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1. INTRODUCTION

The Nunavut Impact Review Board (NIRB or Board), established under Articles 10 and 12 of the *Agreement between the Inuit of the Nunavut Settlement Area and Her Majesty the Queen in right of Canada (Nunavut Agreement)* and s. 135(4) of the *Nunavut Planning and Project Assessment Act*, S.C. 2013, c. 14, s. 2 (*NuPPAA*), oversees post-environmental assessment monitoring. The NIRB also provides periodic updates regarding its monitoring program to the most impacted community(ies) regarding the monitored project. This report summarizes observations from NIRB's site visit to the Meadowbank Gold Mine (Meadowbank) and Whale Tail Pit (Whale Tail) Projects, conducted during July 24 – 25, 2026, under Project Certificate Nos. 004, Amendment 03 (Meadowbank), and 008, Amendment 01 (Whale Tail). The visit aimed to visually assess project activities for compliance with Certificates' Terms and Conditions, as required by s. 12.7.2(b) of the *Nunavut Agreement* and s. 135(3)(b) of *NuPPAA*. Observations made during the site visit will inform NIRB's 2025 Annual Monitoring Report. On July 23, 2026, NIRB held a community update session in Baker Lake regarding its monitoring of the Meadowbank Complex projects. A separate public engagement report summarizing the session will be published by NIRB's Communications Department.

2. PROJECT OVERVIEW

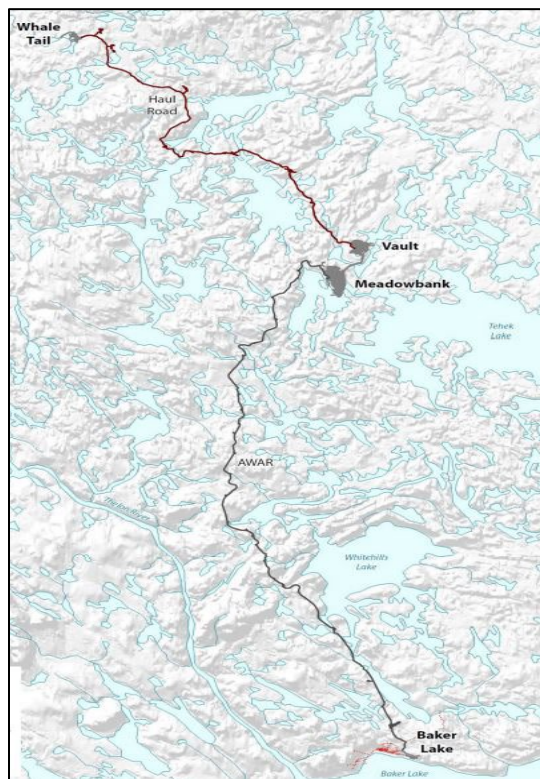


Figure 1: Meadowbank Complex
(Agnico Eagle, 2025 Annual Report)

The Meadowbank Complex comprises the Meadowbank Gold Mine Project (Meadowbank) and the Whale Tail Pit Project (Whale Tail), both operated by Agnico Eagle Mines Ltd. (Agnico Eagle). Meadowbank is located approximately 70 kilometres (km) north of the Hamlet of Baker Lake on Inuit-owned surface lands. While active mining at Meadowbank ceased in 2019, the site continues to serve as the processing and milling facility for ore from the Whale Tail Project.

Supporting infrastructure for the Meadowbank Complex is situated close to Baker Lake and is used to receive annual shipments of supplies by barge. This infrastructure includes barge unloading facilities, laydown and marshalling areas, a fuel storage tank farm, connecting roads, and a 110 km all-weather access road (AWAR) linking Baker Lake to the Meadowbank mine site.

The Whale Tail Project is an open-pit and underground mining operation located at the Amaruq Deposit, approximately 150 km north of Baker Lake and 50 km northwest of the Meadowbank site. The project is connected to Meadowbank by the 65 km Whale Tail Haul Road, which is used to transport ore to the Meadowbank processing facilities.

Details on the project activities for the Meadowbank Complex can be found at <http://www.nirb.ca/project/125253> (Meadowbank Gold Mine Project, Project Certificate 004) and at <http://www.nirb.ca/project/125418> (Whale Tail Pit, Project Certificate 008).

3. OBSERVATIONS AT SITE

On July 24-25, 2026, NIRB staff conducted a site visit to Agnico Eagle's Meadowbank Complex projects, accompanied by Agnico Eagle environmental staff. The visit focused on observing site activities, environmental management practices, and implementation of Project Certificate requirements. During the visit, NIRB staff observed ongoing operational activities and held discussions with the Proponent regarding environmental monitoring, mitigation measures, and adherence to Project Certificate requirements (Table 3-1 and Table 3-2).

Table 3-1: Observations linked to Terms and Conditions PC 004, Amendment 03

T&C No.	Topic / summary	Site Observation
8, 20	Conduct groundwater monitoring and report results; identify mitigation for contamination from tailings and assess/monitor fault permeability to groundwater movement	Observed one of the five groundwater monitoring wells operating at the site (Photo 55). Agnico Eagle advised that seepage at the Assay Lab Road continues to be monitored and managed through the contact water management system.
9	Provide plans for water treatment for the tailings (reclaim pond) discharge and, on a contingency basis, for the attenuation pond discharge(s) and the pits	Observed the Vault and Phaser attenuation ponds (Photo 38 and Photo 40) and aerators installed in Goose Pit as part of the in-pit semi-passive water treatment system (Photo 46).
11, 13	Effluent outfall configuration for Wally Lake; meet water discharge requirements for Wally Lake and Third Portage Lake	Observed Wally Lake and the associated discharge line (Photo 39).

