

Appendix 10

Meadowbank and Whale Tail 2025 Annual Geotechnical Recommendation Implementation Plan

Meadowbank Annual Geotech Inspection Recommendation Implementation Plan

Priority Level	Location	Year	Recommendation	Action Plan/Follow-up	Status
2	Baker Lake Fuel Farm	2020	<p>A hole in the liner was observed on the southwestern corner of the containment cell of the 20 Jet-A fuel tanks.</p> <p>The hole in the geomembrane should be repaired to ensure good performance of the retention basin.</p> <p>Repairs done on two holes in this area in the past did not hold and the geomembrane is open. In 2023, two additional small rips were observed on top of the slope in the same sector and on the northern side.</p> <p>2024: faulty patches still visible.</p>	<p>Update (2021). Outstanding recommendation from 2020. Will be done in 2022.</p> <p>Update (2022-2023): The Baker Lake Fuel Farm repair program was delayed due to a combination of challenges in securing suppliers and operational issues, and will be completed in 2024. In the meantime, Agnico continues to monitor the situation to avoid risks of underperformance.</p> <p>Jan 2025 Update: AEM continues to monitor the situation to avoid risks of underperformance. The liner will be repaired once specialized personnel are brought to the site to address additional liner damage identified around site.</p> <p>Jan 2026 Update: Repaired by contractor in September 2025.</p>	Closed
2	Saddle Dam 4	2021	<p>A section of pipe with a metal connector and a metal rod are present on the liner and should be removed to avoid damaging the liner.</p> <p>(2024) metal rod was removed but pipe is still present.</p> <p>It is reiterated that the pipe should be lifted off the liner and not pulled to avoid ripping the liner.</p>	<p>Jan 2025 Update: AEM will remove the pipe from the liner prior to tailings deposition in the SC, planned for Q3 2025.</p> <p>Jan 2026 Update: The liner has been cleaned up and is in good condition.</p>	Closed
3	Baker Lake Fuel Farm	2023	<p>A rip in the exposed HDPE liner was observed at the top of the slope south of Tank 3. It is recommended to repair the liner and restore the protective granular cover.</p>	<p>Jan 2025 Update: AEM will repair the hole.</p> <p>Jan 2026 Update: Repaired with external contractor and E&I in September 2025.</p>	Closed
3	Saddle Dam 4	2023	<p>Water has been discharged on the granular cover of the SD4 East tie-in, causing channeling against the liner and fine filter and protective till material to erode. It is recommended to move the discharge point further towards the South Cell, over the rockfill section of the granular cover, to avoid channeling and erosion.</p>	<p>Jan 2025 Update: AEM will inspect the area to define a more appropriate location for the dewatering pipeline. Also, additional tailings deposition will be done in the SC in 2025, which may potentially reestablish the eroded tailings beach against SD4 liner.</p> <p>Jan 2026 Update: The discharge has been re-routed to the Central Dike downstream pond, therefore no longer posing threat to granular cover</p>	Closed

3	Baker Lake Fuel Farm	2024	Large holes (1 m in diameter) in the HDPE liner are observed in the middle of the slope on the east and south side of Tank 6, as well as the west side of Tank 5. It is recommended to repair the liner and restore the granular cover. An investigation should also be conducted to identify the origin of the damage and put appropriate procedures in place to avoid similar events in the future.	<p>Jan 2025 Update: AEM will repair the liner and investigate the cause.</p> <p>Jan 2026 Update: Repaired with external contractor and E&I in September 2025.</p>	Closed
2	Saddle Dam 2	2024	Holes in the liner are observed near the top of the slope of SD2, close to the East abutment, as well as at Sta. 20+350 and 20+425. The holes should be repaired before placement of the closure cover in that area.	<p>Jan 2025 Update: Holes were identified during the WSP inspection on July 23, 2024. In the afternoon of the same day, fine filter was placed on the liner as part of the 2024 Progressive Closure construction, covering the holes. The liner was most likely damaged when the pipeline was removed from the crest of SD2 to make space for the progressive closure work. Photographic records indicate the location of the holes (near the first liner panel seam to the south). AEM recognizes that as these holes are near the crest and covered in fine material and then capped with coarse filter and rockfill. There is low risk to the holes impacting the overall performance the structure.</p>	Closed
3	Saddle Dam 4	2024	A small hole in the liner is observed at the top of the slope of SD4. While it is not in the slope, it is recommended to repair it before placement of the closure cover.	<p>Jan 2025 Update: Even if this hole is present at the crest of the infrastructure and does not present a threat to the integrity of the structure, AEM will fix this hole, in addition to 6 small holes in the crest of SD5 and Central Dike liner in a timely manner when the areas will become available for the capping activities.</p> <p>Jan 2026 Update: Still the case during the inspection in 2025. Repairs were done by AEM in September 2025.</p>	Closed
3	Western Diversion Ditch	2024	<p>Sloughing is occurring in the riprap layer on the southern side of the ditch. It is recommended to repair the slope by recompacting the material to avoid further deformation and eventual obstruction of the ditch.</p> <p>2025: Part of the sector with cracks was remediated in 2024. Some cracks remain visible west of the remediated slope but have not evolved since 2024. It is recommended to monitor the evolution and repair that sector if the movement continues</p>	<p>Jan 2025 Update: The southern slope of the ditch was repaired during the 2024 Progressive Closure construction season. The ditch was reprofiled, and water flow was improved significantly.</p> <p>This repair is documented in the 2024 PC as-built report, which includes pictures of the work.</p>	Closed

