and protocols for problem wildlife. Efforts should be taken to ensure all perishable garbage is directed to the composter and other proper waste disposal facilities.
- Continue training and education to ensure that incidental wildlife reporting is completed by all Mine site personnel so that Environment personnel can remain informed of pertinent wildlife-related activity near the Mine site.
- Monitor tailings ponds daily during the waterbird migration period, beginning in mid-May. Increase the frequency of deterrent use if required.
- Continue to gather detailed information (e.g., sex, age, photos) on deceased animals and include in incident reports, when possible.
- Review of methods with the TAG and helicopter contractor to discuss decisions made for take-off/landing and short versus long-range flights.
- Improve comments for reasons for low flights, even if flying low for only a portion of the flight.

5 WILDLIFE HABITAT MONITORING

5.1 Overview

The wildlife habitat mapping monitoring program was developed to describe the overall area of different Ecological Land Classification (ELC) units lost due to Mine-related activities (i.e., during construction, operation, decommissioning, and post-closure phases) at three primary locations: Meadowbank Main and Vault sites (which together encompass the Mine site), the AWAR, and the Whale Tail Mine and WTHR.

The initial strategy in the impact assessments for Meadowbank and Whale Tail was to compare predicted habitat losses (i.e., from the environmental assessments) to actual losses from Mine development; however, subsequent regulatory approvals, regular infrastructure extensions and expansions, and changes to the Project, and made this approach difficult to implement. The current approach is to map and compare current habitat losses from development to areas allowable under permits. Habitat loss monitoring is completed every year but more formal assessments are completed every three years post-construction, or if changes are greater than 25% of the overall Mine site footprint from the previous evaluation. The last comprehensive analysis was completed in 2024, therefore the next comprehensive analysis is scheduled for the 2027 reporting year unless changes are greater than 25% between consecutive years before 2027.

5.2 Objective

The primary initial objective of the habitat mapping monitoring program is to confirm that habitat losses identified in the TEMP (Agnico Eagle 2025a). This includes habitat losses from the development of the Mine sites, haul roads, and AWAR, plus any subsequent approved extensions. The cumulative amount of area developed is compared to threshold limits. Beginning in 2018, habitat losses are compared to permitted areas, which encompasses Mine development areas. A summary of each monitoring parameter, predicted losses, permitted areas, and thresholds for the Meadowbank Mine and Whale Tail Mine components is included in Table 5-1 and Table 5-2, respectively.

During years with completion of a comprehensive analysis, ELC unit losses are recalculated. For Meadowbank and the AWAR, ELC unit losses were calculated using two different ELC layers, including the original spatial layer from the 2005 EIS (Cumberland 2005) and then a newer ELC spatial layer was applied (Dougan & Associates 2015), which is the Government of Nunavut Kivalliq Ecological Land Classification (KELC) Map Atlas (Campbell et al. 2012). In Table 5-1, predicted losses have been updated to reflect habitat loss predictions from the 2024 landcover as calculated for the 2024 annual report (WSP 2025a). In cases when 2024 data using a new land classification system was not deemed adequate to capture land use changes, information from the 2021 Wildlife Summary Report (Golder 2022), and 2005 Environmental Impact Statement (EIS; Cumberland 2005), and TEMP version 9 (Agnico Eagle 2025a) was occasionally used (see footnotes).

Table 5-1: Habitat Mapping Monitoring Parameters, Predicted Footprint Losses, Permitted Areas, and Thresholds for the Meadowbank Mine, All-Weather Access Road

Monitoring Parameter	Mine Site Predicted Loss	AWAR Predicted Loss	2025 Mine Site Permitted Area	Threshold
Wildlife Habitat	1,130 ha[a]	180 ha[ab]	1,534 ha[c]	>5% Permitted Area
Ungulate – High Suitability Habitat	372 ha (growing) [a] 280 ha (winter) [a]	34 ha (growing) [d] 107 ha (winter) [d]	34 ha (growing) [e] 664 ha (winter) [e]	>10% Permitted Area
Small Mammals – High Suitability Habitat	Given the minimal effects associated with the Meadowbank Project, habitat loss effects on Small Mammals were screened out during the FEIS (Golder 2016)			
Waterbirds – High Suitability Habitat	274 ha[a]	16 ha[d]	200 ha[e]	>10% Permitted Area
Breeding Birds – High Suitability Habitat	594 ha[a]	86 ha[d]	533 ha[e]	>10% Permitted Area

(a) Based on 2021 Wildlife Summary Report (Golder 2022).

(b) Permitted area along the AWAR is 455 ha.

(c) Based on 2025 lease boundaries.

(d) Based on 2024 footprint and comprehensive assessment (WSP 2025a) and 2005 EIS (Cumberland 2005).

(e) Based on 2024 permitted area and comprehensive assessment, and Kivalliq Ecosystem Land Classification (WSP 2025a).

Table 5-2: Habitat Mapping Monitoring Parameters, Predicted Footprint Losses, Permitted Areas, and Thresholds for the Whale Tail Mine and Haul Road

Monitoring Parameter	Whale Tail Predicted Loss	Whale Tail Permitted Area	Threshold
Wildlife Habitat	775 ha[a]	1,574 ha[b]	>5% Permitted Area
Ungulate – High Suitability Habitat	22 ha (growing)[c] 614 ha (winter)[c]	58 ha (growing)[d] 1,116 ha (winter)[d]	>10% Permitted Area
Small Mammals – High Suitability Habitat	Given the minimal effects associated with the Meadowbank Project, habitat loss effects on small mammals were screened out during the FEIS (Golder 2016)		
Waterbirds – High Suitability Habitat	Given the minimal effects associated with the Meadowbank Project, habitat loss effects on waterbirds were screened out during the FEIS (Golder 2016)		
Breeding Birds – High Suitability Habitat	Given the minimal effects associated with the Meadowbank Project, habitat loss effects on breeding birds were screened out during the FEIS (Golder 2016)		

(a) Based on 2021 Wildlife Summary Report (Golder 2022).

(b) Based on 2025 Lease Boundaries.

(c) Based on 2024 footprint and comprehensive assessment, and Kivalliq Ecosystem Land Classification (WSP 2025a).

(d) Based on 2024 permitted area and comprehensive assessment, and Kivalliq Ecosystem Land Classification (WSP 2025a).

Habitat suitability rankings are summarized in Table 5-3. Further description of these rankings is provided in Dougan & Associates (2015).

Table 5-3: Habitat Suitability Rankings for VECs.

ELC Habitat	Caribou Growing	Caribou Winter	Muskox Growing	Muskox Winter	Waterbirds	Breeding Birds
Water	-	Low	-	Low	High	Low
Sand	Medium	Low	Low	Low	Medium	Medium
Boulder/Gravel	Medium	Low	Low	Low	Medium	Medium
Wet Graminoid	High	Medium	High	High	High	High
Graminoid Tundra	High	Medium	High	High	High	High
Graminoid/Shrub Tundra	High	Medium	High	High	Medium	High
Shrub Tundra	Medium	Low	Medium	Medium	Low	High
Shrub/Heath Tundra	Medium	Medium	Medium	Medium	Low	High
Heath Tundra	Medium	High	Medium	Medium	Low	High
Heath Upland	Medium	High	Medium	Medium	Low	High
Heath Upland/Rock Complex	Medium	High	Low	Low	Low	Medium
Lichen Tundra	Low	Medium	Low	Low	Low	Medium
Lichen/Rock Complex	Medium	High	Medium	Medium	Low	Medium

5.3 Duration

The total area of habitat disturbance associated with Mine site and ancillary facility construction was mapped following significant construction completion (2010) and was to be mapped annually during the operation phase as detailed in the TEMP (Agnico Eagle 2025a). At the end of 2010, a detailed ELC habitat loss analysis found that habitat losses to date were substantially lower than predicted and that no habitat loss thresholds for VECs were exceeded. Given this outcome, another detailed ELC habitat loss analysis was not provided until the 2012 report, which had similar conclusions as those in 2010. The 2014 habitat analysis determined that habitat losses were still below predicted losses but that some of the thresholds were being reached. A partial analysis was conducted in 2017 while a full analysis using a revised approach was completed in 2018, 2021, and 2024.

The current habitat mapping monitoring program is intended to be completed every three years post-construction or if changes are greater than 25% of the overall Mine site footprint from the previous year evaluation. This frequency may be reduced during the operation phase if the amount of new disturbance and reclamation areas is relatively unchanged. Following decommissioning, vegetation mapping will be conducted during the second growing season following closure and every three years thereafter for four iterations (TEMP version 9; Agnico Eagle 2025a).

5.4 Methods

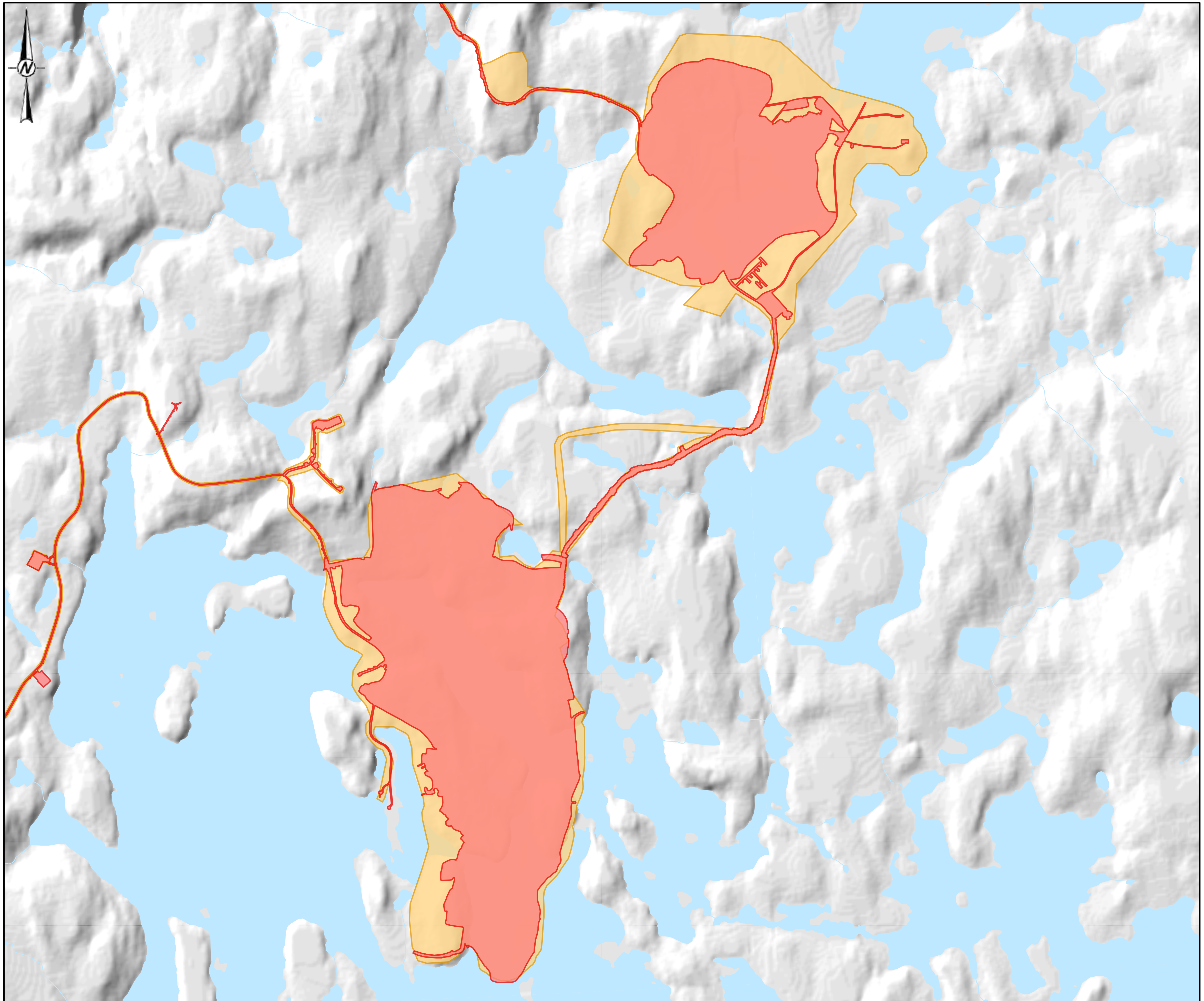
Monitoring of habitat loss occurs at three primary locations: Meadowbank Mine (includes Vault Pit and Haul Road), AWAR (including quarry sites), and Whale Tail Mine and Haul Road (includes borrow/quarries sites and access roads). The footprints and permitted areas were updated based on 2025 data. Calculated losses were then subtracted from the permitted lease areas to ensure actual disturbances are within the lease area boundaries.

During non-comprehensive reporting years, disturbance footprints are assessed to determine if they have increased by 25%, which would trigger a comprehensive assessment. Changes to footprint occurred at the Meadowbank Mine, Whale Tail Mine, and quarries along the AWAR and WTHR in 2025. Current spatial files were overlayed on the 2024 footprint, to determine the percentage change in footprint area.

For reporting years that include a comprehensive assessment, disturbances are compared to permitted areas to determine whether current disturbances exceeded permitted areas.

5.5 Results

New development in 2025 occurred at the Meadowbank Mine, Whale Tail Mine, quarries along the WTHR, and quarries along the AWAR. There was a less than 1% change (0.2 ha) in the Meadowbank footprint between 2024 and 2025 (Figure 5-1). There were no disturbance footprint changes at Vault and connecting roads. There was a 1% disturbance footprint increase (9.4 ha) at the Whale Tail Mine and Whale Tail Haul Road between 2024 and 2025 (Figure 5-2). For the AWAR and associated quarries, there was a 3% footprint increase (5 ha) between 2024 and 2025. The changes in footprints since the previous assessment were less than 25%, therefore a comprehensive analysis was not triggered for the 2025 reporting year. The next comprehensive analysis will be in 2027.