14	Maintain dewatering dikes until water quality meets discharge criteria	Observed the diversion channels, ditches, dikes and dewatering dikes across the site, together with associated erosion controls.
15	Characterize mine waste materials, including the Vault area, for acid generating potential, metal leaching and non-metal constituents	Observed the Vault Waste Rock Storage Facility and the Portage Rock Storage Facility, including segregation of NAG material and crushing operations for aggregate production (Photo 36, Photo 37, and Photo 47).
18	Commit to a pro-active tailings management strategy through active monitoring, inspection and mitigation	Observed the Vault, Phaser, Portage A, Portage E and Goose pits (Photo 34, Photo 41, Photo 42, Photo 44, and Photo 45). Tailings deposition was active in Portage Pit A at the time of the visit, where in-pit deposition has continued since December 2024 (Photo 43). Goose Pit is capped beneath 35 to 40 m of water.
19	Meet tailings cover requirements for the Tailings Storage Facility and In-Pit Tailings; report annually on freezeback effectiveness	Observed the North and South Cells of the Tailings Storage Facility (Photo 48 and Photo 49). Placement of the cover over the North Cell was active at the time of the visit (Photo 50).
21	Install a weather station at the mine site to collect atmospheric data, including air temperature and precipitation	Observed the on-site weather station.
22	Fund an on-site laboratory capable of monitoring parameters at a type and frequency acceptable to the NWB and ECCC at all site discharge points	Observed the on-site assay laboratory, which remained functional (Photo 33). Agnico Eagle advised that regulatory samples continue to be sent to an off-site accredited laboratory.
24	Identify an area and design for a landfill for disposal of operational and closure non-salvageable materials	Observed the on-site landfill (Photo 53) and the wider waste management area (Photo 51).

25	Manage attraction of carnivores and/or raptors to reduce or eliminate attraction at all landfills and waste storage areas	Observed bird and raptor deterrents installed on the fuel tanks at the Baker Lake Marshalling Facility (Photo 13). No food waste or wildlife attractants were observed at the landfill (Photo 53) or near the composter building (Photo 54) that could attract wildlife.
26	Ensure spills are cleaned up and the site is maintained clean of debris	Observed general site housekeeping and organization of the laydown and marshalling areas (Photo 1 and Photo 6), the contaminated soil area (Photo 52), and waste segregation within the camp (Photo 61). Erosion and sediment controls at the barge landing included silt socks along the shoreline, silt fences and riprap (Photo 3, Photo 4, and Photo 5).
27	Ensure fuel and hazardous materials are contained using safe, environmentally protective methods based on best engineering practices	At the Baker Lake Marshalling Facility, observed the rigid fuel transfer line running from shore to the storage tanks (Photo 7), fuel dispensing modules (Photo 8), horizontal fuel tanks within secondary containment (Photo 9) and vertical fuel tanks and containment berm (Photo 12). Sections of the containment liner were observed exposed, with vegetation growth and standing water adjacent to the horizontal fuel tanks (Photo 10 and Photo 11). Also observed the on-site tank farm and fuelling station (Photo 56), the Vault waterline including pressure relief housing at a high point on the line (Photo 35), and the HAZMAT storage seacans (Photo 54).
28	Signatory to the International Cyanide Management Code (ICMC)	Observed the processing mill and cyanide leaching tanks (Photo 32).
31	Provide stream crossing design criteria along with a maintenance	Observed the bridge crossings along the AWAR (Photo 15, Photo 16, and Photo 22). Metal plates have been installed to close the

	plan and mitigation and monitoring expectations	gaps along the sides of the bridge decks, preventing road material and debris from entering the watercourses below (Photo 23).
32, 34	Operate the AWAR as a private access road with limited access, a staffed gate at km 5, English/Inuktitut signage, and a road safety and search-and-rescue capacity	Observed the staffed gatehouse at KM 5, where all users check in, sign the road safety policy and are required to wear high-visibility clothing (Photo 14). Public trucks are not permitted on the road; haul traffic was observed travelling the AWAR (Photo 24). Community members were observed travelling by ATV wearing high-visibility clothing, with road traffic notified of their presence by radio (Photo 20). Observed the designated snowmobile crossing at KM 10 (Photo 17) and fire and hunting restriction signage at KM 86 (Photo 25).
44	Spill Contingency and Emergency Response Plan	Observed the spill response seacan at the Baker Lake Marshalling Facility (Photo 2 and Photo 3) and emergency response seacans at bridge crossings along the AWAR (Photo 15). Observed the historical spill area at KM 87, which Agnico Eagle advised continues to be monitored, with results remaining stable (Photo 26).
46	Freshwater intake pipe requirements and design	Observed the freshwater intake barge on Third Portage Lake (Photo 57).
54, 55	Maintain and implement the Terrestrial Ecosystem Management Plan (TEMP) and provide a Wildlife Summary Monitoring Report	Discussed implementation of the TEMP with Agnico Eagle staff, including wildlife observation recording and reporting procedures for wildlife interactions.
56	Develop maps of caribou migration paths in consultation with Elders and HTOs, and post them on site	Caribou migration corridor maps were discussed with Agnico Eagle staff.

59	Design and implement means of deterring caribou from the tailings ponds	Agnico Eagle staff indicated that caribou activity around the Tailings Storage Facility is continuously monitored, with deterrents deployed as needed. No deterrents were in place at the time of the visit.
60	Implement a stop-work policy when wildlife in the area may be endangered by work	Wildlife observed along the AWAR during the visit included herds of muskoxen at distance (Photo 21) and a muskox crossing the road near Quarry 22 at approximately KM 95 (Photo 28 and Photo 29). Staff discussed the stop-work policy and actions taken following road-related wildlife mortalities with Agnico Eagle.
62	Develop and implement a noise monitoring and abatement plan to protect people and wildlife	Road flags along the AWAR are fitted with rubber tubing to reduce noise disturbance to wildlife.
66	Establish a nursing station and hire a registered on-site nurse	The clinic and nursing station were observed and confirmed operational.
68	Demonstrate incorporation of Inuit societal values into mine operation policies	Observed the country food kitchen (Photo 58) and camp recreation facilities, including the music room (Photo 59) and indoor games area (Photo 60).
71	Install an atmospheric monitoring station focused on particulates of concern generated at the mine site	Air quality and dustfall monitoring is conducted at eight locations around the Meadowbank Complex. Dusty conditions were observed at the Vault Waste Rock Storage Facility, where non-acid generating (NAG) material is crushed for use as construction material and aggregate, with dust observed blowing toward the Vault attenuation pond (Photo 36 and Photo 37). It is noted that no air quality or dustfall monitoring stations are located in the Vault area (Figure 5), as outlined in the 2025 Air Quality and Dustfall Monitoring Report and