2	Bay Goose Dike	2025	<p>In the Channel 1-2 sector, instruments are showing a general pressure increase and a local warming trend in the wall around Sta. 31+885 between El. 129 and 132 m, correlated with movement in the inclinometer. This is potentially linked to the development of a seepage pathway through the CSB. It is recommended to conduct specialized geophysical investigations of this sector to attempt to identify a developing defect or seepage pathway in the wall, in conjunction with close instrumentation monitoring.</p>	<p>Feb 2026 Update: Geophysical survey completed with Willowstick in January 2026. Preliminary results presented to AEM.</p> <p>Monitoring of the structure is ongoing.</p>	Closed
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Whale Tail Annual Geotech Inspection Recommendation Implementation Plan

Priority Level	Location	Year	Recommendation	Action Plan/Follow-up	Status
3	UG WRSF Saline Ditch	2021	<p>Blocks and debris are present in the ditch close to the south culvert (ditch outlet) and should be cleared to avoid water flowing out of the ditch.</p> <p>Partially resolved in 2021 & 2023: most debris was cleaned but a boulder still blocks the outlet of the culvert under the WRSF ramp.</p> <p>2024: same status.</p>	<p>Jan 2025 Update: Regular ditch maintenance has been required due to nearby work. The ditch will continue to be inspected, and obstructions will be removed. Delineating the ditch and raising workforce awareness are examples of proactive measures to prevent any unwanted material from entering the ditch.</p> <p>Jan 2026 Update: resolved in 2025 the culverts under the ramp are open and in good condition.</p>	Closed
3	IVR Dike	2022	<p>A large area of the dike between Sta. 0+100 and 0+300 show settlement (up to about 300 mm), likely due to shallow foundation settlement in the footprint of the former water channel. It is recommended to survey the area and to follow-up on the settlement over time to better understand the mechanism.</p> <p>2024: Movement seems to have stabilized visually; confirm with survey. AEM plans to restore the crest surface to design elevation.</p>	<p>The settlement at IVR Dike was surveyed and very closely monitored during the summer and fall (2023 & 2024). It was concluded the settlement mechanism seems to be related to the thawing of the esker material placed above the liner. Deformation of this esker zone will not impact the liner or the keytrench. This mechanism is supported by the thermistor data indicating that the keytrench and bedrock remained frozen in 2022 while only the esker material within the active layer thawed. As of November 2022, the esker material is completely frozen. Close monitoring of this area will continue.</p> <p>Jan 2025 Update: Visual inspections have not detected any signs of settlement in 2024. Drone survey also confirms that the movement is inactive. Area will be regraded in 2025 summer. Visual inspections of the dike will continue.</p> <p>Feb 2026 Update: Area was regraded during summer/fall 2025. And subsequently droned. Area will continue to be monitored for signs of movement.</p>	Completed
2	IVR Dike	2024	<p>Two zones of apparent seepage with very little flow are present at the downstream toe of the dike around Sta. 0+320 m. This area is above the IVR Attenuation Pond level during the 2024 inspection and may have runoff water draining from the rockfill. It is recommended to confirm the origin of the water by monitoring the evolution of these seepage zones to correlate with pond level variations and weather conditions.</p>	<p>The downstream toe around St. 0+320 is above (higher elevation) than the maximum IVR Attenuation Pond level. Area will continue to be closely monitored through detailed inspections to identify any changing conditions and to assess the persistence of the seepage.</p> <p>Jan 2025 Update: The water was observed at the same locations with additional water ponding linked to precipitation. AEM reports no correlation of the flow with pond levels during the year.</p>	Completed

3	Ore Stockpile Saline Ditch	2024	Sediments and grout are present in the ditch, especially in the west section. It is recommended to clean the ditch regularly to avoid accumulation of sediments that can cause water to pond behind culverts.	Ditch maintenance and clean-up was completed in July 2024. Cement was removed and the structure is back to performing as intended. Inspections and maintenance of the ditch will continue in 2025.	Completed
3	Whale Tail Dike	2024	The settlement at the east abutment associated with foundation thawing has progressed and lateral movement towards the downstream side is observed, although most deformation features appear inactive and AEM has built a stabilization buttress on the downstream side. It is recommended to repair the crest to design elevation to better monitor any new or continuing deformation.	In 2024, a thermal berm/buttress was constructed to the crest elevation on the downstream side, near the eastern abutment. Movement was confirmed to be inactive, and the crest of the dike was regraded. AEM will continue to monitor the area.	Completed