LEGEND

- AREA DISTURBED (2025)
- PERMITTED LEASE AREA
- WATERCOURSE
- WATERBODY

0 800 1,600

1:40,000 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

MEADOWBANK MINE SITE FOOTPRINT, 2025

CONSULTANT

wsp

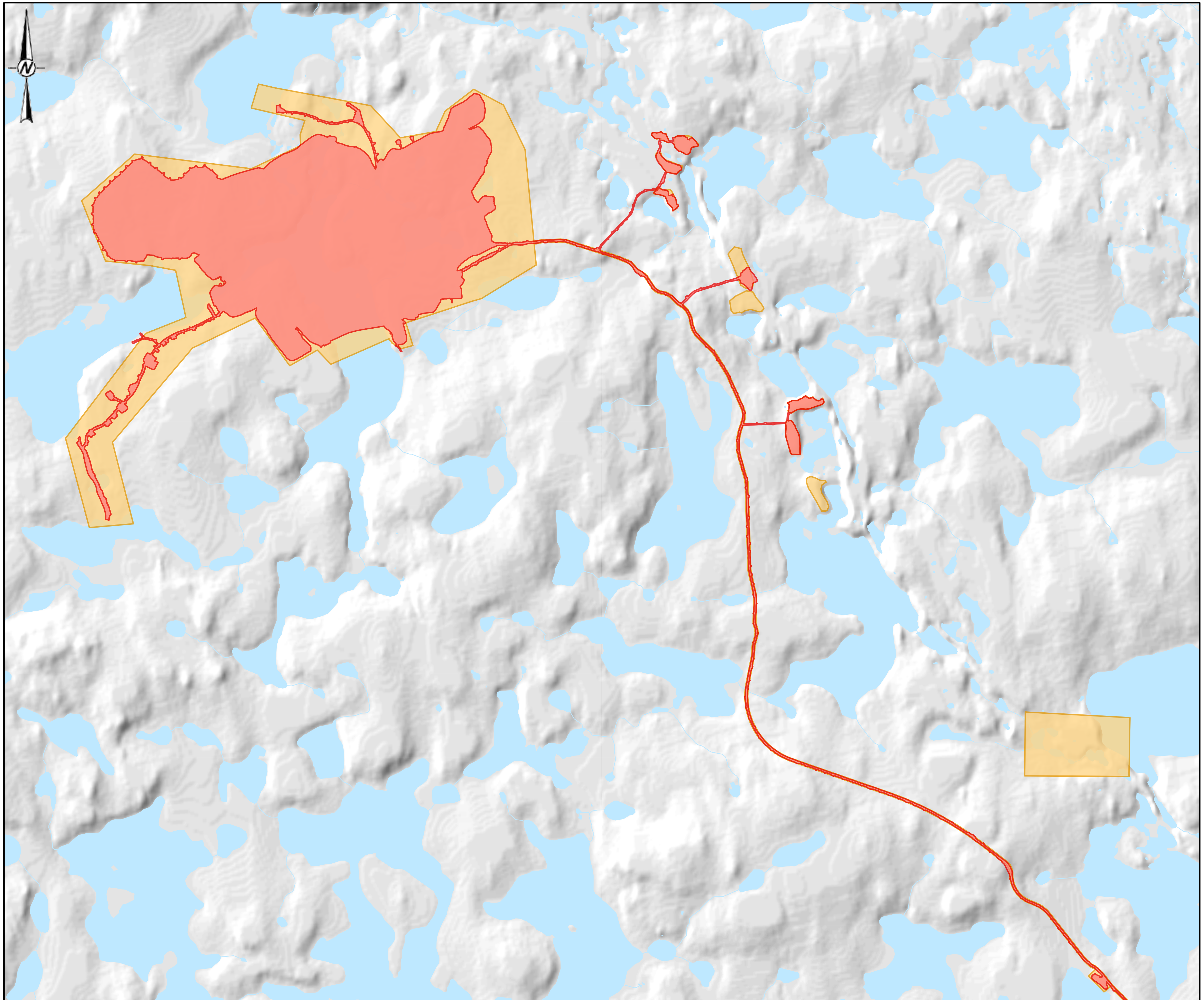
YYYY-MM-DD	2026-02-25
DESIGNED	JF
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	5-1

PATH: W:\Client\Agnico_Eagle_Mines_Ltd\Whale_Tail\99_PROJECTS\CA0055337_7557\4003\02_PRODUCTION\APRX\Report\CA0055337_7557_4003_05_01_MEADOWBANK_MINE_FOOTPRINT_2025.aprx PRINTED ON: AT: 8:57:42 AM

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B

25mm



LEGEND

- AREA DISTURBED (2025)
- PERMITTED LEASE AREA
- WATERCOURSE
- WATERBODY

0 800 1,600
1:40,000 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
WHALE TAIL MINE AND HAUL ROAD FOOTPRINT, 2025

CONSULTANT
wsp

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

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	5-2

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B
25mm

PATH: W:\Client\Agnico_Eagle_Mines_Ltd\Whale_Tail\99_PROJECTS\CA0055337_7557\4003\02_PRODUCTION\APRX\Report\CA0055337_7557_4003_05_02_WHALE_TAIL_MINE_FOOTPRINT_2025.aprx PRINTED ON: AT: 8:55:28 AM

5.6 Accuracy of Impact Predictions

The 2025 habitat loss data were compared to permitted areas (i.e., rather than EIA predicted areas and extensions) to evaluate adherence to allowable (permitted) development and the provision of adaptive management, as either a necessary or proactive measure. Actual habitat loss as result of Mine site, AWAR, and WTHR construction to date is less than permitted areas (Table 5-4).

Table 5-4: Accuracy of Impact Predictions – Habitat Loss

Measurable Parameter	Threshold (Compared to Permitted Areas)	Threshold Exceeded (2025)	Adaptive Management Implemented	Status
Habitat Loss	Terrestrial Habitat ▪ Meadowbank = 1,534 ha ▪ AWAR = 455 ha ▪ Whale Tail = 1,574 ha Threshold is >5% habitat loss of permitted area	Not Assessed	None required	Ground Surveys Mapping and GIS analyses – ELC habitat mapping
	Ungulates Meadowbank Mine Site ▪ Growing = 34 ha ▪ Winter = 664 ha AWAR ▪ Growing = 34 ha ▪ Winter = 107 ha Whale Tail + WTHR ▪ Growing = 58 ha ▪ Winter = 1,116 ha	Not Assessed	None Required	
	Small Mammals Waterbirds Breeding Birds	Given the minimal effects associated with the Meadowbank project, habitat loss effects were screened out during the EA (Golder 2016)		
	Following mine closure, up to 80% of the reclamation will be completed by year 12. Refer to the reclamation and closure plan for more details.	Not yet applicable		

AWAR = All-Weather Access Road, EA = Environmental Assessment, ELC = Ecological Land Classification, GIS = Geographic Information System.

5.7 Management Recommendations

Measured change in footprint for the Meadowbank Mine and Vault sites, the AWAR, the Whale Tail Mine and WTHR was assessed as less than 25% change in 2025. Therefore, the next comprehensive habitat analysis will be completed for the 2027 monitoring year.

6 CARIBOU SATELLITE-COLLARING PROGRAM

6.1 Overview

The caribou satellite-collaring program continued in 2025 and includes data collected within the Project. Collar deployment for this program is completed by the Government of Nunavut in collaboration with hunters and Elders. The program allows Agnico Eagle to assessing the spatial relationship between collared caribou and the Project RSA.

6.2 Objectives

The satellite-collaring program was developed to provide information on the distribution of caribou occurring within the Project RSA and contribute data to ongoing satellite-collaring programs for the Ahiak, Beverly, Lorillard, Qamanirjuaq, and Wager Bay herds, as well as individuals not yet assigned to a herd and marked as Northeast Mainland (NEM) in the data. The satellite-collaring program, along with regional data, are important monitoring and management tools that provide a regional perspective on caribou activity near Mine operations. Another key objective of the program is to provide timely information for the caribou management and monitoring strategy at the Meadowbank and Whale Tail sites (i.e., Decision Tree approach; see TEMP [Agnico Eagle 2025a]).

To better understand caribou movement trajectories across the WTHR and AWAR, a descriptive analysis using the most recent telemetry data was performed using data current to 31 December 2025. Seasonal movement maps were produced to visualize the spatial relationships between collared caribou and the Project RSA in 2025.

6.3 Duration and Methods

The satellite-collaring program was initially designed to continue for five consecutive years in accordance with the original TEMP (Cumberland 2006). Caribou in the Baker Lake area were first collared in May 2008, and the program continued for more than a decade.

Caribou collaring methods and deployment are administered by the GN DoE. Caribou are carefully netted by the contracted satellite-collaring crew via helicopter and fitted with either an Advanced Research and Global Observation Satellite (ARGOS), GPS Type IV or Iridium satellite-collar.

Deployed collar data were included in a population distribution analysis completed for the GN (Nagy et al. 2011). The clustering and movements of each collared caribou were examined and assigned to the sub-population (i.e., Ahiak, Beverly, Lorillard, Qamanirjuaq, and Wager Bay herds) that best fits the animal's movement characteristics. For the purposes of this analysis the Ahiak and Beverly herds were treated as a single herd due to similar movement patterns.

6.4 Historical Results

Collar deployment around Baker Lake with the assistance of Agnico Eagle began in 2008. The number of collared caribou continues to grow yearly. The number of collared caribou that interact with the Project fluctuates yearly but remains relatively low (Table 6-1).

Table 6-1: Total Number of Collared Caribou and GPS Fixes across Years

Year	Total Collars	Total Fixes	Collars in RSA	Fixes in RSA	Collars in RSA (%)	Fixes in RSA (%)
Meadowbank RSA						
2008	42	6,973	0	0	0.0	0.0
2009	50	7,021	2	2	4	0.0
2010	29	9,006	9	82	31.0	0.9
2011	59	13,000	6	38	10.2	0.3
2012	39	9,842	5	71	12.8	0.7
2013	61	22,968	4	40	6.6	0.2
2014	37	32,017	3	145	8.1	0.5
2015	45	45,292	3	249	6.7	0.6
2016	54	87,069	5	323	9.3	0.4
2017	83	129,347	3	114	3.6	0.1
Meadowbank RSA + Whale Tail RSA						
2018	78	133,277	19	1,902	24.4	1.4
2019	96	156,204	11	713	11.5	0.5
2020	73	123,838	10	707	13.7	0.6
2021	46	72,590	5	386	10.9	0.5
2022	70	83,467	5	304	7.1	0.4
2023	231	328,837	39	2,485	16.9	0.8
2024	196	163,629	33	792	16.8	0.5
2025	95	234,372	21	1,698	22.1	0.7

6.5 2025 Caribou Movement Patterns

In 2025, 21 individuals from three different herds (Ahiak-Beverly, Lorillard, and Wager Bay) had collar fixes within the Project RSA. The most interactions with the Project RSA occurred during spring migration, when 15 individuals had fixes within the RSA. The earliest and latest dates of GPS fixes in the RSA for each season summarized in Table 6-2.

Table 6-2: Number of Collared Caribou by Season that Interacted with the Project RSA with Arrival and Exit Dates

Season[(a)]	Number of Collars	Earliest Arrival	Latest Exit
Spring (01 Apr to 25 May)	15	2025-04-30	2025-05-14
Summer (26 May to 21 Sep)	5	2025-07-30	2025-09-21
Fall (22 Sep to 15 Dec)	10	2025-09-25	2025-12-15
Winter (16 Dec to 31 Mar)	6	2025-12-23	2025-03-16

(a) Season classification follows GN’s date definitions.

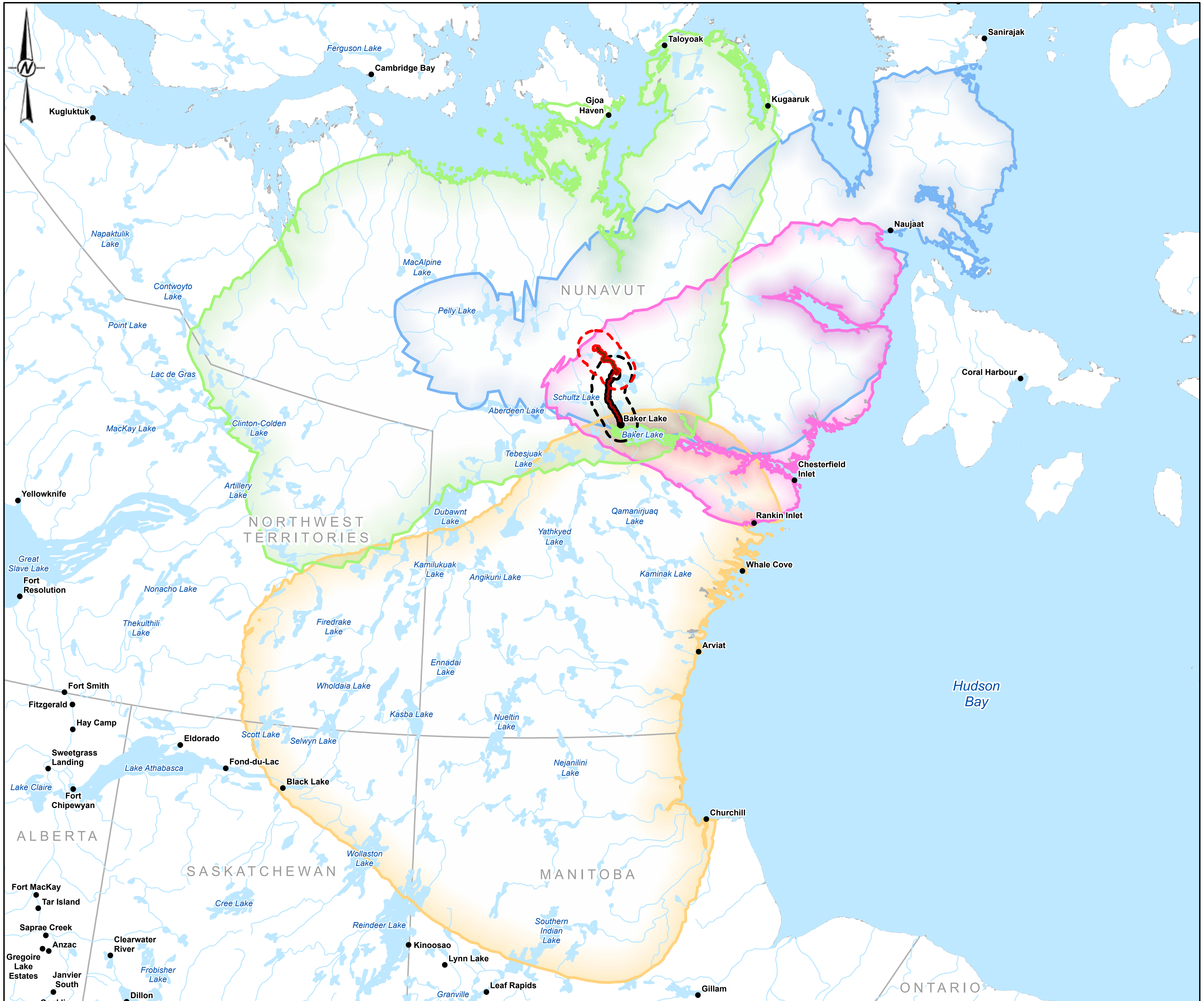
Migration pattern maps were produced for the Ahiak/Beverly, Lorillard, Qamanirjuaq, and Wager Bay caribou ranges (Figure 6-1). Caribou ranges provided on maps were included for reference, but the Ahiak range in this case is used to represent areas used by both Ahiak and Beverly herds.