		Air Quality and Dustfall Monitoring Plan (Version 6, March 2022).
72	On-site incinerators to comply with standards; annual stack testing	The on-site incinerator was removed in 2022. Observed the composter building (Photo 54) and associated waste segregation practices (Photo 61).
74	Employ environmentally protective techniques to suppress surface road dust	Calcium chloride was applied along the full length of the AWAR for dust suppression. Agnico Eagle advised that the application also improves the structural integrity of the road surface. Dustfall monitoring transects were observed at KM 18 and KM 78, with collection canisters positioned at set distances from the road edge (Photo 18).
80	Updates on progressive reclamation and security posted for KivIA, CIRNAC and/or the NWB	Observed progressive reclamation activities, including active capping of the Tailings Storage Facility North Cell (Photo 50) and drawdown of the Vault and Phaser attenuation ponds (Photo 38 and Photo 40).
81	24-hour security at the Baker Lake Facility	Observed the security cameras installed at the Baker Lake Marshalling Facility (Photo 8). Agnico Eagle advised that the live feed is reported to the Meadowbank gatehouse.
82	Monitor the ingress/egress of ship cargo at Baker Lake and report any accidents or spills immediately	Sealift operations were underway at the time of the visit. Observed the dock and barge landing area (Photo 1), a loader handling seacans during barge unloading (Photo 2), and seacans being loaded and dispatched to site from the laydown area (Photo 6).

Table 3-2: Observations linked to Terms and Conditions PC 008, Amendment 01

T&C No.	Topic / summary	Site Observation
1	Air Quality Monitoring and Management Plan with adaptive management thresholds; continuous NO ₂ monitoring downwind of mining activities	Observed the air quality monitoring station on the Whale Tail Haul Road, equipped with both active and passive NO ₂ monitors (Photo 68).
2	Mitigate dust impacts on project roads, including dust suppression on all project roads	Calcium chloride dust suppressant was being actively applied along the Whale Tail Haul Road at the time of the visit (Photo 75). Application was ongoing and had not been completed along the full length of the road; dusty conditions were observed in untreated sections and near the IVR Rock Storage Facility (Photo 76), and in areas where road maintenance was underway (Photo 69). Dustfall monitoring transects were observed along the road, with collection canisters positioned at set distances from the road edge (Photo 70).
7, 8	Mine Waste Rock and Tailings Management Plan; Acid Rock Drainage and Metal Leaching Management Plan	Observed the Whale Tail and IVR Rock Storage Facilities.
11	Erosion Management Plan	Observed the IVR diversion ditch (Photo 90), the Kangislulik (Mammoth) Lake dike (Photo 94) and the Whale Tail dike (Photo 97). At the bridge crossing at KM 102, accumulated road material and debris were observed on the embankment slope above the watercourse (Photo 64). At the culvert crossing at KM 133, erosion channels were observed on the embankment slope above the outlet, with riprap placed at the toe (Photo 73).

15, 16	Groundwater Monitoring Plan, including hydrogeological characterization to assess potential arsenic diffusion from the wall of the Whale Tail Pit	Observed Groundwater Storage Pond 1 (Photo 85) and Groundwater Storage Pond 2 (Photo 86).
16, 18	Maintain a Site Water Monitoring and Management Plan to minimize and manage contact water	Observed the Whale Tail and IVR attenuation ponds (Photo 89 and Photo 91), and the Final Water Treatment Plant (Photo 98), where contact water is treated prior to discharge to Kangislulik and Whale Tail South lakes via submerged diffusers. Also observed Nemo Lake and the freshwater intake located there, which supplies the Whale Tail camp and construction and operations use (Photo 92 and Photo 93).
17, 19, 23	Monitor surface water quality; Core Receiving Environment Monitoring Program (CREMP); Kangislulik (Mammoth) Lake trophic status monitoring	Observed Kangislulik Lake (Photo 94), Whale Tail South Lake (Photo 96) and the Whale Tail South Channel, which conveys water from Whale Tail South Lake to Kangislulik Lake (Photo 95). CREMP sampling locations were discussed with Agnico Eagle staff.
20	Setback distance between project quarries and borrow pits and fish-bearing or permanent waterbodies	No quarry or borrow pit was observed within the setback distance of a fish-bearing or permanent waterbody.
21	Design infrastructure in watercourses so as not to prevent or limit the movement of water or fish in fish-bearing streams and rivers	Observed the bridge crossings and culverts along the WTHR.
30, 31, 32, 65	Caribou group size thresholds triggering mitigation; monitor traffic levels via the Road Access Management Plan; ensure infrastructure does not interfere	Caribou were observed resting at the entrance to the quarry at KM 127, adjacent to the re-slope completed to facilitate caribou crossing (Photo 71 and Photo 72). Observed haul traffic travelling to the Meadowbank site

	with wildlife crossing; mitigate impacts of road widening	along the road (Photo 67) and the designated snowmobile crossing (Photo 66). Road closures and convoys triggered by Group Size Thresholds were discussed with Agnico Eagle staff.
33	Report all wildlife incidents and mortalities to the appropriate authorities in a timely fashion and annually to the NIRB	Observed the emergency phone and wildlife reporting QR code posted in the camp hallway (Photo 109). Actions taken following road-related wildlife mortalities were discussed with Agnico Eagle staff.
54	Integration and incorporation of Inuit Qaujimaningit into monitoring plans	Observed the Amaruq and core display at the camp entrance (Photo 106), the country food kitchen (Photo 107) and Inuktitut signage throughout the camp.
57, 58	Update the Occupational Health and Safety Plan to include sexual health and well-being information; subcommittee for health services	Observed the on-site medical clinic (Photo 108) and camp recreation facilities.
64	Provide updates on the status of ongoing exploration and/or future phase developments	Observed the IVR Pit (Photo 77, Photo 78, and Photo 79) and the Whale Tail Pit (Photo 80, Photo 81, Photo 82, and Photo 83). Observed Underground Portal 1 (Photo 84) and the vent raise supporting underground mining (Photo 87). Ore is hauled between the IVR and Whale Tail pits and transported to Meadowbank for processing.
66	Operate the Whale Tail Haul Road as a private access road	Observed access controls and English and Inuktitut signage along the road, including speed limit signage.
PC 004 24, 25	Landfill design and management; manage attraction of carnivores and/or raptors at landfills and waste storage areas	Observed the Whale Tail landfarm (Photo 88) and landfill (Photo 103).

