February 13th, 2025

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Re: Follow-up Report Spill #2025-065 – Release of 150 L of diesel at the Meliadine Gold Project

On January 17th, 2025, the Nunavut Spill Line was notified by Agnico Eagle personnel via email (spills@gov.nt.ca) of an overflow of approximately 150 L of diesel coming from the incinerator fuel tank at the Meliadine Gold Project site (spill location coordinates: 63 02'09.23"N, 92 13'16.17"W). This follow-up report provides supplemental information based on the results of the incident assessment and is being provided in accordance with:

- Nunavut Water Board 2AM-MEL1631 Water Licence (the Licence), Part H, Item 8c.

Description of Incident

On January 17th, 2025, at approximately 14:15, the Energy and Infrastructure (E&I) supervisor notified the Environment department by radio of a release of approximately 150 L of diesel at the Incinerator. The release occurred following a regular preventive maintenance inspection on the fuel tanks distribution line of the incinerator fuel tank reserve. Upon conducting the inspection, fuel was observed above the filling cap as seen in photo 1. During the maintenance inspection, a 3-way valve was adjusted, which led to the diesel release.

No waterbodies were impacted by the spill. The closest water body (Meliadine Lake) is approximately 707 meters northwest, as seen in Figure 1.

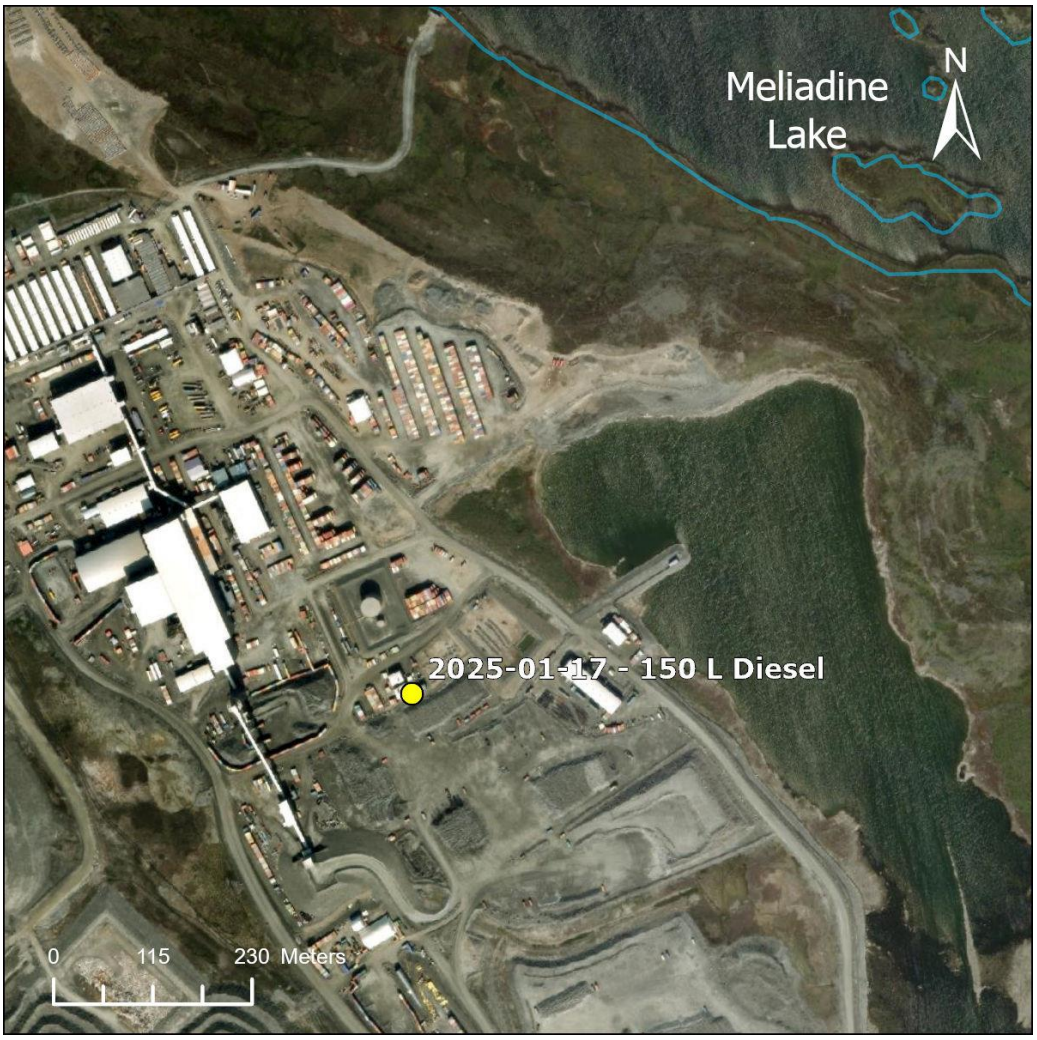

Figure 1: Location of the spill and proximity to waterbodies.

Response and Remediation

Upon identifying and closing the faulty valve to stop the spill, the spill was reported to the Environment department and E&I department personnel then undertook the cleanup process. Due to the extreme cold that day (-58 °C), the diesel quickly gelled on the snow and did not appear to penetrate the ground surface. Contaminated snow was hand-excavated and brought to the contaminated snow cell to be treated by the Oil Water Separator, as per the Spill Contingency plan. In the spring when the ground thaws, the top layer of soil in the area will be hand-excavated and transferred to Landfarm A for remediation.

Root Cause and Corrective Measures

An assessment was conducted soon after the incident to determine the root cause and contributing factors. The assessment concluded with the following:

- The contractor responsible for the maintenance was inexperienced with this equipment, leading to the incorrect reassembly of the three-way valve on the return line. This error caused the fuel to flow towards the external tank instead of the internal tank.

The following corrective and preventative actions have been implemented to address the root cause and to reduce the likelihood of recurrence:

- Ensure that temporary personnel and contractors receive proper training on the incinerator fuel system and other similar maintenance systems on site.
- Review procedures and protocols with employees before they perform maintenance on tasks.

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

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Sent from Meliadine

Appendix A – Photos

Photo 1: Diesel spill location, at the incinerator laydown.

Photo 2: Diesel spill location post remediation.