

Interested Party:	GN	Rec No.:	GN-AR-04
Re:	Project Certificate No. 003 T&C 25-27 and Project Certificate No. 009 T&C 20, Commitments 46 & 49		

Request Made by Interested Party:

The GN requests that the Proponent undertake the following:

- 1. Confirm that snowfall during the monitoring program (2020–2025) was within climate norms and averages.*
- 2. Should snowbank monitoring resume: a) Provide seasonal snow-depth profiles across all linear infrastructure, measured as cross-sections extending at least 250 m perpendicular to each side of the structure to capture downwind accumulation patterns. b) Continue until a 5-year time series of snow depths is accumulated, averaged and discussed as to their potential impacts on wildlife in the area.*
- 3. Provide plans for engagement with the GN concerning the snow track survey development.*
- 4. Provide plans for baseline survey collection before road construction.*

The GN requests that the NIRB clarify what direction was given to the Proponent, and when, to discontinue the snow track surveys.

Agnico Eagle's Response to Request:**Response to bullet 1):**

Yes snowfall during the 2020-2025 period are within norms, as presented in the Atmospheric Compliance Monitoring Program Report submitted annually with NIRB report (Appendix C.1).

Response to bullet 2):

Should snowbank monitoring resume, Agnico Eagle will consider applicable recommendations from the Government of Nunavut. As noted in the 2023 WMMP Compliance Report, snowbank heights were consistently maintained at levels that did not hinder caribou movement, and following consultation with the IEAC in July 2024, the monitoring program was discontinued.

Response to bullet 3):

Agnico Eagle will engage with the GN regarding the development of the snow track survey program and will document the outcome of this engagement, including any agreed-upon survey approach, in the Wildlife Mitigation and Management Plan (WMMP) as applicable.

Response to bullet 4):

Agnico Eagle is unclear of the request, as there are no new roads are proposed. Roads that exist at Hope Bay and/or roads proposed but not built, have been through an environment assessment, which includes the collection of baseline studies. .

Interested Party:	GN	Rec No.:	GN-AR-07
Re:	Project Certificate No. 003 T&C 25-27 and Project Certificate No. 009 T&C 20, Commitment 45, 51 & 52 (2018)		

Request Made by Interested Party:

The GN requests that the Proponent undertake the following:

- 1. Justify the conclusion that no additional evaluation of wildlife protection measures was needed in 2025 (with respect to camera 18), despite the majority of the year missing data during the reporting period.*
- 2. Collect additional traffic data, such as date, time, location, speed, and include this information in the 2026 annual report, either integrated into relevant graphs or provided in an appendix.*

Agnico Eagle's Response to Request:**Response to bullet 1):**

Agnico Eagle considered the traffic data collected, and after discussions with the IEAC, it was not considered a point of concern. Traffic data was compared with existing studies, described below, and concluded that no additional measures are required.

No additional evaluation of wildlife protection measures were needed beyond continuing the mitigation already in place for wildlife encountering roads because the traffic levels at site are well below the levels at which studies have indicated levels impede wildlife movement. Daily averages were below 85 for camera 18 (Section 2.2.3 of the 2025 Wildlife Mitigation and Monitoring Program Compliance Report). As stated in the 2017 FEIS, studies in Alaska reported that caribou crossing of a pipeline road was impeded by traffic rates higher than 20 vehicles per hour (480 per day; Murphy and Curatolo 1984. Likewise, Murphy (1988) reported that caribou in the Kuparuk Oilfield in northern Alaska reported that road crossings by barren-ground caribou were only impeded once traffic rates were greater than 1 per minute (1,440 per day). Data collected from a variety of locations suggests that road traffic on the order of 4,000 to 10,000 vehicles per day begin to impose a barrier to movement to most large wildlife species, whereas roads with less than 1,000 vehicles a day are permeable to most species (Müller and Berthoud 1997).

For future years the data will be uploaded on a more consistent basis to reduce the likelihood of missed data.

Response to bullet 2):

The Terms and Conditions of the Project Certificate do not require collecting additional traffic data, such as date, time, location and speed. The traffic monitoring program only summarizes volume and composition of light-weight vehicles and heavy equipment information seasonally and annually. The road and traffic management on site stipulates a speed limit maximum of 40 km/h on all mine roads.