PC 004 27	Ensure fuel and hazardous materials are contained using safe, environmentally protective methods	Observed the HAZMAT storage seacans adjacent to the composter building, which appeared well organized (Photo 101), and the fuelling station (Photo 105). At the single-tank fuel farm, the secondary containment liner was observed exposed (Photo 104).
PC 004 28	Signatory to the International Cyanide Management Code (ICMC)	Observed the emulsion plant and the ammonium nitrate storage seacans (Photo 99).
PC 004 44	Spill Contingency and Emergency Response Plan	Observed the emergency response seacan adjacent to the bridge crossing at KM 102 (Photo 62).
PC 004 72	On-site incinerators to comply with standards; annual stack testing	Observed the composter building at the Whale Tail camp (Photo 100).

3.1. Meadowbank

At the Meadowbank Gold Mine Project, NIRB staff visited the Baker Lake Marshalling Facility, the All-Weather Access Road (AWAR), and the Meadowbank mine site, including its water management, waste management, tailings, processing and camp infrastructure. Figure 2 shows the Map of the Baker Lake Marshalling Area, Figure 3 shows the Meadowbank site and sampling locations, and Figure 4 shows the Vault Area and sampling locations. The Baker Lake Marshalling Area and the AWAR support both the Meadowbank and Whale Tail Pit components of the Meadowbank Complex. Observations from each area are presented in the sections below.



Figure 2: Baker Lake Marshalling Area (Agnico Eagle, 2025 Annual Report)



Figure 3: Meadowbank Site (Agnico Eagle, 2025 Annual Report)



Figure 4: Vault Area (Agnico Eagle, 2025 Annual Report)

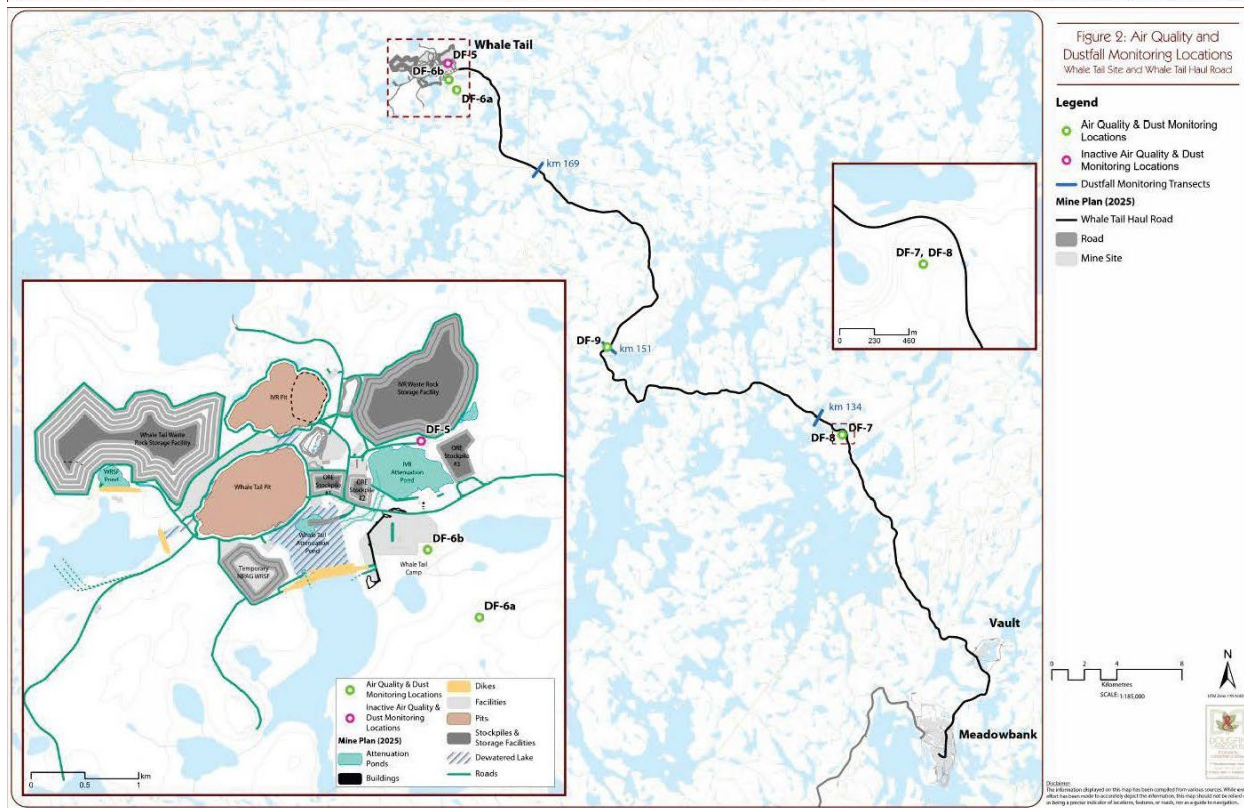
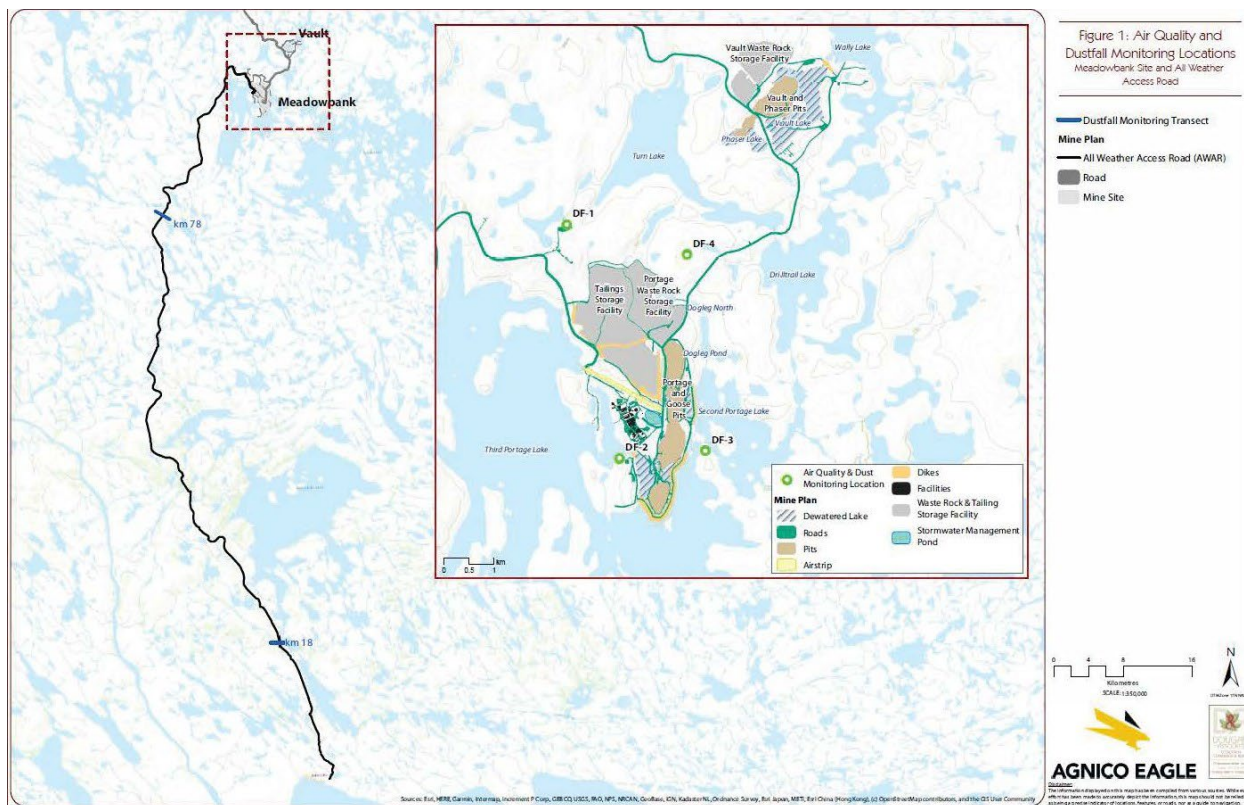