Overwintering collared caribou in January to March 2025 show more limited movement compared to other seasons. The collared Lorillard caribou overwintered west of the Project RSA, with the exception of one individual that overwintered south of Wager Bay, which is over 350 km east of the Project and this caribou showed limited movement throughout the year. Collared individuals from the Wager Bay herd overwintered both east and west of the project before migrating northeast in the spring. Collared individuals from the Ahiak/Beverly herds overwintered primarily west of the Project in the Northwest Territories.

During spring migration 2025, the Ahiak/Beverly, Lorillard and Wager Bay caribou interacted with the RSA while migrating in a generally a northeastern direction throughout April and May (Figure 6-2). During spring migration, the Qamanirjuaq herd moved from eastern Northwest Territories towards the coast of Hudson’s Bay and Rankin Inlet. The Qamanirjuaq caribou remained south of Baker Lake and did not interact with the Project RSA.

During summer 2025, caribou directional movements followed less of a consistent pattern (Figure 6-3). Caribou were more dispersed and used large areas during summer. The herds in the Ahiak/Beverly, Lorillard and Wager Bay ranges showed a roughly northward movement towards coastal areas early in the summer, which is consistent with expected patterns during the insect avoidance seasons. In June the collared Qamanirjuaq individuals moved to the coastal areas of the Hudson’s Bay near Rankin Inlet. By mid-July most herds show a dispersed southwest movement, with collared individuals from the Ahiak/Beverly herds interacting with Project at the north end of the RSA (Figure 6-2).

During fall migration 2025, caribou show limited directional movement until mid-October, when all herds followed a pattern of dispersed southwest movements (Figure 6-4). The Lorillard and Wager Bay herds remained primarily on the east of the Project RSA throughout fall migration and December, interacting with the southern half of the RSA.



LEGEND

- POPULATED PLACE
- 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
- PROVINCIAL/TERRITORIAL BOUNDARY

ANNUAL RANGE

- AHIAK
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

0 120 240

1:6,000,000 KILOMETRES

REFERENCE(S)

1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. BASE DATA OBTAINED FROM GEOGRATIS, © DEPARTMENT OF NATURAL RESOURCES. CANADA. ALL RIGHTS RESERVED.
3. CARIBOU DATA OBTAINED FROM DEPARTMENT OF ENVIRONMENT (GOVERNMENT OF NUNAVUT), GOVERNMENT OF NORTHWEST TERRITORIES.

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 ANNUAL RANGES

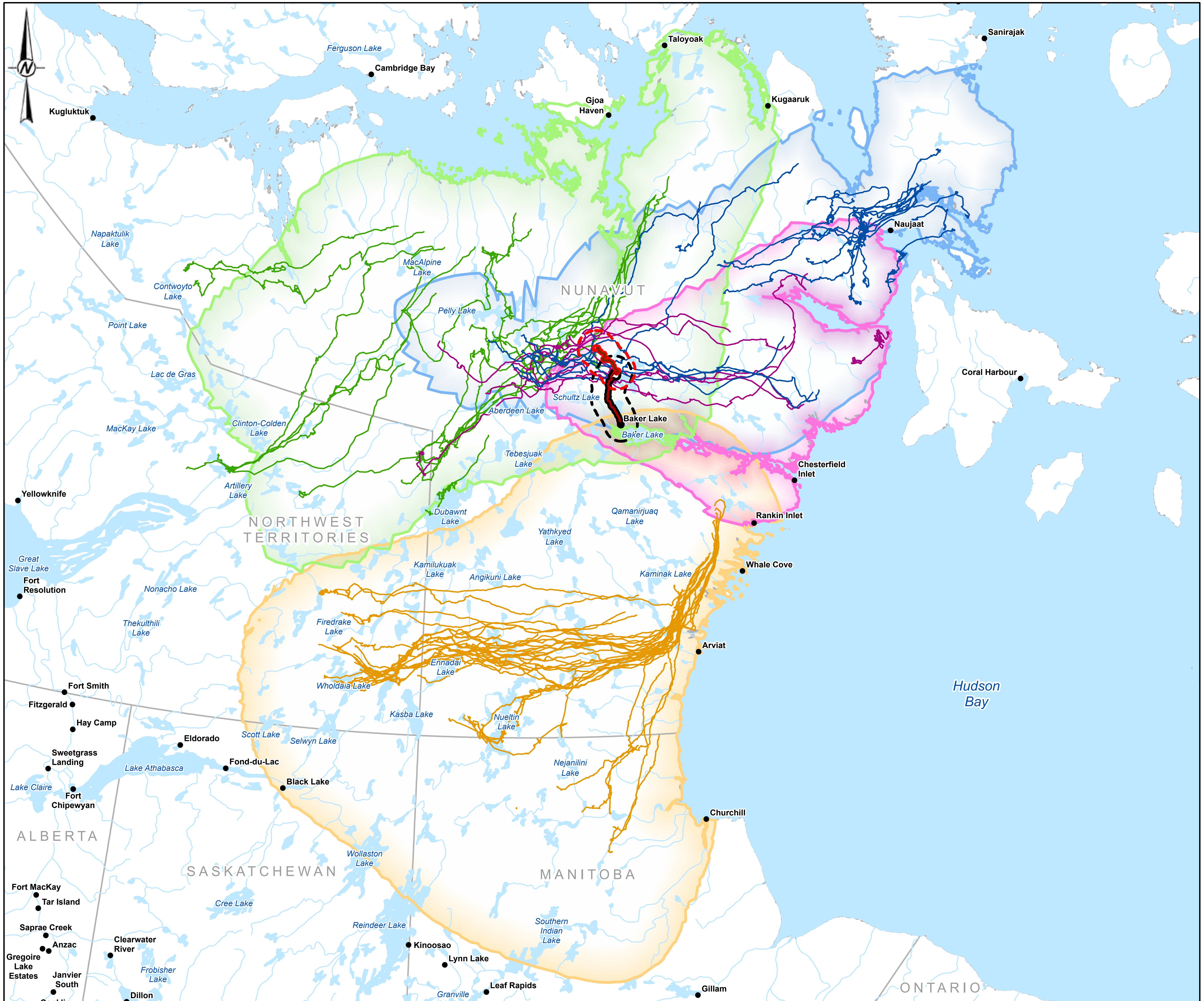
CONSULTANT

wsp

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

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	6-1

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



LEGEND

- POPULATED PLACE
- 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
- PROVINCIAL/TERRITORIAL BOUNDARY

2025 SATELLITE-COLLARED CARIBOU (SPRING)

- AHIAK/BEVERLY
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

ANNUAL RANGE

- AHIAK
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

0 120 240

1:6,000,000 KILOMETRES

REFERENCE(S)

1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. BASE DATA OBTAINED FROM GEOGRATIS, © DEPARTMENT OF NATURAL RESOURCES. CANADA. ALL RIGHTS RESERVED.
3. CARIBOU DATA OBTAINED FROM DEPARTMENT OF ENVIRONMENT (GOVERNMENT OF NUNAVUT), GOVERNMENT OF NORTHWEST TERRITORIES.

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

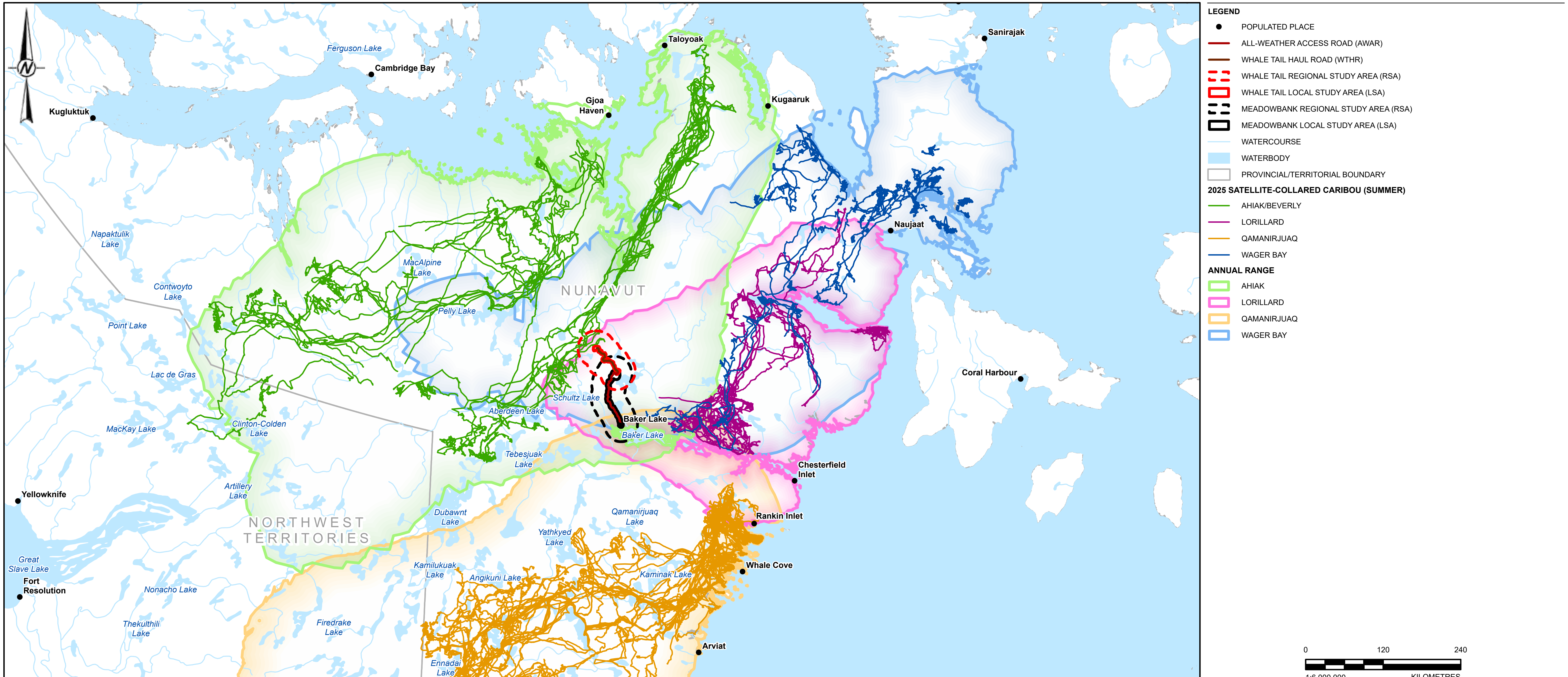
COLLARED CARIBOU MOVEMENTS DURING SPRING (APRIL 1 TO MAY 25, 2025)

CONSULTANT

wsp

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

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	6-2



REFERENCE(S)
1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. BASE DATA OBTAINED FROM GEOGRATIS, © DEPARTMENT OF NATURAL RESOURCES. CANADA. ALL RIGHTS RESERVED.
3. CARIBOU DATA OBTAINED FROM DEPARTMENT OF ENVIRONMENT (GOVERNMENT OF NUNAVUT), GOVERNMENT OF NORTHWEST TERRITORIES.
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

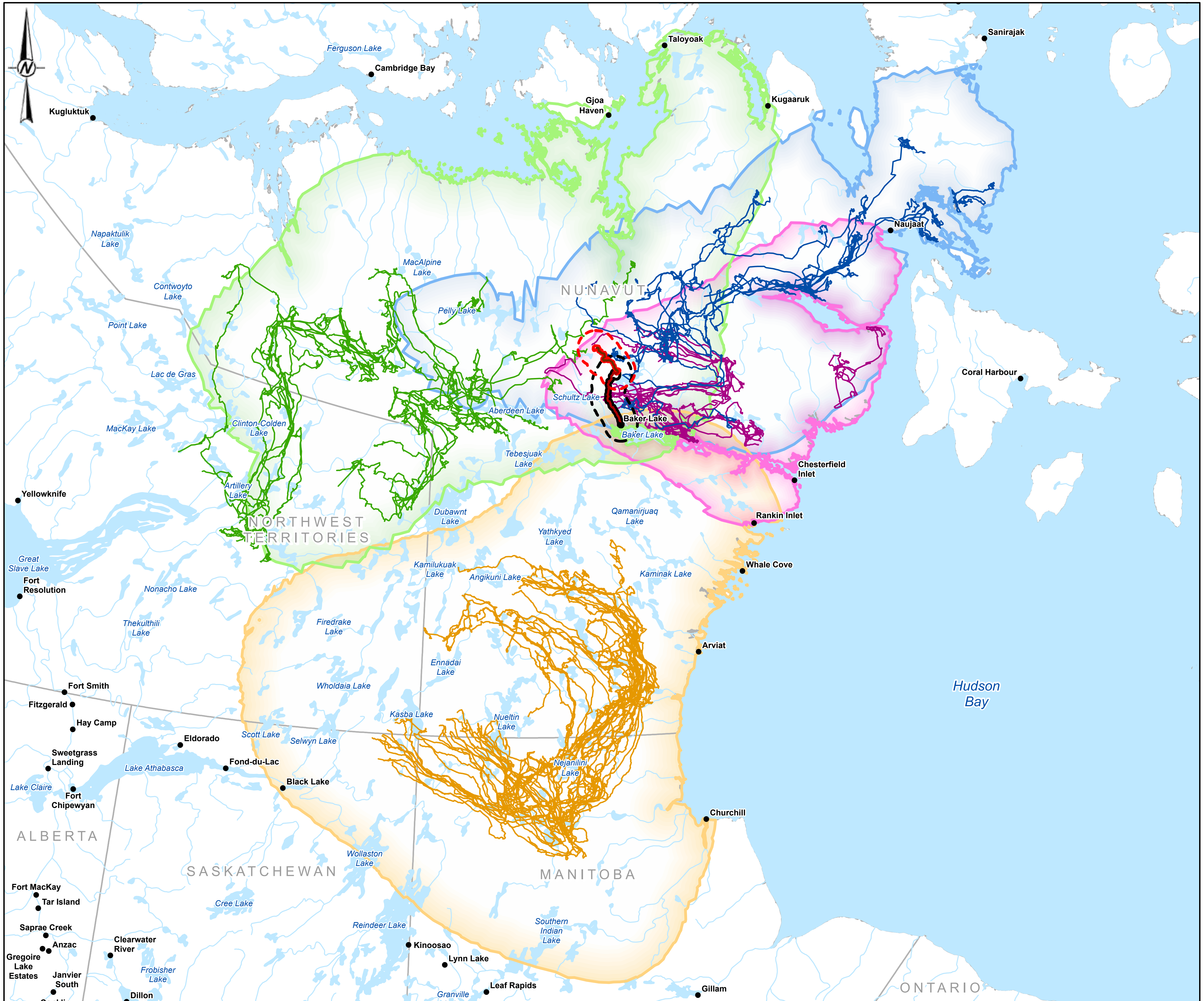
TITLE
COLLARED CARIBOU MOVEMENTS DURING SUMMER (MAY 26 TO SEPTEMBER 21, 2025)

