

April 03, 2026

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Re: Follow-up Report Spill #2026-063 – Release of 200 L of diesel at the Meliadine Gold Project

On March 12th, 2026, the Nunavut Spill Line was notified by Agnico Eagle personnel via email (spills@gov.nt.ca) of a spill of approximately 200 L of diesel at the West Vent Raise at the Meliadine Gold Project site (spill location coordinates: 63° 1' 16.39" N, 92° 13' 57.13" 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 March 11th, 2026, at approximately 7:00am, an Energy and Infrastructure (E&I) employee was performing their daily check at the West Vent Raise, when they noticed that diesel was spilling outside of the burner #2 room. They quickly went inside to isolate a pressure-reducing valve that had failed on the diesel supply line of the burner. The burner module was fully isolated from the diesel supply and has been locked out since the incident. Most of the diesel was captured inside the building, but approximately 200L of diesel seeped through the cracks under the building and onto the ground at the West Vent Raise.

The spill did not occur within the bounds of the site's runoff collection system, although the spill was contained in the close vicinity of the West Vent Raise building. No water bodies were impacted or at risk of being impacted by the spill. The closest water body (Lake B5) is approximately 230 meters West (Figure 1).



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

Response and Remediation

The E&I employee immediately notified their supervisor and the Environment Department about the spill. E&I personnel began the cleanup process right away. Three Quatrex bags of contaminated material were recovered. The rest of the accessible contaminated material was excavated (2 loader buckets) and transported to the snow cell. Because of the very cold temperatures at the time of the cleanup, only the superficial layer of soil could be removed.

Before freshet, a berm will be constructed around the building to contain any contaminated water resulting from snowmelt. This pooled water will then be vacuumed by truck and transported to the snow cell to prevent further contamination. Remediation beneath the building will be completed during Closure.

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 pressure reducing valve diaphragms failed sometime during the night, resulting in diesel bypassing the diaphragm and leaking from the vent port into the burner module. Diesel made its way outside through cracks and joints of the building, creating the spill.

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

- The failed diaphragm is being sent to manufacture for root cause analysis.
- Valve vent ports will be piped to an exterior tote so any potential diesel release from a failed diaphragm is contained.
- Secondary containment will be installed around the tote
- Medium-term, diaphragms that are vulnerable due to overworking are being investigated by the manufacture, for a different material that is more resilient.
- Long-term, a design modification is being investigated for a valve type that won't release any diesel when failed.
- Before freshet, a plan will be carefully crafted with Surface Operations to create a fine material berm around Burner #2 of the West Vent Raise, pool the contaminated snowmelt and vacuum it to the Snow Cell. Daily monitoring will be done by an environmental consultant to make sure nothing is released in the tundra.

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



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Appendix A – Photos



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Photo 1: Spill location.



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Photo 2: Spill location after remediation.