Figure 5: Meadowbank Complex Air Quality and Dustfall Monitoring Locations (Agnico Eagle, 2025 Air Quality and Dustfall Monitoring Report)

3.1.1. Baker Lake Marshalling Area

NIRB staff observed the laydown and marshalling area, dock and barge area, fuel tank farm and secondary containment, spill response seacan, security infrastructure, and wildlife deterrents. Sealift offloading was underway at the time of the visit, with cargo being transferred to shore and staged in the marshalling yard.

At the fuel tank farm, sections of the geomembrane liner were observed exposed, with water pooled within the lined containment and drainage areas and vegetation established along the liner edges (Photo 9, Photo 10, and Photo 11). Exposed liner and water accumulation have been recurring observations at this facility from 2022 through 2026, and Environment and Climate Change Canada's (ECCC) review of the 2025 Annual Report identified holes and tears in the liner, water accumulation, and evidence of elevated water levels.



Photo 1: Dock and barge landing area



Photo 2: Loader handling seacan during barge unloading operations, with dedicated spill response seacans available for environmental protection and emergency response



Photo 3: Erosion control and spill contingency measures at the barge landing, including silt socks along the shoreline and a floating containment boom deployed around the barge



Photo 4: Riprap and silt fences implemented to mitigate erosion and control sediment runoff



Photo 5: Close-up view of silt fences



Photo 6: Laydown area operations showing seacans being loaded and dispatched to site



Photo 7: The rigid fuel transfer line running from shore to fuel storage tanks for sealift fuel transfer operations



Photo 8: Security cameras and fuel dispensing modules



Photo 9: Horizontal fuel tanks in secondary containment



Photo 10: Exposed liner, vegetation growth, and standing water adjacent to horizontal fuel tanks



Photo 11: Exposed liner, vegetation growth, and standing water adjacent to horizontal fuel tanks



Photo 12: Vertical fuel tanks and surrounding containment berm



Photo 13: Bird/raptor deterrent on fuel tanks

3.1.2. All Weather Access Road (AWAR)

NIRB staff travelled the length of the AWAR and observed the gatehouse and access controls, road signage, bridges and watercourse crossings, emergency response seacans, snowmobile crossings, dust monitoring transects and dust suppression, quarries, and wildlife along the road.

Access to the AWAR is controlled at the staffed gatehouse at km 5, where all users check in, sign the road safety policy, and are required to wear high-visibility clothing. Community members using the road for access to the land were observed travelling by ATV with high-visibility markings. English and Inuktitut signage, including speed limit signs, was observed along the road, and designated snowmobile crossing locations were in place.

Calcium chloride was applied along the entire length of the AWAR for dust suppression. Agnico Eagle staff advised that the application also improves the structural integrity of the road surface. Dust monitoring transects were observed at the established distances from the road.

Bridges and watercourse crossings were observed to be in good repair. Metal plates have been installed to close the gaps along the sides of the bridge decks, preventing road material and debris from falling into the watercourses below. Emergency response seacans were observed at each bridge crossing.

Road flags along the AWAR are fitted with rubber tubing to reduce noise disturbance to wildlife. Muskoxen and various bird species were observed along the road corridor during the visit.



Photo 14: Staffed gatehouse at KM 5



Photo 15: Distant view of the KM 8 bridge and nearby emergency response seacan



Photo 16: KM 8 bridge



Photo 17: Snowmobile Crossing at KM 10 along the AWAR



Photo 18: Dust monitoring transects at KM 18, with canisters positioned at set distances



Photo 19: Two (2) Sandhill Cranes observed along the road



Photo 20: Community members travelling on the AWAR using ATVs; riders wore high-visibility clothing and traffic was notified of their presence via radio



Photo 21: A herd of muskoxen observed along the AWAR



Photo 22: KM 80 bridge



Photo 23: Close-up view of containment plates



Photo 24: Truck travelling southbound on the AWAR toward Baker Lake



Photo 25: KM 86, fire/hunting restriction sign



Photo 26: Historical spill area at KM 87; Agnico Eagle continues to monitor the site for residual effects, with results remaining stable



Photo 27: Exploration Camp



Photo 28: A muskox was observed crossing the road near Quarry 22 (~ KM 95)



Photo 29: Close-up photo of muskox following its road crossing

3.1.3. Meadowbank Mine Site

At the Meadowbank mine site, NIRB staff observed water management infrastructure, the open pits and tailings facilities, waste and hazardous materials management areas, the processing plant and supporting operations, wildlife mitigation measures, and camp facilities.