CONSULTANT
wsp

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

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	6-3

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



LEGEND

- POPULATED PLACE
- 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
- PROVINCIAL/TERRITORIAL BOUNDARY

2025 SATELLITE-COLLARED CARIBOU (FALL)

- AHIAK/BEVERLY
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

ANNUAL RANGE

- AHIAK
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

0 120 240

1:6,000,000 KILOMETRES

REFERENCE(S)
1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. BASE DATA OBTAINED FROM GEOGRATIS, © DEPARTMENT OF NATURAL RESOURCES. CANADA. ALL RIGHTS RESERVED.
3. CARIBOU DATA OBTAINED FROM DEPARTMENT OF ENVIRONMENT (GOVERNMENT OF NUNAVUT), GOVERNMENT OF NORTHWEST TERRITORIES.
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

COLLARED CARIBOU MOVEMENTS DURING FALL (SEPTEMBER 22 TO DECEMBER 15, 2025)

CONSULTANT

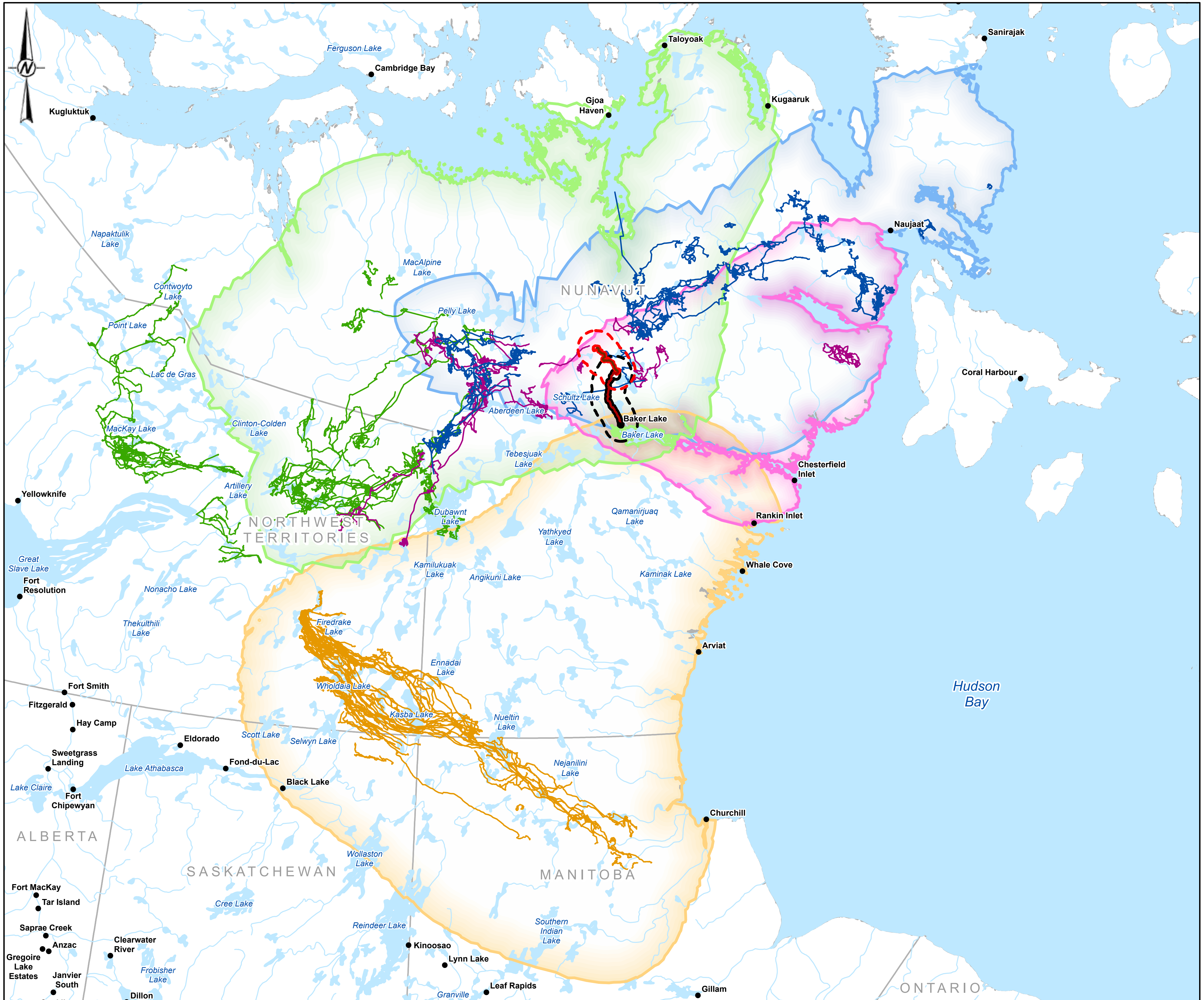
wsp

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

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	6-4

PATH: W:\Client\Agnico_Eagle_Mines_Ltd\Whale_Tail\99_PROJECTS\CA0055337_7557\4003\02_PRODUCTION\APRX\Report\CA0055337_7557_4003_06_04_COLLARED_CARIBOU_MOVEMENTS_FALL_2025.aprx PRINTED ON: 2026-02-25 AT: 9:16:53 AM

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



LEGEND

- POPULATED PLACE
- 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
- PROVINCIAL/TERRITORIAL BOUNDARY

2025 SATELLITE-COLLARED CARIBOU (WINTER)

- AHIAK/BEVERLY
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

ANNUAL RANGE

- AHIAK
- LORILLARD
- QAMANIRJUAQ
- WAGER BAY

0 120 240

1:6,000,000 KILOMETRES

REFERENCE(S)

1. INFRASTRUCTURE OBTAINED FROM AGNICO EAGLE MINES LIMITED.
2. BASE DATA OBTAINED FROM GEOGRATIS, © DEPARTMENT OF NATURAL RESOURCES. CANADA. ALL RIGHTS RESERVED.
3. CARIBOU DATA OBTAINED FROM DEPARTMENT OF ENVIRONMENT (GOVERNMENT OF NUNAVUT), GOVERNMENT OF NORTHWEST TERRITORIES.

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

COLLARED CARIBOU MOVEMENTS DURING WINTER (DECEMBER 16 TO MARCH 31, 2025)

CONSULTANT

wsp

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

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	6-5

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B

25mm 0

6.6 Accuracy of Impact Predictions

There are no specific impact predictions for caribou migration movements. Seasonal patterns of collared caribou movements vary across space and by season. Yearly and seasonal variability may be driven by ecological factors such as patterns of lichen growth, weather, and insect harassment (Gurarie et al. 2019; Joly et al. 2024). Further, shifts in caribou ranges are expected in response to changes in resource availability, such as from resource depletion from prior caribou use (Orndahl et al. 2025).

6.7 Management Recommendations

Due to seasonal and yearly variability in movement patterns at the RSA scale, flexible and responsive mitigation measures, such as TEMP decision trees, are likely to continue to be the most effective. Ecologically relevant variables on caribou movements include snow conditions (Mallory et al. 2020), weather (Gurarie et al. 2019), and vegetation cover (Joly et al. 2024). By considering how ecological factors determine movement choices from one GPS fix to the next, it may be possible to understand what determines movement trajectories that result in interactions with the Project RSA. With the continued goal of protecting the maximum number of caribou in an effective and efficient manner, further studies that incorporate both collar data and IQ knowledge will be valuable for understanding caribou movement in relation to the Meadowbank Complex.

7 VIEWSHED SURVEYS

7.1 Overview

Viewshed surveys were implemented in 2020 to survey standardized and readily accessible locations along the WTHR that would maximize detection of approaching caribou because topography around the WTHR is variable. The viewshed surveys were intended to serve as an early warning system for caribou approaching the WTHR to support mitigation measures during migration. In February 2020, surveys began using the twelve viewshed locations along the WTHR. In 2021, viewshed survey locations were adjusted based on areas with high caribou use and points of high elevation within areas with high caribou use, and an additional survey location was added bringing the total number of survey locations to 13. These 13 locations were surveyed from 2021 to 2024.

Based on an evaluation of available data sources including road survey data, viewshed data, and caribou collar data, it was determined that in most cases mitigation measures are implemented in response to road surveys. Road surveys cover the entire length of the AWAR and WTHR, whereas viewshed surveys occurred only along the WTHR at select locations. Road surveys also occur more frequently than viewshed surveys and were more likely to detect caribou. Following discussion and agreement among TAG members during the fall 2024 workshop (TAG meeting No. 21, Agnico Eagle 2024), the viewshed survey program was discontinued with the intent to continue using road surveys and caribou collar data to implement mitigation measures instead. Historical results from 2020 to 2024 are available in historical Wildlife Monitoring Summary reports (Golder 2021, 2022; WSP 2023a, 2024, 2025a). Viewshed surveys data collected during early 2025 were included in the wildlife observation database (Appendix A).

7.2 Management Recommendations

Following the fall 2024 TAG workshop (Agnico Eagle 2024) and implementation of TEMP V9 in early 2025, the viewshed survey program was discontinued. Going forward, caribou monitoring will continue through other programs, such as the road survey program and the caribou collar program, and mitigation measures will continue to be implemented in accordance with TEMP V9.

8 REMOTE CAMERA PROGRAM

8.1 Overview

The initial remote camera study design (October 2018 to November 2019) was intended to collect general trends on caribou crossing events and traffic or road activities on the WTHR that would be used to inform fine scale traffic mitigation (Appendix A of Golder 2019). An updated study design was implemented in November 2019, to examine the permeability of the WTHR to caribou movement as those interactions relate to the physical parameters of the road (i.e., backfill height, slope, and material grain size; Golder 2019) per Commitment #8 as noted previously. The 2019 to 2024 remote camera data were previously analyzed and presented in past Wildlife Monitoring Summary Reports (Golder 2021, 2022; WSP 2023a, 2024, 2025a). The results of this program did not detect any strong influences related to the physical parameters of the WTHR.

The camera program objectives were revisited during the fall 2024 TAG meeting (TAG #21; Agnico Eagle 2024). A new standard 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 All-Weather Access Road (AWAR). The new camera study design was presented at the fall 2025 TAG meeting (TAG #24; Agnico Eagle 2025b), and the full camera study design is presented in Appendix F.

Remote cameras were deployed in accordance with the new study design protocols during December 2025. Program objectives and methods are outlined below, and results of the program will be presented in future iterations of the Wildlife Monitoring Summary Report.

8.2 Objectives

The primary objective of this new study design is to quantify daily traffic rates on the AWAR and WTHR, the secondary objective will be to estimate duration of convoys, and the tertiary objective will be to examine caribou crossings in relation to vehicle traffic. The traffic dataset will be produced in a way that is compatible with other temporal datasets, as discussed during TAG meeting #24 (Agnico Eagle 2025b).

8.3 Methods

8.3.1 Camera Deployment and Settings

The program used Reconyx HyperFire 2 Professional Covert IR Camera OD Green cameras. There are four camera monitoring locations along the WTHR (Figure 8-1; Table 8-1) and four along the AWAR (Figure 8-2; Table 8-1) to monitoring traffic on both roads. To meet the primary study design objective, remote cameras are deployed individually rather than in pairs to maximize spatial coverage of traffic using the AWAR and WTHR. The first and last camera on each of the roads were placed near the ends of the road in order to effectively capture traffic traveling along the length of both the AWAR and WTHR. Cameras were deployed at a 45° angle to the roads, within 5m of the road where possible, and are approximately 1.5 m above ground level. This configuration provides a field of view that will capture road traffic and caribou interactions with the WTHR or AWAR. Cameras are programmed to take motion-triggered photos continuously and to take timed interval photos once per day at noon (12:00 p.m.). Maintenance checks will be performed every one to two months throughout the year to remove dust, snow, or ice accumulated on cameras, and back up photographs as required.