Interested Party:	KitIA	Rec No.:	KIA-NIRB-10
Re:	Traffic Volumes Above FEIS Predictions		

Request Made by Interested Party:

The KIA requests the following:

- *An explanation of why additional wildlife protection or adaptive management measures were not implemented in response to traffic exceedances, as required under Term and Condition No. 20 or development of additional wildlife protection measures as required by Condition No. 20 (if this determination required analyzed data to be triggered).*
- *A description of any wildlife mitigation enhancements, adaptive management measures, or operational controls that were implemented in response to increased traffic volumes associated with advanced exploration activities, including implementation dates and effectiveness monitoring, if applicable.*
- *A description of how the exceedances may have affected wildlife, specifically caribou and grizzly bears and whether there are data available that could answer this question.*
- *While a comment has been made to increase the frequency of camera and battery checks, the camera-based traffic monitoring program is considered unsuccessful for this monitoring period due to insufficient data collection, and it is insufficient to demonstrate compliance with the FEIS traffic predictions and wildlife mitigation requirements. The proponent should either commit to frequent (i.e., monthly or more frequent) battery and camera checks or consider concurrent alternative monitoring approaches, such as installing stationary traffic counters with larger-capacity batteries, to improve equipment reliability and ensure consistent collection of traffic data.*

Agnico Eagle's Response to Request:

Response to bullets 1) and 2):

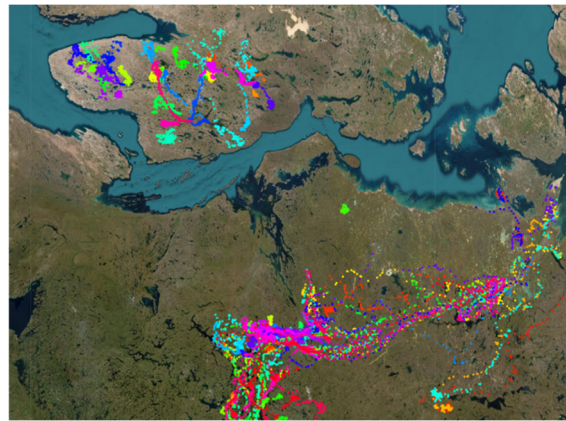
Agnico Eagle considered the traffic data collected, and after discussions with the IEAC, it was not considered a point of concern. We also compared the traffic data with existing studies, described below, and concluded that no additional measures are required.

No additional evaluation of wildlife protection measures was needed beyond continuing the mitigation already in place for wildlife encountering roads because the traffic levels at site are well below the levels at which studies have indicated levels impede wildlife movement. Daily averages were below 85 for camera 18 (Section 2.2.3 of the 2025 Wildlife Mitigation and Monitoring Program Compliance Report). As stated in the FEIS (TMAC 2017), studies in Alaska reported that caribou crossing of a pipeline road was impeded by traffic rates higher than 20 vehicles per hour (480 per day; Murphy and Curatolo 1984. Likewise, Murphy (1988) reported that caribou in the Kuparuk Oilfield in northern Alaska reported that road crossings by barren-ground caribou were only impeded once traffic rates were greater than 1 per

minute (1,440 per day). Data collected from a variety of locations suggests that road traffic on the order of 4,000 to 10,000 vehicles per day begin to impose a barrier to movement to most large wildlife species, whereas roads with less than 1,000 vehicles a day are permeable to most species (Müller and Berthoud 1997).

Response to bullet 3):

In July and August 2025, all collared Dolphin and Union caribou were on Victoria Island, and one collared Beverly/Ahiak caribou was approximately 80km from the Mine, with the remaining greater than 200km from the Mine.



Grizzly bears were observed by workers at Roberts Bay in July and August 2025, there were no recorded interactions or incidents during those months.

Based on the location of the caribou and the lack of interactions with grizzly bears around Roberts Bay the traffic exceedances are not impacting them.

Response to bullet 4):

To prevent recurrence of equipment malfunctions, Agnico Eagle implemented the following changes in Q4 2025 to the camera-based traffic monitoring program:

- Bi-weekly cleaning of snow and ice from camera equipment.
 - Implementation of a two-card system.
 - The SD card, pre-loaded with winter programming, will be swapped bi-weekly.
 - Card contents will be downloaded to a portable USB drive.
 - The card will be verified to confirm that it is operating properly and that images were saved to the SD card during the deployment period.
 - Each camera-check event will be documented using a tracking spreadsheet.
 - A USB drive containing the downloaded data will be submitted to the consultant following completion of the summer card swap.
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These improvements that were implemented in 2025 will be reflected in next year's reporting for camera-based traffic monitoring program.

Interested Party:	KitIA	Rec No.:	KIA-NIRB-15
Re:	Monitoring Helicopters and Caribou Responses to Helicopters		

Request Made by Interested Party:

The KIA requests the following:

- *Please provide more evidence from data collected from helicopters regarding horizontal flight paths and vertical flight statistical summaries regarding adherence to the distance requirements between helicopters and caribou during flights.*
- *Please provide more documentation regarding adherence to the distance requirements between helicopters and muskoxen during flights*

Agnico Eagle's Response to Request:

As communicated in the previous annual report response to comments (2023 and 2024), the additional requested raw data of flights is not recorded by pilots and is therefore not available for reporting. Agnico Eagle makes sure that aircraft and helicopter pilots are aware of and abide by the mitigation from the WMMP Plan from the section Aircraft Management. The pilot's first priority is to the safety of the aircraft and their passengers, which is a taxing role. Agnico Eagle does not agree that recording additional data is justified since it distracts the pilot from their role.