Mining at Meadowbank has ceased and the site now operates as the processing facility for ore hauled from Whale Tail. Closure and reclamation activities are underway concurrently with operations.

Tailings are currently being deposited in Portage Pit A, where in-pit deposition has continued since December 2024. Capping of the North Cell of the Tailings Storage Facility was underway at the time of the visit. Staff also observed the Vault, Goose, Phaser, Portage A and Portage E pits.

Dusty conditions were observed in the vicinity of the NAG Storage Facility, where non-acid generating material is being crushed for use as construction material and aggregate. The waste rock storage facilities were also observed.

Water management infrastructure observed included the intake and discharge infrastructure at Wally Lake, Second Portage Lake and Third Portage Lake, including the Vault and Phaser attenuation ponds and the stormwater management pond; diversion channels, ditches, dikes and dewatering dikes; and the groundwater monitoring wells and Assay Lab Road seepage area.

Waste management areas observed included the hazardous materials storage area and the on-site tank farm and secondary containment; Landfill and the landfarm; and the composting facility.

Staff observed the processing plant and mill, the weather station and the on-site laboratory.

At the camp, staff observed the country-food kitchen, Inuktitut signage, the clinic and nursing station, and recreation facilities.



Photo 30: Distant view of Meadowbank Site



Photo 31: Primary Crusher and Ore Storage Dome



Photo 32: The Processing Mill and Cyanide Leaching Tanks



Photo 33: Onsite Assay Lab



Photo 34: Vault Pit¹



Photo 35: Vault waterline, with pressure relief housing at a high point on the line

¹ The Vault Pit is a mined-out open pit at the Meadowbank site. It is being allowed to re-flood naturally, forming Vault Pit Lake. Water is retained in the pit rather than pumped to the Vault Attenuation Pond, and water quality is monitored monthly during open water under the NWB Water Licence.



Photo 36: Vault Waste Rock Storage Facility (Vault WRSF)²



Photo 37: Crushing operations at the Vault WRSF

² Non-acid generating (NAG) waste rock is being crushed at the Vault Waste Rock Storage Facility for use as construction material and aggregate. Very dusty conditions were observed in this area at the time of the visit, and dust was observed blowing from the crushing area toward the adjacent attenuation ponds and pit lakes.



Photo 38: Vault Attenuation Pond³



Photo 39: Wally Lake and Discharge Line

³ The Vault attenuation pond discharges to Wally Lake, and Agnico Eagle has identified this discharge as the Meadowbank site's final discharge point with the greatest potential to adversely affect the receiving environment. Deposition of fugitive dust from the crushing operation into the attenuation pond therefore has the potential to affect water quality at the point of discharge.



Photo 40: Phaser Attenuation Pond, located southwest of Vault WRSF



Photo 41: Phaser Pit, southeast of Vault WRSF⁴

⁴ Phaser Pit and BB Phaser Pit are mined-out open pits at the Meadowbank site. No mining has occurred in either pit since operations in the area ceased in 2019, and both are re-flooding with natural inflow.



Photo 42: Panoramic view of Portage Pit A⁵



Photo 43: Active in-pit tailings deposition at Portage Pit A

⁵ Portage Pit A is a mined-out open pit at the Meadowbank site used for in-pit tailings deposition. Deposition commenced in December 2024 and continued through 2025. Under the current deposition plan, Pit A is to receive tailings through to June 2027.



Photo 44: Panoramic view of Portage Pit E⁶



Photo 45: Panoramic view of Goose Pit⁷



Photo 46: Goose Pit-aerators installed as part of the in-pit semi-passive water treatment system

⁶ Portage Pit E is a mined-out open pit at the Meadowbank site that received in-pit tailings deposition between 2020 and December 2024. Deposition in Pit E is planned to resume from July 2027 to December 2028.

⁷ Goose Pit is a mined-out open pit at the Meadowbank site that received tailings from July 2019 to August 2020. Agnico Eagle is developing a closure water treatment system for the Portage and Goose Pits, including semi-passive in-pit treatment to improve nitrogen compound degradation.

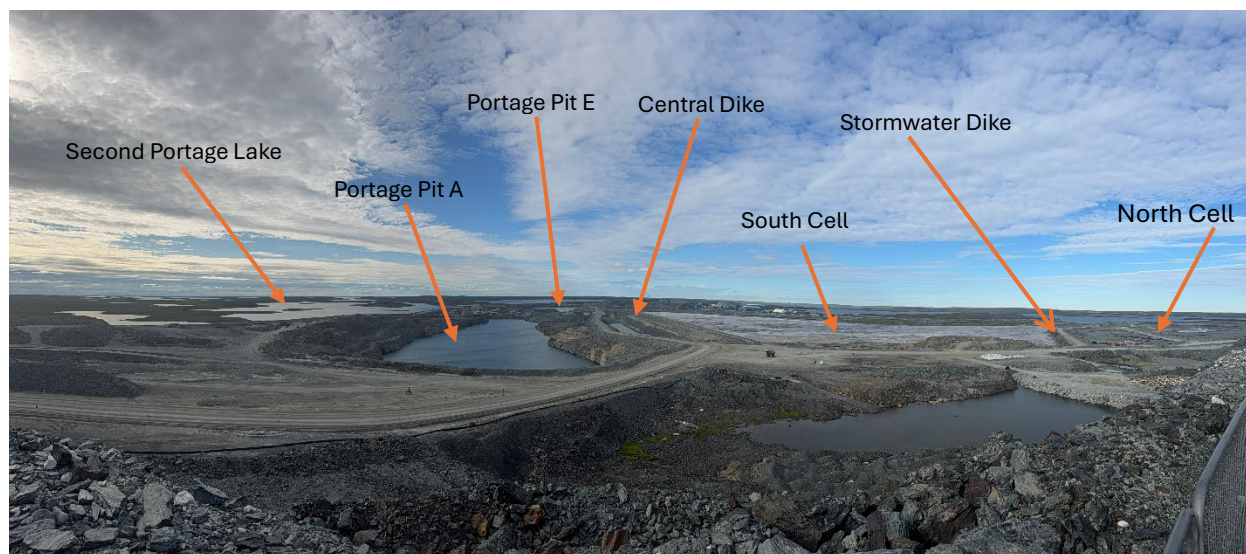


Photo 47: Panoramic view of Meadowbank Site from Portage Rock Storage Facility, facing south



Photo 48: Tailings Storage Facility - South Cell⁸



Photo 49: Tailings Storage Facility - North Cell

⁸ The Tailings Storage Facility comprises the North Cell and the South Cell. Tailings deposition in the North Cell ceased in November 2014, at which point deposition and the reclaim water intake were transferred to the South Cell. Progressive closure of the facility is ongoing, and active placement of the non-potentially acid generating (NAG) cover over the deposited tailings was observed at the time of the visit. Agnico Eagle advised that construction of the NAG cover over the tailings in the South Cell was completed in 2025.