Table 8-1: New Remote Camera Locations along the Whale Tail Haul Road and All-Weather Access Road

Road	Camera Label	KM Location Reference
WTHR	CAM 1	176
	CAM 2	162
	CAM 3	132
	CAM 4	112
AWAR	CAM 5	105
	CAM 6	64
	CAM 7	37
	CAM 8	5

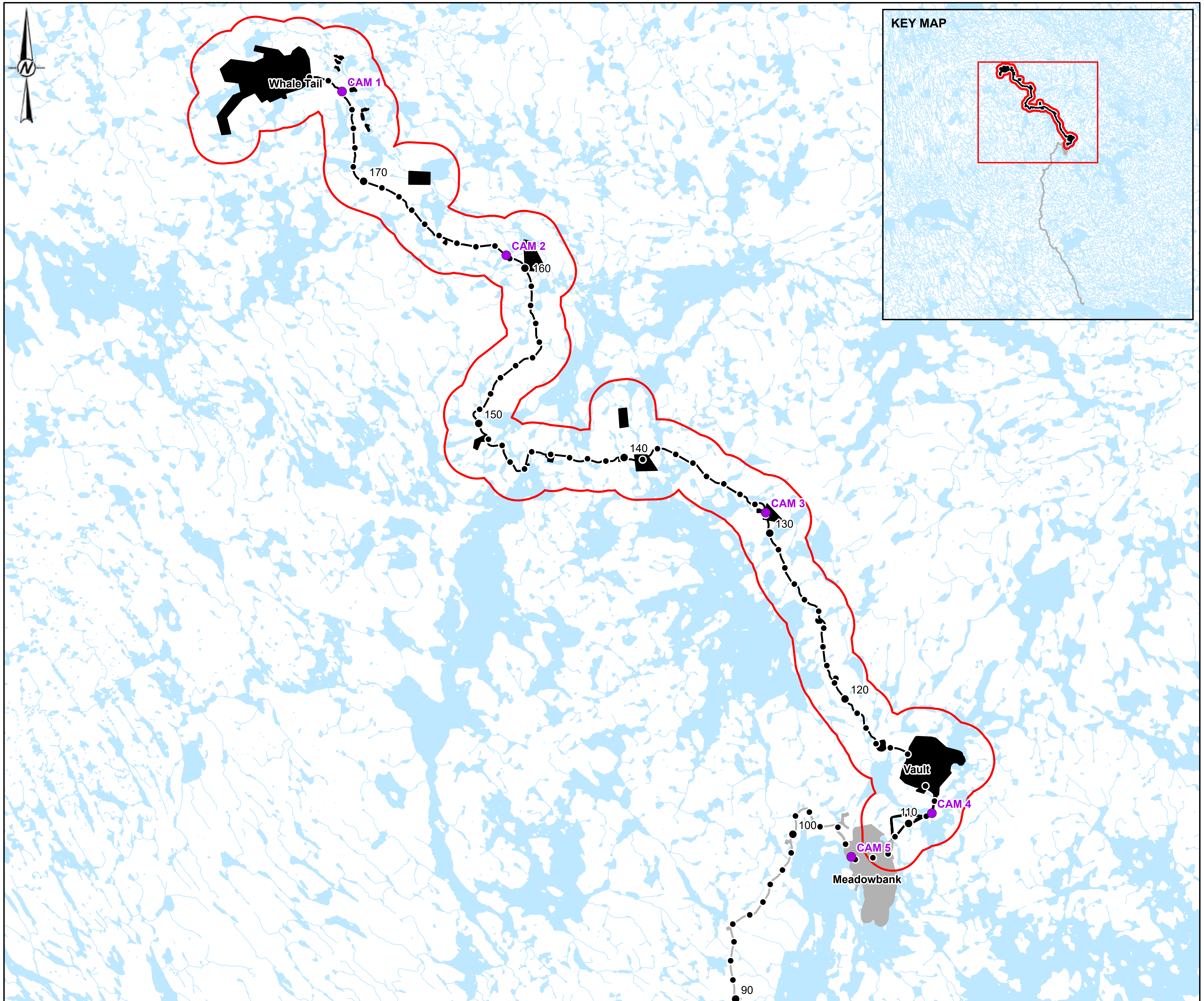
km = kilometre.

8.3.2 Photograph Review

Photographs will be pre-sorted using artificial intelligence (MegaDetector) to distinguish animal, vehicle, and blank images. MegaDetector is a model trained with a large amount of data and is able to detect vehicles and wildlife at various distances within the camera field of view. Bounding boxes with probability, coordinates, and class (animal, truck, or human) will be applied to images. False detections of static objects (i.e., stones) are removed by comparing coordinates of objects between sequential images and allowed 5% deviation in the coordinates. False detections from bad weather or flags in front of camera are removed by checking for large (60% to 80% of FOV) bounding box size on images. Additional false detections from trucks, flags, far away, or the sun are removed through use of a custom Yolo model and comparison of bounding boxes. Any remaining images in the object list also classed as an animal are placed in the results folder for human review and labelling.

After MegaDetector completes classification, further classification of photos will be required to collect information on vehicle type and any wildlife species photographed. Vehicle counts will be summarized based on counts of vehicles recorded by MegaDetector. 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. The QA/QC process will consist of 1% of photos classed as vehicle being reviewed.

Wildlife counts will be determined during manual classification by counting the number of individuals per detection event. For a particular species event, additional photos will not be counted until an hour had passed or until there is a distinguishable difference between separate individuals triggering the camera. This is intended to avoid double counting the same individuals. All animals present within the field of view within each photo are counted. The QA/QC process will consist of 10% of photos classed as animal being reviewed. During analysis, for each independent event, the highest animal count of all photos within the independent event is used as the animal count.



LEGEND

- REMOTE CAMERA LOCATION
- KILOMETRE MARKER
- WHALE TAIL LSA BOUNDARY (1.5 KM)
- WHALE TAIL MINE LEASE
- MEADOWBANK MINE LEASE
- WATERBODY
- WATERCOURSE

0 4,000 8,000

1:200,000 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

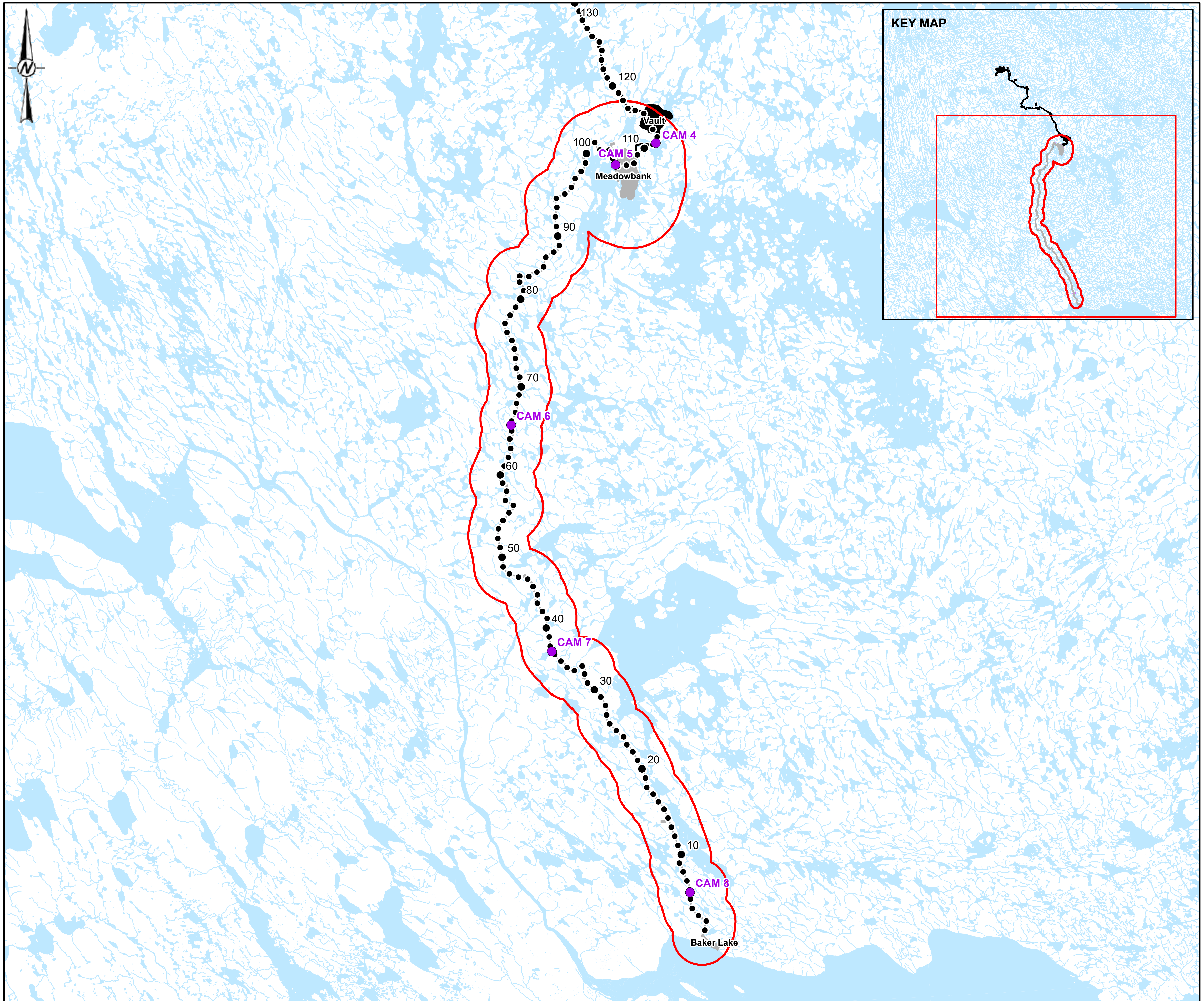
NEW REMOTE CAMERA LOCATIONS ALONG THE WHALE TAIL HAUL ROAD

CONSULTANT

wsp

YYYY-MM-DD	2026-01-30
DESIGNED	JF
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	8-1



LEGEND

- REMOTE CAMERA LOCATION
- KILOMETRE MARKER
- MEADOWBANK (5 KM) & AWAR (3 KM) LSA BOUNDARY
- WHALE TAIL MINE LEASE
- MEADOWBANK MINE LEASE
- WATERBODY
- WATERCOURSE

0 8,000 16,000
1:400,000 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
NEW REMOTE CAMERA LOCATIONS ALONG THE ALL-WEATHER ACCESS ROAD

CONSULTANT
wsp

YYYY-MM-DD	2026-01-30
DESIGNED	JF
PREPARED	CDB
REVIEWED	JF
APPROVED	DC

PROJECT NO.	CONTROL	REV.	FIGURE
CA0055337.7557	4003	0	8-2

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B
25mm

8.3.3 Data Analysis and Reporting

The traffic dataset will be prepared in a way that is compatible with other temporal datasets as discussed during TAG meeting #24 (Agnico Eagle 2025b). Specifically, vehicle detection events will include time stamp information in addition to vehicle counts per event, which can then be linked to the spatial or temporal attributes of wildlife events. For reporting purposes, vehicle detections will be summarized across detection events per day so that daily vehicle rates are available at each location for each camera active day. Vehicle detection rates will also be summarized by month to facilitate comparisons with species detection rates. The number of active months for each camera will be calculated as follows:

*number of months = (number of active days/365 days) * 12 months*

Species detections are defined as the number of individual observations for a given species or group. A photo rate will be calculated for each species recorded and will be used as a metric for species relative abundance. A photo rate will be determined for each species photographed. The photo rate is the number of detections of a given species divided by the camera station sampling effort in months.

Analyses will primarily focus on quantifying and visualizing vehicle detection rates on both the AWAR and WTHR throughout the year, including comparisons of traffic rates during periods of closure. For the second objective, methods will be evaluated for quantifying convoy duration using the AI processed photos. A subset of convoys will be selected from the convoy log and found within the photo dataset at start and end cameras. Once the convoy photos are identified, start and end times will be used to estimate convoy duration. Lastly, caribou road interactions will be quantified to investigate caribou road interactions by season and in relation to daily traffic rates. Because cameras are only triggered within 30 m, data analyses and conclusions that can be drawn from these data may be limited because caribou photos recorded by previous programs have been infrequent.

Results of the remote camera monitoring program will be reported as part of the annual Wildlife Monitoring Summary Report to the Nunavut Impact Review Board (NIRB), in compliance with Project Certificate No.008 Terms and Conditions and its respective amendments.

8.4 Management Recommendations

Remote cameras were deployed in accordance with the new study design protocol during December 2025. 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.

9 BLAST MONITORING

9.1 Overview

The purpose of the blast monitoring program at the Whale Tail Mine is to understand how blasting vibration relates to caribou behaviour. The program involves monitoring caribou behaviour before, during, and after a blast, as well as establishing relationships between vibration and overpressure levels and blasting parameters (e.g., charge mass, charge depth), environmental conditions (e.g., seasonal variation), and propagation distances.

Blasting is delayed when caribou or other wildlife are observed within the blast danger zone (typically 600 m from the blast centre). According to the TEMP, blasting is also delayed when caribou Level 3 mitigation is triggered, when caribou seasonal GST is observed within 3 km during the sensitive season, or within 5 km during the calving period (Agnico Eagle 2025a). The Environment Department performs monitoring prior to each blast to ensure no caribou groups exceeding GST are present within these setback distances.

9.2 Objectives

The purpose of the blast monitoring program is to determine if blasts conducted at the Whale Tail Mine influence caribou behaviour. This is done by using behaviour as a proxy of blast disturbance, determining if blasts exceed vibration annoyance or damage thresholds, and testing any potential relationship between blasting (i.e., vibration and overpressure) and behaviour.

9.3 Duration

Caribou behavioural responses to blasting events was assessed in in 2021, 2022, 2024, and 2025. These data were used to determine site-specific relationships between blasting and behaviour. Caribou behaviour monitoring will continue opportunistically until a sufficient sample size of caribou behaviour at different distances from blasting is collected and assessed.

9.4 Methods

9.4.1 Vibration and Overpressure Model

The blast monitoring program focuses on the following parameters to estimate impacts of blasting on caribou:

- Peak Particle Velocity (PPV), which characterizes ground vibration (i.e., physical shaking of the ground as a result of an explosive blast). PPV values were measured in millimetres per second (mm/s).
- Peak Pressure Level (PPL), which characterizes airblast overpressure (i.e., movement of air as a result of an explosive blast). PPL values were measured in linear decibels (dBL).

There are few if any guidelines intended to address sensory disturbance to wildlife from explosive blasting. In the absence of wildlife-specific threshold or limits, guidelines for damage and human annoyance due to blasting were used as a starting point for assessment of potential impacts to caribou. The caribou hearing threshold for low frequency noise is higher than humans, meaning that humans may be able to a detect blasting related PPL at greater distances than caribou (Agnico Eagle 2025a). According to IQ, caribou may be able to detect blasting vibrations at greater distances than humans.