Photo 50: Tailings Storage Facility – North Cell, with active NAG capping underway as part of progressive reclamation activities



Photo 51: Waste management area, westward view from atop Portage Rock Storage Facility



Photo 52: Contaminated Soil Area



Photo 53: Landfill



Photo 54: Composter Building and HAZMAT storage seacans⁹



Photo 55: One (1) of Five (5) groundwater monitoring wells at the site

⁹ The on-site incinerator was removed in 2022, and organic waste has been managed through the composting program since 2019. At the hazardous materials storage area, waste is segregated into dedicated seacans prior to shipment south for disposal.



Photo 56: On site tank farm, and fueling station



Photo 57: Freshwater Intake Barge on Third Portage Lake



Photo 58: Camp Facilities – Country Food Kitchen



Photo 59: Camp Facilities - Music Room



Photo 60: Camp Facilities - Indoor Games Area



Photo 61: Waste segregation in camp hallway

3.2. Whale Tail

At the Whale Tail Pit Project, NIRB staff visited the Whale Tail Haul Road and the Whale Tail site, including its water management, pit operations, waste rock storage, waste management and camp infrastructure. Figure 6 shows the Whale Tail site. Observations from each area are presented in the sections below.



Figure 6: Whale Tail Site (Agnico Eagle, 2025 Annual Report)

3.2.1. Whale Tail Haul Road (WTHR)

NIRB staff travelled the length of the Whale Tail Haul Road (WTHR) and observed road signage, bridges and watercourse crossings, emergency response seacans, air quality and dust monitoring stations, dust suppression, wildlife cameras, and traffic management measures.

Dust suppressant was being applied along the Whale Tail Haul Road at the time of the visit. Dusty conditions were noted in sections where suppressant had not yet been applied, and in areas where road repairs were underway. Dust monitoring transects were observed along the road, and active and passive NO₂ monitoring stations were observed adjacent to the road.

Bridges and watercourse crossings were generally observed to be in good repair, with clear fish passage, though debris accumulation was noted at KM 102 bridge and KM 133 culvert crossings. Emergency response seacans were observed at bridge crossings.

Wildlife cameras were observed at established locations along the road. Road traffic management measures for caribou were discussed, including road closures and convoys triggered by Group Size Thresholds, and the re-slope completed at km 127 to facilitate caribou crossing. English and Inuktitut signage was observed along the WTHR.



Photo 62: Bridge crossing at WTHR KM 102 and adjacent emergency response seacan



Photo 63: Bridge crossing at WTHR KM 102 with speed limit signage; note fine road material along the road edge and shoulder



Photo 64: Bridge crossing at WTHR KM 102, showing accumulated road material and debris on the embankment slope above the watercourse¹⁰

¹⁰ Debris accumulation on embankment slopes at watercourse crossings has the potential to contribute sediment and material to the receiving waterbody.



Photo 65: Muskox observed along the WTHR



Photo 66: Snowmobile crossing



Photo 67: Haul truck travelling to the Meadowbank site along the WTHR



Photo 68: NO₂ monitoring station, with both active and passive NO₂ monitors



Photo 69: Road maintenance activities on the WTHR



Photo 70: Dust monitoring transects along the WTHR, with canisters positioned at set distances



Photo 71: Caribou resting at the entrance of the quarry at KM 127



Photo 72: Caribou resting at the entrance of the quarry at KM 127



Photo 73: Culvert outlet at KM 133, showing erosion channels on the embankment slope above the outlet, with riprap placed at the toe¹¹



Photo 74: culvert outlets at KM 133, draining through a defined channel across the surrounding wetland toward the downstream waterbody

¹¹ Erosion channels were observed on the embankment slope above one culvert outlet, with fine granular road material displaced down the slope face; riprap had been placed at the toe.



Photo 75: Active application of calcium chloride dust suppressant along the WTHR



Photo 76: Dusty conditions on WTHR near IVR Rock Storage Facility

3.2.2. Whale Tail Site

At the Whale Tail site, NIRB staff observed the open pits and underground infrastructure, rock storage facilities, water management and treatment infrastructure, waste and hazardous materials management areas, and camp facilities.

Staff first observed the Whale Tail and IVR pits, including the status of current pushbacks. Ore is hauled between the two pits and transported to Meadowbank for processing, and the underground portal and vent raise were also observed. Adjacent to the pits, the Whale Tail and IVR Rock Storage Facilities were observed.

Water management infrastructure was observed throughout the site. Contact water is directed to the Whale Tail and IVR attenuation ponds and the groundwater storage pond and is treated at the Final Water Treatment Plant prior to discharge to Kangislulik and Whale Tail lakes. Diversion channels, ditches and dikes convey non-contact water around the site, including the Kangislulik (Mammoth) Lake dike, where associated erosion controls were observed. Groundwater monitoring wells were observed, including those installed to monitor arsenic diffusion from the Whale Tail pit wall.

Waste management areas observed included the landfill and landfarm and the hazardous materials storage area. Staff also observed the emulsion plant and cyanide storage area, including containment.

At the camp, NIRB staff observed the country-food kitchen, Inuktitut signage, the clinic, and recreation facilities including the gym and lounges.



Photo 77: IVR Pit¹², facing west



Photo 78: IVR Pit



Photo 79: IVR Pit

¹² The IVR Pit is one of two open pits at the Whale Tail mine. Ore is hauled from the IVR Pit to the Whale Tail pit area and then to the Meadowbank mill for processing.



Photo 80: WT Pit, facing east



Photo 81: WT Pit south wall



Photo 82: WT Pit closeup, and IVR Pit in the back



Photo 83: Pool of water at the base of the WT Pit



Photo 84: Underground Portal 1¹³



Photo 85: Groundwater Storage Pond (GSP) – 1

¹³ Portal 1 is the surface entrance to the Whale Tail underground mine. Water from the underground operations is pumped to Groundwater Storage Pond.