Most guideline limits on PPV and PPL from blasting are intended to protect against minor cosmetic damage to buildings and other structures. For example, the Environment and Climate Change Canada (ECCC) *Environmental Code of Practice for Metal Mines* (Environment Canada 2009) recommends that PPV be limited to 12.5 mm/s and PPL be limited to 128 dBL at nearby receptors. Another document commonly referenced in blasting assessments is the Australian and New Zealand Environment Council (ANZEC) *Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration* (ANZEC 1990). To protect against human annoyance, the ANZEC document recommends that PPV be limited to 5 mm/s and PPL be limited to 115 dBL at nearby receptors.

Models to describe the site-specific relationship between vibration and overpressure from explosive blasting were developed using blast monitoring data collected in 2020 and 2021. Explanation on calculation of the site-specific relationships between overpressure and vibration and blasting parameters are presented in Golder (2022) and WSP (2023b). These models can be used to estimate propagation distance of PPL and PPV based on blast charge and depth (i.e., shallow vs. deep) by season. Blast charge mass and depth from blasts in 2021, 2022, 2024, and 2025 were input into the models to estimate PPV and PPL experienced by caribou groups in which behaviour monitoring data were available. The PPV values for 2025 were derived from WSP (2023b) with a maximum estimated blast charge mass (i.e., charge mass per delay) of 1,090 kg.

9.4.2 Caribou Behaviour Monitoring

Caribou behaviour monitoring in conjunction with blast events was conducted in 2021, 2022, 2024, and 2025 followed the general approach outlined in Section 17.2. Surveys were opportunistic in nature and required groups of caribou to be present during blast events. The overall method was to identify caribou groups in proximity to blasting locations prior to blast events and record behaviours of individuals every three minutes for 30 minutes before blasting and a 30-minute period beginning at the blast. The behaviour categories were feeding, lying down, standing, alert, walking, and trotting or running. In the case that a different form of disturbance event occurred during the survey, such as a vehicle driving on the road, the time and type of disturbance was recorded. Videos were recorded during blast events, when possible, to document changes in caribou behaviour.

Due to challenges locating caribou groups that could be monitored near blasts for long enough periods, not all surveys had data collected before, during, and after blasts. Behaviour surveys were time corrected to align before, during and after blasts with blast timing. For example, if a blast was performed three minutes into a 30-minute survey, the three-minute interval would be corrected to zero minutes (i.e., during blast), and subsequent minutes would be reclassified as after the blast. Therefore, full thirty-minute monitoring periods were not available on all survey days where behaviour monitoring was performed. Proportions of the caribou groups performing different behaviours were summarized by the three-minute periods before, during and after blasts. Three-minute intervals alone may not represent the entire caribou response to blasting; however, this interval was chosen to increase the available data and standardize comparisons across days.

9.4.3 Caribou Behaviour and Blasting Parameters

In 2021, 2022, 2024, and 2025 the days where blasting events could be tied to caribou behaviour monitoring surveys, the average proportion of caribou response behaviours (defined as alert, walking and trotting or running) following blasts were correlated with modelled PPL and PPV levels. Due to challenges with aligning behaviour surveys with blasts, average proportion of response behaviours in an interval of six minutes following blasts were used in Spearman correlations with PPL and PPV. If two blasts were performed on the same day, the combined blast charge of both blasts and minimum distance from caribou group monitored was used in calculation of modelled PPL and PPV.

9.5 Results

9.5.1 Blast Monitoring

Blasting measurements were collected using four Instantel Minimate units in 2019 (Golder 2020a). Only two of the four Minimate units were outfitted with linear microphones per available equipment, therefore PPL could only be measured at two locations (R1 and R2). Recommendations from the 2019 program included procurement of linear microphones to allow collection of PPL at all four locations, use of external power sources that would allow for deployments to log data from multiple blasts, and enclosing units in rugged outdoor cases that would protect them from the elements. Future PPL measurements at more distant locations were recommended to characterize the maximum distance to which PPL-related annoyance impacts may extend.

Since 2019, blast monitoring has continued following these recommendations, although monitoring during 2020 was limited due to COVID-19 (Golder 2021). Consistent monitoring has demonstrated that few blasts have exceeded Environment Canada's (2009) 12.5 mm/s PPV damage threshold. When two blasts exceeded this threshold in 2020, it occurred at the measurement location closest to the Whale Tail Mine. This suggests that ground vibration from blasting may result in annoyance impacts at receptors close to the blast site. Historically, blasts have often resulted in PPL values below the 128 dBL damage threshold (Environment Canada 2009). However, the 115 dBL annoyance threshold (ANZEC 1990) has occasionally been exceeded at distances close to the Whale Tail Mine (e.g., 193 m and 569 m in 2020). This suggests that airblast overpressure from blasting may result in annoyance impacts at receptors in close proximity to the blast site. These monitoring locations (193 m and 569 m from pit edge) are closer to the blast site than the 3 km caribou distance threshold.

In 2025, 25 blast measures exceeded the PPV annoyance threshold of 5 mm/s (ANZEC 1990); no blast measures exceeded 12.5 mm/s threshold (Environment Canada 2009).

9.5.2 Caribou Behaviour Monitoring

9.5.2.1 Historical Results

Caribou behaviour blast monitoring occurred in 2021, 2022, and 2024. During 2023, no caribou groups were observed during blast events due to blast cancellations or postponements, so behaviour data were not collected during blast events in 2023. Data from caribou behaviour monitoring was sufficient to link behaviour to blasting events on 25 occurrences during 2021 (11 occurrences), 2022 (14 occurrences) and 2024 (3 occurrences). Across these three years, 1 event occurred in winter, 12 in summer, 12 in spring, and 3 in fall.

During these years, caribou responses to blasting events were varied, and changes in alert behaviours often coincided with additional vehicle disturbances. On 6 May 2021, when two blasts were performed at the same time, walking and alert behaviours increased following blasts. However, several vehicle disturbances were also recorded that appeared to elicit changes in caribou behaviour on this day. On 19 August 2021, alert behaviours were observed in the three-minute period immediately following the blast.

In 2022 an increase in alert and walking behaviours were observed following the blasts on 11 April, 15 April, 16 April, 24 April, and 30 April (Figure 9-1). On 15 April 2022, caribou walked towards the Mine following blasting. Walking behaviours also increased following the blast on 26 August 2022, however the increase was more delayed and mixed with an increase in lying behaviour. Caribou behaviour following the other blasts remained similar to their behaviour in the time prior to the blast, consisting primarily of lying, feeding and standing behaviours (Figure 9-1). Other forms of disturbance (e.g., vehicle traffic) occurred on five days where behaviour monitoring occurred (Figure 9-1). Vehicle traffic was recorded during behaviour monitoring on 11 April, 15 April, 7 May, 26 August 2022. Helicopter flights were recorded on 14 June and 26 June 2022.

Of the three analyzed blast monitoring events in 2024, there were additional vehicle disturbances (i.e., multiple stressors) during two of these events. On July 5th, six vehicle disturbances occurred between 5- and 10-minutes post-blast. On July 8th, there was a heavy equipment disturbance approximately 15 minutes pre-blast. Despite the co-occurrence of blasting and vehicle disturbances, no notable changes in behaviour occurred during behaviour monitoring in 2024 (Figure 9-1). Instead, post-blast behaviour consisted primarily of feeding and lying down (Figure 9-1).

9.5.2.2 2025 Results

In 2025, pre-blast surveys for caribou and other wildlife were conducted on 223 occasions over 210 days between January 1st and December 31st (Table 9-1). Caribou were observed on 42 occasions and muskox were observed on 15 occasions during pre-blast surveys. There were 11 occurrences where wildlife exceeded GST during pre-blast surveys in 2025. Caribou exceeded GST six times during pre-blast surveys and the blast was cancelled. Muskox groups exceeded GST five times but the groups were further than 1 km away so no blasts were cancelled, in accordance with the TEMP (Agnico Eagle 2025a).

Table 9-1: Number of Pre-Blast Surveys per Month, 2025

Month	Number of Pre-Blast Surveys
January	15
February	20
March	20
April	15
May	22
June	21
July	18
August	16
September	17
October	19
November	20
December	20
Total	**223**

In 2025 one blast monitoring event occurred on 3 March in which two caribou were monitored at a distance of 1,500 m from the blast. Three minutes after the blast both caribou altered their behaviour from feeding to standing and after 6 minutes they changed their behaviour to walking (Figure 9-2). Nine minutes after the blast the caribou were observed standing.

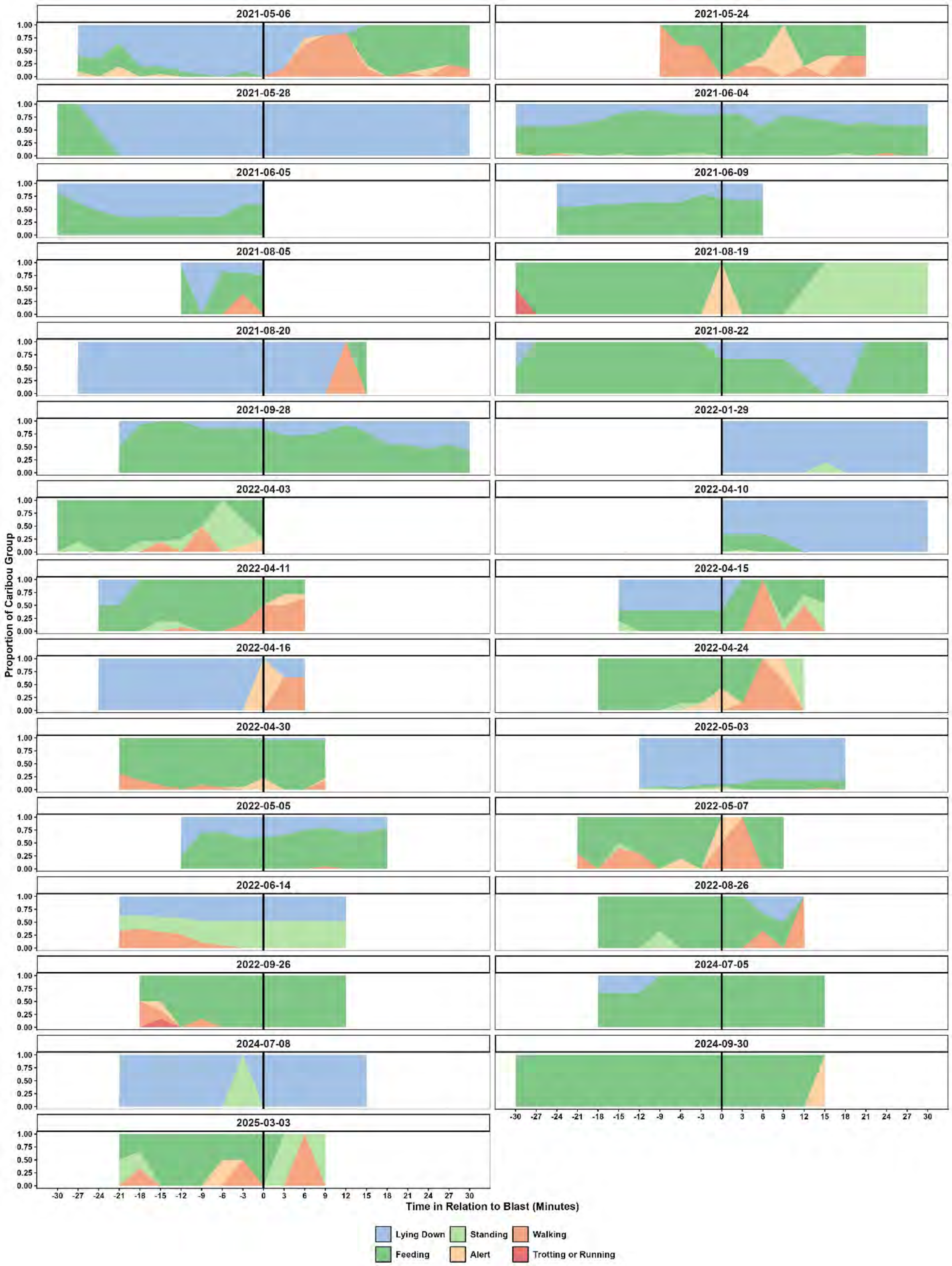


Figure 9-1: Caribou Behavioural Response Following Blasting Events Across all Four Monitoring Years

9.5.2.3 Behaviour Across Years

Across all years, there were 29 occurrences in which caribou behaviour could be linked to blasting events. Caribou behaviour in the three minutes before, the three minutes during and the three minutes following a blast is shown in Figure 9-2. Across all years, on average, feeding and lying behaviours were the primary behaviours observed in each interval. An increase in alert behaviour was observed in the three-minute interval during a blast, which may correspond to the decrease in feeding behaviours during. Walking behaviours showed an increasing trend following a blast, while lying and standing behaviours did not differ much between intervals.

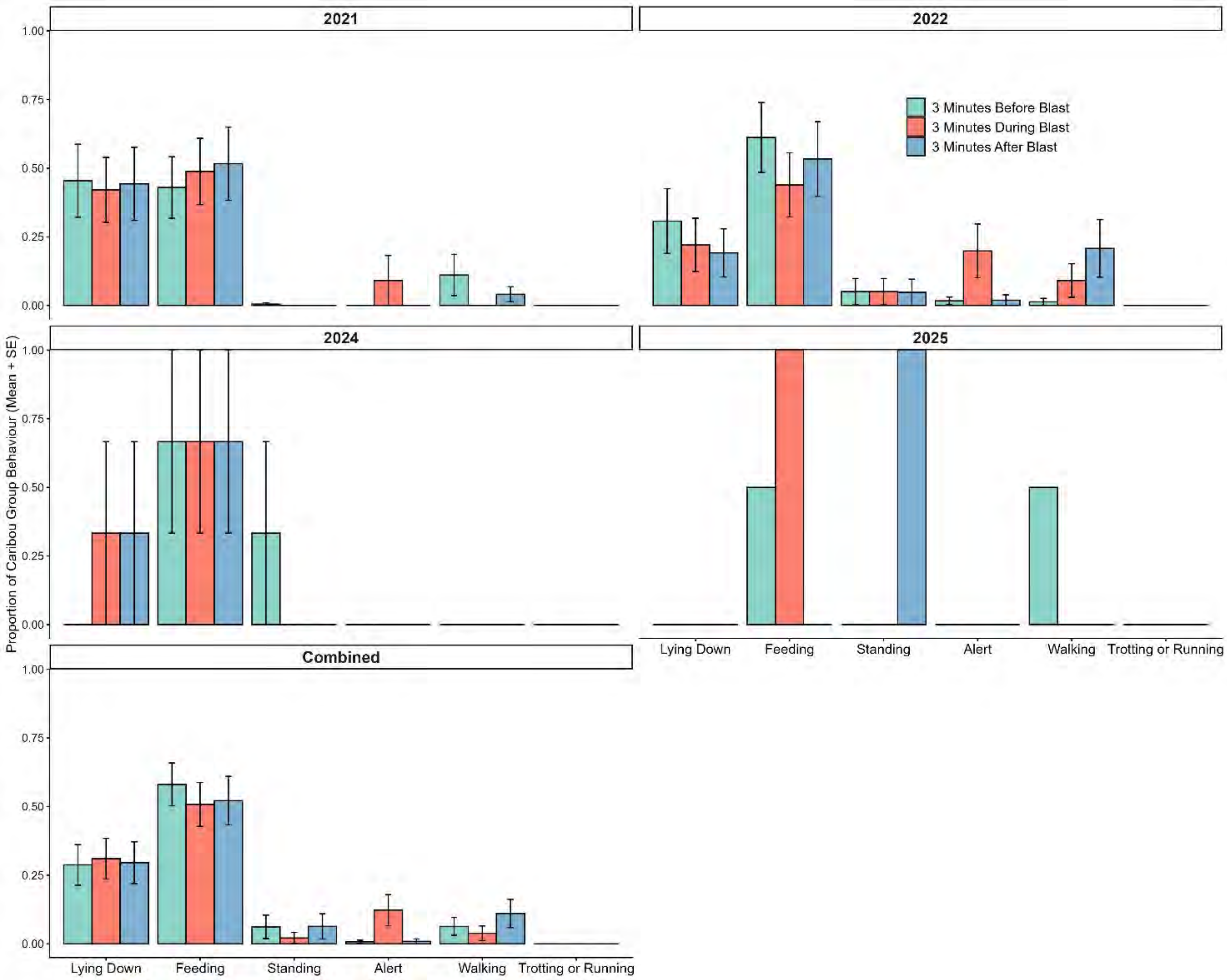


Figure 9-2: Caribou Behaviour Before, During, and After Blasting for Each Year and for all Years Combined

9.5.3 Vibration and Overpressure Model and Behaviour

The model for PPV using the largest blast charge measured in 2021 found that PPV curve fell below the ECCC threshold approximately 350 m from the blast site and fell below the ANZECC threshold approximately 900 m from the blast site. This suggests that human receptors located more than 900 m from the Whale Tail Mine are unlikely to be annoyed by ground vibration from even the largest blasts. The model for PPL using the largest blast charge measured in 2021 found that the PPL curve fell below the ECCC threshold approximately 125 m from the blast site and fell below the ANZECC threshold approximately 1,900 m from the blast site. This suggests that human receptors located more than 1,900 m from the Whale Tail Mine are unlikely to be annoyed by airblast overpressure from even the largest blasts.

Modelling for PPV and PPL were updated in 2025 to include the blast on 3 March. There were 22 total surveys across the four years with monitoring data where behaviour monitoring was conducted for at least six minutes following blasting, and the locations of caribou could be linked with blasting data and modelled PPL and PPV values (Table 9-2).

All modelled values were below the PPV annoyance threshold of 5 mm/s. All modelled values for PPL were below the annoyance threshold of 115 dBL except for 30 April 2022, 05 May 2022, and the three dates in 2024. The one modelled value for PPL in 2025 was 112 dBL. Two blasts were conducted on five days used in the analysis, and three blasts were conducted on one day (Figure 9-1). Response behaviours were observed on half of the days following blasting. The average proportion of the caribou group performing response behaviours in six minutes following each blast based on 22 behaviour monitoring sessions, and modelled PPV (Spearman’s rho = -0.12, p-value = 0.58) and PPL (Spearman’s rho = -0.29, p-value = 0.20) did not appear to be correlated (Figure 9-1). A logistic regression was also used to test for a relationship between PPV and PPL and the tendency to perform any response behaviours (i.e., values greater than zero coded as 1). This model found no significant effect of either PPV (Odds Ratio = 1.14, 95% CI[0.70, 2.17], p-value = 0.60) or PPL (Odds Ratio = 0.80, 95% CI[0.51, 1.16], p-value = 0.27) on response behaviours occurring.

Table 9-2: Caribou Behaviour Monitoring and Blast Data, 2021, 2022, 2024, and 2025

Blast Date	Blast Number	Quantity Explosive (kg)	Distance Between Caribou Group and Blast (m)	Proportion of Caribou Performing Response Behaviours	Predicted PPV (mm/s)	Predicted PPL (dBL)
2021-05-06	5067SUK01, 5074MSK12	55,887	2,873	0.31	0.940	111.3
2021-05-28	5095MSL75	57,553	1,404	0.00	1.87	114.6
2021-06-04	5074MSK24	69,245	1,647	0.00	1.79	114.3
2021-08-19	5046PSK71	1,164.6	1,895	0.33	0.22	107.3
2021-08-22	5046PSK21, 5046PSK13	2,336	832	0.00	0.68	112.2
2021-09-28	5046PSK31, 5060MSK22	4,137	1,579	0.00	0.21	106.1
2022-01-29	5144MSM92, 5130PSM40	41,092	1,769	0.00	1.31	113.2
2022-04-10	5130MSM16	90,093	3,750	0.00	0.91	110.7
2022-04-11	5137MSR07	37,295	2,500	0.64	0.86	111.2
2022-04-15	5081MSL67	74,194	1,466	0.33	2.11	115
2022-04-16	5130PSR27, 5151MSV15	11,420	2,014	0.76	0.60	110.4
2022-04-24	5144RAV02	19,454	1,745	0.52	0.92	112.0
2022-04-30	5130MSM11	178,570	1,503	0.08	3.02	116.0
2022-05-03	5151PPR99, 5144RAR04	12,769	1,993	0.01	0.67	110.8
2022-05-05	5046MSK05	42,189	1,107	0.00	2.03	115.2
2022-06-14	5039MSK25	17,187	1,762	0.00	0.86	111.8
2022-08-26	5130RAV02	28,148	1,688	0.11	1.16	112.8
2022-09-26	5053SUI01	4,100	1,559	0.00	0.49	110.1
2024-07-05	5032MSM22 5032MSM56 5032PPM99	118,286	1,000	0.00	4.08	115.8
2024-07-08	5130MSA04	56,367	645	0.00	6.00	117
2024-09-30	5130MSA18	20,313	800	0.00	4.97	116.4
2025-03-03	5135QYY15	17,468	1,500	0.33	9.65	112.2

Note: 2025 Charge mass per delay values for PPV calculations are from WSP 2023b.

9.6 Management Recommendations

Caribou behaviour responses in relation to blasting metrics for were recorded in 2021, 2022, 2024, and 2025. Caribou behaviour was quantified before, during and after blasting and average response behaviours six minutes following blasting was assessed in relation to PPV and PPL values. Across all four monitoring years, analyses indicated limited behavioural responses to blasting, and no statistically significant relationships were identified between post-blast response behaviours and modelled PPV and PPL values.

In 2025, one blast monitoring event could be linked to caribou behaviour monitoring. Two caribou were observed at a distance of approximately 1,500 m from the blast, and a short-term change in behaviour (from feeding to standing and walking) was observed within six minutes following the blast. Modelled PPL and PPV values associated with this event were below applicable annoyance and damage thresholds, and the observed behavioural response was brief, with caribou returning to standing behaviour within nine minutes post-blast. While this result is consistent with observations of limited behavioural change from previous monitoring years, the limited number of behaviour-linked blast events in 2025 restricts inference that can be drawn from this year alone.

The collection of usable caribou behaviour data in association with blasting remains challenging due to the need to align blasting schedules, caribou presence, visibility, and sufficient monitoring duration. In 2025 a total of 223 pre-blast wildlife surveys were conducted over 210 days but only one blast event resulted in behavioural monitoring. In 2024 behavioural data could only be collected for 3 blast events and in 2023 no viable data could be collected. This shows that caribou are rarely present to be exposed when blasting events occur.

Given these challenges, it may be necessary to continue data collection over an extended period of time. Alternatively, considering the lack of caribou in the blast vicinities and the lack of behavioural responses to blasting, the data presented herein might be considered sufficient evidence of the low frequency of blasting events affecting caribou. The results to date support that distance thresholds for suspending blasting can be reduced to less than current 3 km threshold as no strong adverse responses have been observed at distances less than 3 km. Discussions will continue with the TAG to review mitigation measures, including blast thresholds.

10 HUNTER HARVEST STUDY

10.1 Overview

As outlined in the original TEMP (Cumberland 2006) and the March 2025 version 9 (Agnico Eagle 2025a), and as a requirement of NIRB Project Certificate No. 004 Terms and Conditions 51 and 54, the Baker Lake Hunter Harvest Study (HHS) was initiated in March 2007 by Agnico Eagle. The HHS was conducted in association with the HTO to monitor and document the spatial distribution, seasonal patterns, and harvest rates of hunter kills and angler catches within the RSA.

After low participation during the first year of the study, methods were strategically adapted, participation increased steadily, and valuable information on harvest patterns in the Baker Lake area was collected. The HHS, through regular visits, contributed to developing a strong relationship with local harvesters, the HTO, and the GN.

The HHS was suspended for three years (2016 to 2018) to develop new approaches and direction. Following consultation with the HTO, KivIA, GN, and other agencies in November 2016 (Winnipeg) and June 2017 (Ottawa), Agnico Eagle reinitiated the HHS in March 2019, which for the first time also encompassed the Whale Tail RSA as part of the Meadowbank Complex. The study approach was similar to previous years, but suggestions and guidance received during the consultation period were incorporated into the study. The revised study was conducted from 2020 to 2025.

The full 2025 HHS report is provided in Appendix G.

10.2 Objectives

The primary objectives of the HHS are to monitor potential Project-related effects on harvesting of wildlife by residents of Baker Lake. This objective is achieved by estimating the following key metrics:

1) The distribution of caribou, muskox, and wolverine harvest by residents of Baker Lake.
2) The total level (or an index of) caribou, muskox, and wolverine harvest by residents of Baker Lake.

Other objectives of the HHS, established in consultation with the TAG, or other participants include:

1) Supporting creel surveys by gathering information on Arctic char (*Salvelinus alpinus*), lake trout (*Salvelinus namaycush*), lake whitefish (*Coregonus clupeaformis*), and Arctic grayling (*Thymallus arcticus*) catch rates and Inuit-use patterns in the Baker Lake area.
2) Understanding regional distribution of hunting and fishing activity.
3) Investigating seasonal timing of hunting and fishing activity.
4) Determining whether increased harvest and catch rates are associated with the AWAR and WTHR.

As discussed during consultation with stakeholders, the HHS will further seek to: a) increase and maintain the hunter participant rate in the future of the program; b) improve resource protection; c) improve hunter awareness and education; d) increase the integration of IQ and Traditional Knowledge; e) increase availability of data to support a collective approach to understanding wildlife harvest; and f) assist Agnico Eagle in mitigative actions and the GN in management decisions.

10.3 Methods

The wildlife species that are the focus of the HHS are caribou, muskox and wolverine; however, harvest data on other species, such as grizzly bear, wolf, Arctic fox, geese, and other birds are also collected. The few species in the study were deliberately chosen to make data entry and collection as simple as possible. To support creel surveys, data on fish harvest (i.e., Arctic char, lake trout, lake whitefish, and Arctic grayling) are also collected.

Inuit and non-Inuit residents, at least 16 years of age, are eligible to participate in the harvest survey. Harvest calendars are provided on a household basis, rather than an individual basis, to simplify data entry and collection, and reflect household hunting patterns. The harvest calendar is attractive and consists of local photographs of wildlife and Baker Lake residents. See 2025 calendar in Appendix A of the HHS (Appendix G). Space is provided for each calendar day where harvest details can be documented. A map is provided at the end of the calendar that delineates a 4 km^2 UTM grid within the Baker Lake and Meadowbank Complex areas. Each grid has a unique code to facilitate recording of information. When calendars are issued, participants or participating households are encouraged to write harvest details (e.g., number of animals, sex, age, and location [i.e., grid code]) for the appropriate date on the calendar.

Participants were interviewed in person three times during the year (i.e., June 2025, November 2025, and January 2026) by the harvest study coordinator. During the January 2026 interviews, remaining data from 2025 were collected. The purpose of the interviews is to ensure all harvest data are recorded on the calendars and to collect incidental information to compliment calendar data, including notable caribou movements, aggregations, and unique observations. Between interview periods, participants were often contacted by phone or social media to encourage recording of harvest data.

Features of the 2025 HHS included: 1) building long-term relationships between participants and researchers; 2) increasing engagement with participants on social media platforms such as Facebook and Instagram; 3) continuing incentives for participating in the study (e.g., gas vouchers and prizes); and 4) special prizes for three participants that have achieved more than 10 years of participation in the study.

10.4 Results

Results of the 2025 HHS are summarized below. Additional information such as distribution maps and data comparisons across all years of the HHS are presented in Appendix G.

Hunter Harvest Study Results

- The HHS included 92 interested participants by the end of 2025, which is higher than the interested participants in 2024, 2023, and 2022 (i.e., 88, 74, and 65 respectively).
- Given the historical and current number of hunters in Baker Lake, an estimate of 300 to 350 active hunters was used in the 2025 analysis.
- Of the 2025 participants, caribou harvest data was collected from 55 participants, which represents approximately 16% to 18% of total hunters in the community.
- The distribution of hunting is highly concentrated along the AWAR to part way up the WTHR, around Tehek Lake, in the vicinity of Schulz and Aberdeen lakes, and on the north shore of Baker Lake.
- The 2025 HHS data indicated that 34% of reported harvest occurred within 5 km of the AWAR, and 56% occurred within the Meadowbank RSA. Threshold levels of 20% set for monitoring the effects of the Meadowbank Mine development on the distribution of caribou harvest within the RSA were not exceeded.

- In 2025, 38 caribou were harvested within 5 km of the WTHR, which compares to no Caribou in 2024, one (1) Caribou harvest in 2023, and no Caribou in 2022. 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.
- Within the Whale Tail RSA (note – overlaps with the Meadowbank RSA), a total of 156 harvests were reported in 2025 which is considerably higher than the 33 harvests reported in 2024 and higher than 2011, when 103 Caribou harvests were reported.
- In 2025, a total of 782 caribou were reported as being harvested by 55 participants in the Baker Lake HHS, which includes harvests in the Meadowbank and Whale Tail study areas.
- Given that the 55 hunters represent an estimated 16% to 18% of the Baker Lake hunting community, the total estimated number of caribou harvested in 2025 in the Baker Lake community ranged from 4,344 to 4,888 animals.
- Based on the NWMB (2004) and inclusive Baker Lake HHS results (2007 to 2015; 2019 to 2025), highest caribou harvests have occurred between August and December, followed by a smaller peak between March and May.
- The similar pattern between the studies indicates that seasonal hunting preferences have not changed markedly in the last decade.
- Other harvested mammals included 4 muskox, 34 Arctic fox, 87 Arctic wolves, 3 ermine, and 24 wolverines. There were no American marten, Arctic ground squirrel, Arctic hare, grizzly bear, moose, or red fox reported as harvested in 2025. Several bird species were harvested in 2025 with the most common species being willow ptarmigan (*Lagopus lagopus*).
- For the fourth year in the HHS, marine mammals (1 harbour seal [*Phoca vitulina*] and 3 ringed seal [*Pusa hispida*]) were reported as being harvested by Baker Lake hunters, but all were harvested outside the HHS boundaries.

Creel Survey Results

- The number of fishermen reporting successful fishing trips in 2025 was 38, which is higher than the average of 25 fisherman from 2007 to 2015 and 2019 to 2024 (15 years). The highest numbers of fisherman reporting success in 2025 were in May and June, which is consistent with seasonal fishing patterns in other years.
- Fishing trips, regardless of success rate, did not generally occur beyond the immediate areas of Baker Lake, Whitehills Lake, and along the lower AWAR. The average number of fish harvested per fisherman in each month was highest in July and November with lower averages in the other spring and summer months.
- Lake trout, Lake Whitefish and Arctic char were the most common species caught by fisherman.

10.5 Accuracy of Impact Predictions

A summary of the impact predictions identified in the TEMP Version 9 (Agnico Eagle 2025a) that are evaluated by the HHS is presented in Table 10-1. During 2025, harvest rates were higher within 5 km of the WTHR compared to previous years, and hunters noted “thousands” of animals near the AWAR and WTHR during late 2025. This observation could indicate that caribou distribution may have been more concentrated in the RSA compared to some previous years, however, the distribution of animals harvested in the RSA was lower compared to baseline Table 10-1. Additional study years are needed to determine if the 2025 caribou harvest is part of an increasing trend or an outlier.

Table 10-1: Accuracy of Impact Predictions–- Baker Lake Hunter Harvest Study

Potential Effect	Threshold	Threshold Exceeded (2025)	Adaptive Management Implemented	Status
AWAR				
Hunting by Baker Lake Residents	The AWAR will not result in significant changes in the spatial distribution, seasonal pattern, or harvest levels of caribou by Baker Lake hunters. Changes will not exceed 20% of historical harvest activities within the RSA	NO (56% of harvest in RSA in 2025 compared to 67% baseline; average of 80% of harvest within RSA since 2007)	Discussion with HTO and GN representatives required to identify management options	Hunter Harvest Study (including the Creel Survey)
WTHR				
Hunting by Baker Lake Residents	No change in harvest	UNCERTAIN (38 Caribou harvests recorded within 5 km of the WTHR; 156 Caribou harvests reported within RSA; high numbers of Caribou reported by study participants; additional year or two of study required to determine whether increased hunting trend continues)	Public access is not permitted along the WTHR	Hunter Harvest Study Satellite-Collaring Program

AWAR = All-Weather Access Road, WTHR = Whale Tail Haul Road, RSA = Regional Study Area, HTO = Hunters and Trappers Organization, GN = Government of Nunavut.

10.6 Management Recommendations

The Baker Lake HHS and Creel Survey should be continued to monitor the hunting and fishing patterns of Baker Lake residents, and the potential effects of the Meadowbank Complex. Meetings with participants every four months (three times/year) in 2026 should continue as these are important in maintaining contact, building relationships, expanding the study, and collecting good harvest data. Participation rates can be maintained by continuing to use social media platforms such as Facebook and Instagram, expanding connections on these platforms, ensuring that all participants are visited during the three scheduled field visits, and continuing with distribution of the well-received year-end prizes while in the community. In addition, an effort should be made to continue recruiting new, and particularly young, hunters for the HHS.

11 INTEGRATED CARIBOU MONITORING RESULTS

Various caribou monitoring programs have been developed (Section 2 to Section 10) to understand and manage Mine-related effects on caribou. This section summarizes caribou monitoring data collected in 2025 and lists potential Mine-related effects.

11.1 Integrated Results

Table 11-1 summarizes results from each of the eight programs that monitored caribou activity and responses to Mine-related activity in 2025, while Table 11-2 summarizes potential Mine-related effects on caribou in 2025.

Table 11-1: Summary of Caribou Monitoring Activities and Management Responses in 2025

Monitoring Program	Summary of 2025 Monitoring Results	Summary of 2025 Management Responses
Caribou Management Decision Tree (Section 2)	Decision tree used when caribou were close to Project facilities as outlined in the TEMP version 9 (Agnico Eagle 2025a).	Decision tree process uses data from the road, Mine site, and satellite collaring to determine the scale of caribou monitoring and management required.
Road Surveys (Section 3)	A total of 216 surveys completed on the AWAR, and 224 on the WTHR. The highest caribou numbers observed along the AWAR were in November. The highest caribou numbers were observed along the WTHR in May.	The AWAR was fully closed (24-hour closure) on 56 days, closed for less than 24 hours on 74 days, and had speed restrictions applied for 41 days. In total the AWAR was closed for 2,156 hours. The WTHR was fully closed (24-hour closure) on 43 days, partially closed (less than 24-hour closure) on 64 days and had speed restrictions applied for 20 days. The WTHR was closed for 1,660 hours during 2025 (Appendix B).
Pits and Mine Site Ground Surveys (Section 4)	Mine site surveys conducted on a weekly basis at minimum, and incidental observations recorded. Mine and pit surveys occurred 155 times at Meadowbank and 118 times at Whale Tail during 2025. Caribou sightings at Meadowbank were highest in April and muskox sightings were highest in November and December. At the Whale Tail, caribou observations were highest in April and May and muskox sightings were highest in August.	Deterrent actions were implemented to keep wildlife, including caribou safe from site hazards. Road crossing data thoroughly collected throughout the year to support mitigation decisions. There were no observations from Mine and Pit surveys that resulted in mitigation (Appendix A).
Wildlife Habitat Monitoring (Section 5)	There was 0.2 ha (<1%) disturbance footprint increase at Meadowbank between the comprehensive assessment in 2024 and 2025. There was a 9.4 ha (1%) disturbance footprint increase at the Whale Tail Mine and Whale Tail Haul Road between 2024 and 2025. For the AWAR and associated quarries, there was a 5 ha (3%) footprint increase between 2024 and 2025. The next comprehensive analysis is scheduled for 2027.	Not Applicable.
Caribou Satellite-Collaring Program (Section 6)	Agnico Eagle intends to continue collaboration with the GN DoE caribou satellite-collaring program. The collar data analysis completed in 2025 included 2025 data from four caribou herds.	Daily satellite collar maps still received during sensitive seasons and used to assess need for increased monitoring.

Table 11-1: Summary of Caribou Monitoring Activities and Management Responses in 2025

Monitoring Program	Summary of 2025 Monitoring Results	Summary of 2025 Management Responses
Viewshed Surveys (Section 7)	Following the fall 2024 TAG workshop (Agnico Eagle 2024) and implementation of TEMP V9 in early 2025, the viewshed survey program was discontinued.	Not Applicable.
Remote Camera (Section 8)	Remote cameras were deployed in accordance with new study design protocols during December 2025. Results will be presented in the 2026 annual report.	Not Applicable.
Blast Monitoring (Section 9)	Caribou monitoring was conducted prior to blasts throughout 2025. Caribou behavioural monitoring occurred during one blast in 2025.	Six blasts were cancelled due to groups of caribou exceeding the GST. Muskox exceeded the GST five times but were further than 1km away so blasts were not cancelled.
Hunter Harvest Study (Section 10)	A total of 782 caribou were reported as being harvested by 55 participants in the Baker Lake HHS. The 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.	The Hunter Harvest Study results support that harvest was less than threshold. Management actions are not required. Public access is not permitted along the WTHR.

AWAR = All-Weather Access Road, GN DoE = Government on Nunavut Department of Environment, GST = Group Size Threshold, HHS = Hunter Harvest Study, RSA = Regional Study Area, WTHR = Whale Tail Haul Road.

Table 11-2: Summary of Mine-related Effects on Caribou in 2025

Monitoring Program	Potential Effect	Threshold	Threshold Exceeded (2025)	Adaptive Management Implemented
Caribou Management Decision Tree (Section 2)	Sensory Disturbance	No threshold but Decisions Trees followed when caribou are seen near Mine facilities	Not Applicable	YES. Multiple road closures and notices. Use of Decision Tree for Management and Monitoring.
Road Surveys (Section 3)	Sensory Disturbance	No threshold. 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 Trees for Management and Monitoring.
	Project-related Mortality	Caribou or muskoxen will not be killed or injured by vehicle collisions. Threshold level of mortality is two individuals per year.	NO	There was one caribou mortality that took place on the WTHR on 14 February 2025.
Pits and Mine Site Ground Surveys (Section 4)	Sensory Disturbance	No threshold. Decisions Trees followed when caribou are seen near Mine facilities.	Not Applicable	YES. Deterrent actions were used to keep wildlife, including caribou, safe from site hazards. Use of Decision Tree for Management and Monitoring.
Wildlife Habitat Monitoring (Section 5)	Habitat Loss	10% above total loss of high suitability habitat.	Not Applicable	Not Applicable. Next assessment will be in 2027.
Caribou Satellite-Collaring Program (Section 6)	Sensory Disturbance	No threshold. Decisions Trees followed when caribou are seen near Mine facilities.	Not Applicable	YES. Multiple road closures and notices. Use of Decision Tree for management and monitoring.
Viewshed Surveys (Section 7)	Sensory Disturbance	No threshold. Viewshed surveys were discontinued in 2025.	Not Applicable	Not Applicable.
Remote Camera (Section 8)	Sensory Disturbance	No threshold.	Not Applicable	Not Applicable.
Blast Monitoring (Section 9)	Sensory Disturbance	NPC-119 criteria (see TEMP v9 for details). Monitoring is continuous, but with increasing intensity as caribou approach the blasting site.	NO	YES. Six caribou groups exceeded GST thresholds within setback distances resulting in blast cancellations. Use of Decision Tree for management and monitoring.
Hunter Harvest Study (Section 10)	Hunting by Baker Lake Residents	The AWAR will not result in significant changes in the spatial distribution, seasonal pattern, or harvest levels of caribou kills by Baker Lake hunters. Changes will not exceed 20% of historical harvest activities within the RSA.	NO	NO. Public access is not permitted along the WTHR. Discussion with HTO and GN representatives required to identify management options.
		No change in harvest along the WTHR.	UNCERTAIN	

AWAR = All-Weather Access Road, GN = Government of Nunavut, NPC = Noise Pollution Control, RSA = Regional Study Area, WTHR = Whale Tail Haul Road.

12 PREDATORY MAMMAL DEN MONITORING

Predatory mammals, representing a valued ecosystem component (VEC), occur and are known to den in the vicinity of the Meadowbank and Whale Tail Mine facilities. Sensory disturbances near active dens such as blasting, vehicles and, most significantly, ground personnel, may negatively impact denning success by inducing stress responses in the adult mammals, which can result in den abandonment.

Predatory mammal den monitoring is applicable to four species: wolf (natal dens), grizzly bear (natal/overwintering dens), Arctic fox (natal dens), and wolverine (natal dens).

12.1 Objectives

The purpose of the predatory mammal den monitoring program is to identify and monitor active dens in close proximity to mining operations in order to protect any detected dens from disturbance.

12.2 Methods

Data will be collected on predatory mammal abundance and behaviour during ground surveys, vehicle surveys, and through incidental observations. Active den sites identified during baseline studies will also be monitored. If a wildlife technician suspects or confirms that an active den is present within the active footprint and vicinity of Project mines facilities or roads, a den management plan will be prepared. The plan will include consultation with the GN with respect to obligations under *The Wildlife Act*, SNU 2003, c. 26. Ground personnel and vehicle access will be restricted in the vicinity of the den as needed to minimize disturbances at the den. The den management plan outlines a monitoring schedule (dependent on seasonal timing) and will inform further mitigation strategies as required. See Figure 11 and Appendix L of the TEMP version 9 (Agnico Eagle 2025a) for den management and protection plan components.

12.3 Results

Monitoring of predatory mammal dens was conducted informally in 2025 through observations recorded during other monitoring programs or incidentally. Potential effects due to Project-related activities were not identified to trigger monitoring of predatory mammal dens. One potential wolf den was identified on June 28, 2025 but follow-up monitoring was not able to confirm the presence of a den. The potential wolf den detection was not located near existing or planned Mine disturbances, so there was no risk of disturbance to the dens. Additional monitoring was not triggered.

12.4 Accuracy of Impact Predictions

A summary of the impact predictions identified in the TEMP version 9 (Agnico Eagle 2025a) is provided in Table 12-1; however, no impacts to denning predators were observed in 2025.

Table 12-1: Accuracy of Impact Predictions–- Disturbance to Denning Predatory Mammals for the Meadowbank and Whale Tail Sites

Potential Effect	Threshold	Threshold Exceeded	Adaptive Management Implemented	Monitoring Methods
Disturbance to Denning Predators	Predatory mammal den failures will not be caused by Mine-related activities. Threshold is one den failure per year.	NO	NO	Road Surveys, daily and weekly systematic pit and Mine site ground surveys, incidentals and vehicle encounter.

12.5 Management Recommendations

When an active den site is identified in close proximity to Project facilities, a den management plan should be developed that outlines a monitoring schedule and appropriate mitigation strategies.