Photo 86: Groundwater Storage Pond (GSP) – 2¹⁴



Photo 87: Vent raise to support underground mining

¹⁴ The Whale Tail GSP-2 Storage Pond Design Report was submitted to the Nunavut Water Board in November 2025 for approval prior to construction and was approved in January 2026. GSP-2 had been constructed at the time of the site visit.



Photo 88: WT landfarm with IVR Rock Storage Facility in the background



Photo 89: IVR Attenuation Pond¹⁵

¹⁵ Contact water at the Whale Tail site is collected in the Whale Tail Attenuation Pond and the IVR Attenuation Pond. Water is treated at the Water Treatment Plant before discharge to either Whale Tail South Lake or Kangislulik Lake via submerged diffusers.



Photo 90: IVR Diversion Ditch¹⁶



Photo 91: WT Attenuation Pond

¹⁶ The IVR Diversion Channel directs non-contact water from the North-East watershed toward Nemo Lake.



Photo 92: Nemo Lake¹⁷



Photo 93: Freshwater Intake at Nemo Lake

¹⁷ Nemo Lake is the freshwater source for the Whale Tail camp and construction and operations use.



Photo 94: Kangislulik Lake and Dike¹⁸



Photo 95: Whale Tail South Channel¹⁹

¹⁸ The Mammoth Dike is a dewatering dike at the Whale Tail site, adjacent to Kangislulik Lake (formerly Mammoth Lake).

¹⁹ Whale Tail South channel allows passive flow of water from Whale Tail South Lake to Kangislulik Lake.



Photo 96: Whale Tail South Lake



Photo 97: Whale Tail Dike



Photo 98: Interior of the Final Water Treatment Plant



Photo 99: Emulsion Plant, and Ammonium Nitrate (AN) storage seacans



Photo 100: Composter Building



Photo 101: HAZMAT storage seacans adjacent to Composter Building, appeared well organized



Photo 102: Landfill area and signage



Photo 103: Landfill



Photo 104: Single-Tank Fuel Farm within secondary containment, with the containment liner exposed



Photo 105: Fueling station



Photo 106: Amaruq and core display at camp entrance



Photo 107: Country Food Kitchen



Photo 108: Onsite medical clinic



Photo 109: Emergency Phone and Wildlife Reporting QR Code in camp hallway

4. CONCLUSION

NIRB staff conducted a site visit to the Meadowbank Complex on July 24 and 25, 2026, accompanied by Agnico Eagle environmental staff. The visit covered the Baker Lake Marshalling Facility, the All-Weather Access Road, the Meadowbank mine site, the Whale Tail Haul Road and the Whale Tail site, with observations made against the Terms and Conditions of Project Certificate No. 004, Amendment 03 and Project Certificate No. 008, Amendment 01, as summarized in Table 3-1 and Table 3-2.

The Meadowbank Complex is in a transitional phase. Mining at Meadowbank has ceased and the site now operates as the processing facility for ore hauled from Whale Tail, with progressive reclamation advancing alongside continued operations: capping of the Tailings Storage Facility North Cell was active at the time of the visit, tailings deposition continues in Portage Pit A, and aerators have been installed in Goose Pit as part of the in-pit semi-passive water treatment system being developed for closure. At Whale Tail, open pit and underground mining continue at the Whale Tail and IVR pits, and Groundwater Storage Pond 2 had been constructed following Nunavut Water Board approval of the design report in January 2026.

NIRB staff observed that environmental management measures required under the Project Certificates were in place and being implemented across both sites, including access controls, road safety measures, English and Inuktitut signage, emergency response equipment at watercourse crossings, wildlife reporting systems, and waste segregation practices. Dust suppression was applied along the full length of the All-Weather Access Road, with application underway on the Whale Tail Haul Road at the time of the visit, and erosion, sediment and containment measures were observed at the barge landing and at fuel storage and hazardous materials areas across both sites.

NIRB staff also observed conditions warranting continued attention, set out below.

4.1. Areas for Improvement

Secondary containment liners at fuel storage areas

Exposed liner, vegetation growth and standing water were observed at the horizontal fuel tanks at Baker Lake (Photo 10 and Photo 11) and at the single-tank fuel farm at Whale Tail (Photo 104). This has recurred since 2022, and ECCC's review of the 2025 Annual Report noted holes, tears, water accumulation and elevated water levels. NIRB staff encourage Agnico Eagle to describe inspection frequency, repairs completed, and measures to prevent recurrence (T&C 27).

Fugitive dust from crushing operations at the Vault Waste Rock Storage Facility

Air quality and dustfall monitoring is conducted at eight locations around the Meadowbank Complex. Dusty conditions were observed at the Vault Waste Rock Storage Facility, where non-acid generating (NAG) material is crushed for use as construction material and aggregate, with dust observed blowing toward the Vault attenuation pond (Photo 36 and Photo 37) and adjacent pit lakes. It is noted that no air quality or dustfall monitoring stations are located in the Vault area (Figure 5), as outlined in the 2025 Air Quality and Dustfall Monitoring Report and Air Quality and Dustfall Monitoring Plan (Version 6, March 2022). This pond discharges to Wally Lake, identified by Agnico Eagle as the Meadowbank discharge point with the greatest potential to affect the receiving environment. NIRB staff encourage Agnico Eagle to describe dust controls at the crushing operation and to consider whether monitoring coverage should extend to the Vault area (T&C 15, 71).

Erosion and sediment control at watercourse crossings on the Whale Tail Haul Road

At the bridge crossing at KM 102, accumulated road material and debris were observed on the embankment slope above the watercourse (Photo 64). At the culvert crossing at KM 133, erosion channels were observed on the embankment slope above the culvert outlet, with fine granular road material displaced down the slope face (Photo 73). Fisheries and Oceans Canada (DFO) has previously raised concerns regarding culvert condition and sedimentation along project roads. NIRB staff encourage Agnico Eagle to ensure that water crossings remain in good repair and fish passage is clear of obstruction.

Prepared by:

Varun Nayak, Monitoring Officer

Signature:



Reviewed by:

Keith Morrison, Manager, Project Monitoring

Signature:

