

Appendix 38

Meadowbank and Whale Tail 2025 Air Quality and Dustfall Monitoring Report



AGNICO EAGLE

MEADOWBANK COMPLEX

**2025 Air Quality and Dustfall
Monitoring Report**

In Accordance with NIRB Project Certificates No.004 and No.008

Prepared by:
Agnico Eagle Mines Limited – Meadowbank Complex

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EXECUTIVE SUMMARY

The 2025 air quality and dustfall monitoring program at the Meadowbank Complex was conducted according to the Air Quality and Dustfall Monitoring Plan, Version 6 (March, 2022). The objective of this program is to measure dustfall, NO₂, and suspended particulates (TSP, PM₁₀, PM_{2.5}) at various monitoring locations around the Meadowbank and Whale Tail Mines, Meadowbank All-Weather Access Road (AWAR), and Whale Tail Haul Road (WTHR).

Results are primarily compared to Government of Nunavut (GN) Environmental Guidelines for Ambient Air Quality (equivalent to the Canadian Ambient Air Quality Standards (CAAQS)) for PM_{2.5} and NO₂, GNWT Ambient Air Quality Limit for TSP and PM₁₀, and Alberta Environment and Parks Ambient Air Quality Guidelines for passive dustfall. Results are also compared to model predictions from the Project's Final Environmental Impact Statement (FEIS), where suitable. In some cases, management thresholds are also established based on these values.

Across all stations and parameters, no results suggested air quality trends of concern in 2025. Monitoring results met regulatory guidelines, FEIS predictions, and current management thresholds in the nearly all cases.

In total, 97% of 24-h suspended particulate samples (TSP, PM₁₀, and PM_{2.5}) across three year-round monitoring stations met the relevant regulatory guidelines. Regulatory guidelines for the annual averaging time were met for all stations (TSP, PM_{2.5}).

Of 59 monthly-average passive dustfall samples collected throughout the year at onsite locations DF-1 – DF-6, two exceeded the onsite dust management threshold (1.58 mg/cm²/30 d). Along the AWAR and WTHR, the established dust management threshold (0.53 mg/cm²/30d at 500 m) was considered met for all three one-month sampling events at all five transects.

Annual average NO₂ as measured using monthly-average passive samplers met the 2025 CAAQS for all stations (DF-1, DF-2, DF-6b, DF-8, DF-9). Continuous NO₂ measurements were collected at DF-7 throughout the year. All validated results met the relevant 1-h, 24-h, and annual standards.

Final greenhouse gas emissions for the Meadowbank Complex as calculated for reporting to Environment Canada's Greenhouse Gas Emissions Reporting Program for the 2024 year (last finalized value) were 269,123 tonnes CO₂ equivalent, which is less than the FEIS prediction.

Based on these results, no unpredicted air quality concerns are identified and no changes to current mitigation measures and best practices are planned for 2026. The program will be reviewed in 2026 to evaluate current monitoring locations and frequency.

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SECTION 1 • INTRODUCTION

1.1 BACKGROUND AND OBJECTIVES

In accordance with conditions of NIRB Project Certificates No.004 and No.008, air quality and dustfall monitoring was conducted at the Meadowbank Complex in 2025, as described in the Air Quality and Dustfall Monitoring Plan - Version 6 (March, 2022). The objective of this program is to measure ambient outdoor air quality (suspended particulates, NO₂, dustfall) around the Meadowbank and Whale Tail Mines. Dustfall is also monitored along the Meadowbank All-Weather Access Road (AWAR) and Whale Tail Haul Road (WTHR) as a component of this plan.

This report provides results of current year air quality monitoring (Section 4), historical trends (Section 5), onsite weather data (Section 6), and greenhouse gas emissions data as required by Environment and Climate Change Canada's Greenhouse Gas Reporting Program (GHGRP) (Section 7).

1.2 DUST MITIGATION

In 2025, road dust management was carried out in accordance with the Air Quality and Dustfall Monitoring Plan, and the Whale Tail Haul Road Management Plan. Road dust mitigation options consist primarily of:

- Enforcing or temporarily lowering speed limits
- Grading road surfaces
- Placement of new coarser material on the road surface
- Road watering and/or application of chemical dust suppressants

Dust management actions are planned according to pre-determined monitoring thresholds (Table 1). Both visual indicators and numeric thresholds are used by the Road Supervisor and Environment Department to determine when specified mitigation measures need to be initiated.

Table 1. Thresholds and mitigation measures (Air Quality and Dustfall Monitoring Plan).

Location	Assessment Frequency	Indicator	Threshold	Mitigation Measures
Haul road and site access roads	Weekly (or more) during the late spring and summer periods	Measured dustfall Visibility	Deterioration of visibility Safety concern High dust levels evident near significant waterbodies Dustfall exceeding 0.53 mg/cm ² /30-day at 500 m from the AWAR or WTHR	Use of water and/or dust suppressant in areas requiring attention. Grade the road surface. Add new granular material to the road surface. Temporarily lower the speed limit on the road.

Location	Assessment Frequency	Indicator	Threshold	Mitigation Measures
Mine site, including travel areas	Weekly (or more) during the late spring and summer periods	Measured dustfall Measured PM	Deterioration of visibility Safety concern Dust reaching Whale Tail Lake or Kangislulik Lake Dustfall exceeding 1.58 mg/cm ² /30-day at stations DF-1 to DF-6 Active PM results exceeding FEIS predictions at DF-6	Use of water and/or dust suppressant on exposed surfaces such as parking areas, pads, haul, access and service roads. Review mitigation measures in place. Add new granular material to surface. If applicable, grade the surface. Temporarily lower the speed limit on site.
Ramps in the open pits	Regular inspection by pit supervisor during summer period	Visibility	Deterioration of visibility Safety concerns	Use water as a dust suppressant.

Records are maintained for the application of dust suppressant and road watering, as well as for re-surfacing activities (tons of aggregate by date). In total 122,913 tons of aggregate were applied to the AWAR and WTHR in 2025. Application of dust suppressant is discussed by road type below.

1.2.1 AWAR and WTHR Dust Suppression

1.2.1.1 AWAR & Hamlet

Between June 4 and August 29, dust suppressant (commercial dry flake calcium chloride product) was applied along the length of the AWAR, from km 0 to 17, and km 40 to 110 (624 bags, 1,000 kg each), at a rate of 6 - 12 bags per km. Dust suppressant could not be applied from km 17 to 40 this year, after mechanical issues arose with the equipment. Additional product (22 bags) was applied at Hamlet-based facilities including the Agnico Eagle spud barge laydown area, fuel tank area, and access road (km 0 to Agnico Eagle fuel tank area). This was the second year of application along nearly the full length of the AWAR.

In addition to calcium chloride, water was applied along the AWAR and at Hamlet-based facilities between June 4 and September 2, totalling approximately 4,714 m³.

Section 4.5 provides a discussion on the apparent effectiveness of the mitigation using quantitative dustfall monitoring thresholds.

1.2.1.2 Whale Tail Haul Road

In 2025, dust suppressant in the form of calcium chloride (commercial dry flake product) was again applied to the entire length of the WTHR (km 115 to km 179). The full length was treated between May 31 and June 16, and again between July 3 and August 9, with additional applications in certain areas until September 27. In total, 649 bags (1,000 kg each) were applied.

In addition to calcium chloride, road watering was conducted along the entire WTHR throughout the summer season, as needed. Between May 31 and September 27, approximately 5,216 m³ of water were applied on the WTHR.

1.2.2 Mine Site

Road watering was conducted regularly for onsite roads (including km 110 – 115), pits, and the airstrip as needed at the Meadowbank Complex in the summer season (2,763 m³). In addition, calcium chloride dust suppressant was applied at various onsite locations (e.g. MBK crusher, fuel farm, transit pad, onsite roads; 117 bags).

1.3 COMMUNITY CONCERNS

As described in the Air Quality and Dustfall Monitoring Plan, Agnico Eagle records community concerns that are raised with regards to dust generated by traffic on the AWAR and WTHR. Throughout 2025, Agnico Eagle ensured Baker Lake community members and key stakeholders were continuously informed and consulted on various topics, including environmental concerns of community members. No specific comments or complaints were received on this topic in 2025.

The NIRB requested Agnico Eagle to provide an action plan for the development of a community-based monitoring program for dust. In response to the NIRB's recommendations, Agnico Eagle began the development of a community-based dustfall monitoring program in 2022. Agnico Eagle met with Hamlet Council on February 16th, 2022 and the Baker Lake HTO on February 17th, 2022 to discuss the development of the Baker Lake Dust Advisory Group (BLDAG). The first meeting in February 2022 was to identify the groups impacted by dust generated by Agnico Eagle operations. In August 2022, a berry picking session was held with two harvesters to collect IQ and listen to the experiences of these individuals to assist Agnico Eagle in better mitigating potential effects of dust. In 2023, Agnico Eagle continued to collaborate with the community of Baker Lake to identify areas of concern along the road. In early September, Agnico Eagle had an open public session on the AWAR. and a bus tour took 16 interested elders along the AWAR to locate and note where dust suppressant had been added on the road, up to km 65.

In the past, consultation with the Hamlet was conducted to identify major areas of concern along the AWAR. Five areas were identified, and dust suppressant (dry flake product) was applied during the summer to mitigate dust in those areas. In 2025, as in 2024, Agnico Eagle applied dust suppressant along nearly the full length of the AWAR. Since this time, no concerns regarding dust have been received so no further meetings or activities of the BLDAG have occurred. No activities with the BLDAG are planned for 2026. However, if concerns are raised by the community, Agnico Eagle will evaluate to pursue consultation and engagement via the BLDAG or any other communication stream with the community.

1.4 MONITORING LOCATIONS

Air quality and dustfall monitoring is conducted at eight locations around the Meadowbank Complex. Dustfall is monitored at five transects along the AWAR and WTHR. NO₂ is monitored at two locations along the WTHR (two passive monitors and one co-located continuous gas analyzer). For all locations, UTM coordinates are provided in Table 2, and locations are shown in relation to minesite features in Figures 1 and 2.

Table 2. Locations of the Meadowbank Complex air quality and dustfall monitoring locations.

Monitoring Location	Measured Parameters	UTM Coordinates (Zone 14W)	
DF-1	TSP, PM ₁₀ , PM _{2.5} , passive NO ₂ , dustfall	636850	7217663
DF-2	TSP, PM ₁₀ , PM _{2.5} , passive NO ₂ , dustfall	637895	7213049
DF-3	Dustfall	639599	7213198
DF-4	Dustfall	639233	7217074
DF-6a^	Passive NO ₂ and dustfall	608842	7254348
DF-6b^	TSP, PM ₁₀ , PM _{2.5} ,	608361	7254974
DF-7	Continuous NO ₂	632414	7233318
DF-8 (km 132)	Passive NO ₂	632407	7233254
DF-9 (km 151)	Passive NO ₂	618033	7238670
AWAR km 18	Dustfall	640208	7152082
AWAR km 78	Dustfall	626155	7199739
WTHR km 134	Dustfall	630941	7234375
WTHR km 151	Dustfall	618132	7238621
WTHR km 169	Dustfall	613782	7249508
^DF-6 replaced DF-5 in May 2019.			

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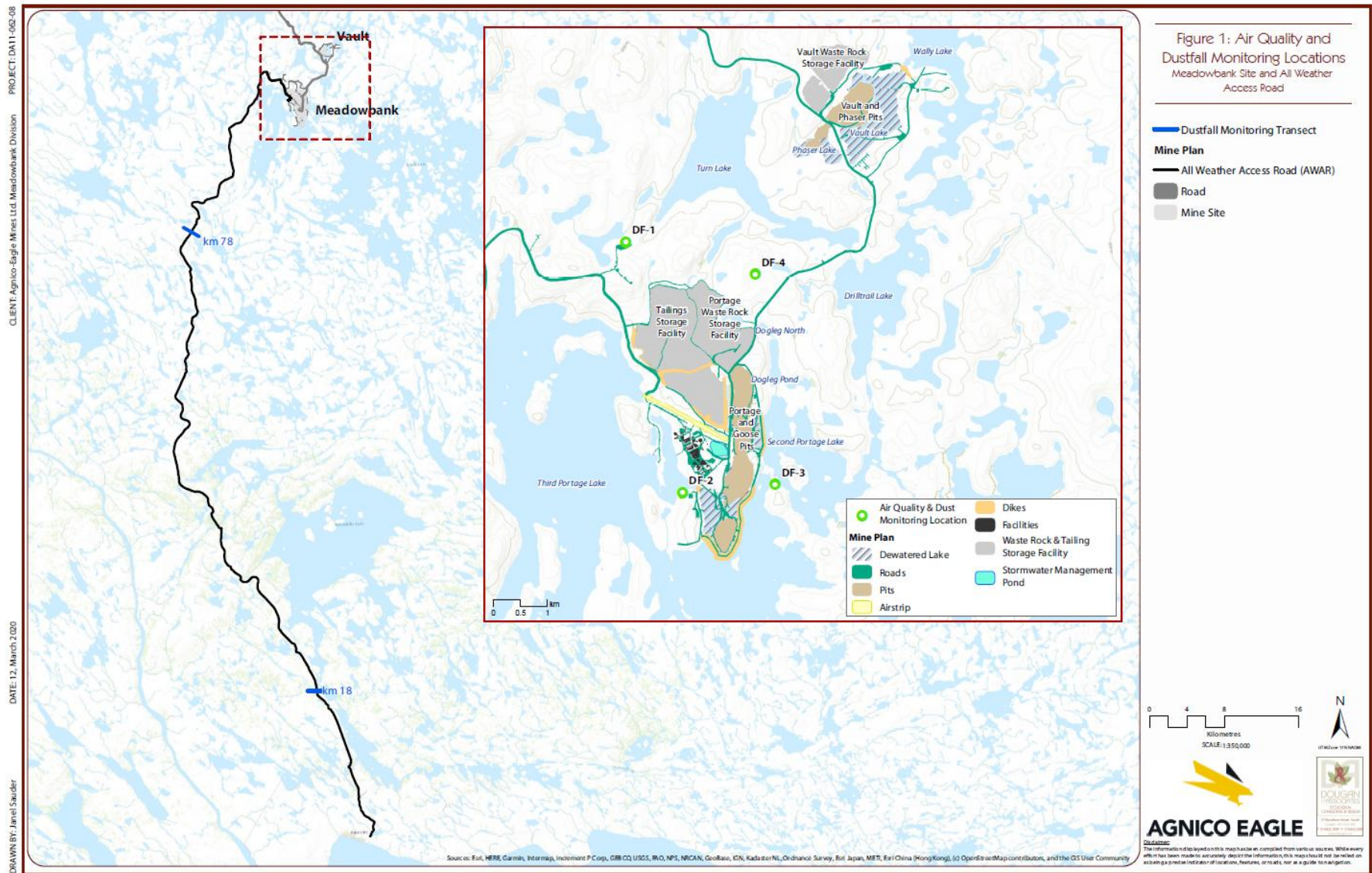


Figure 1. Air quality and dustfall monitoring stations for the Meadowbank site and All-Weather Access Road.

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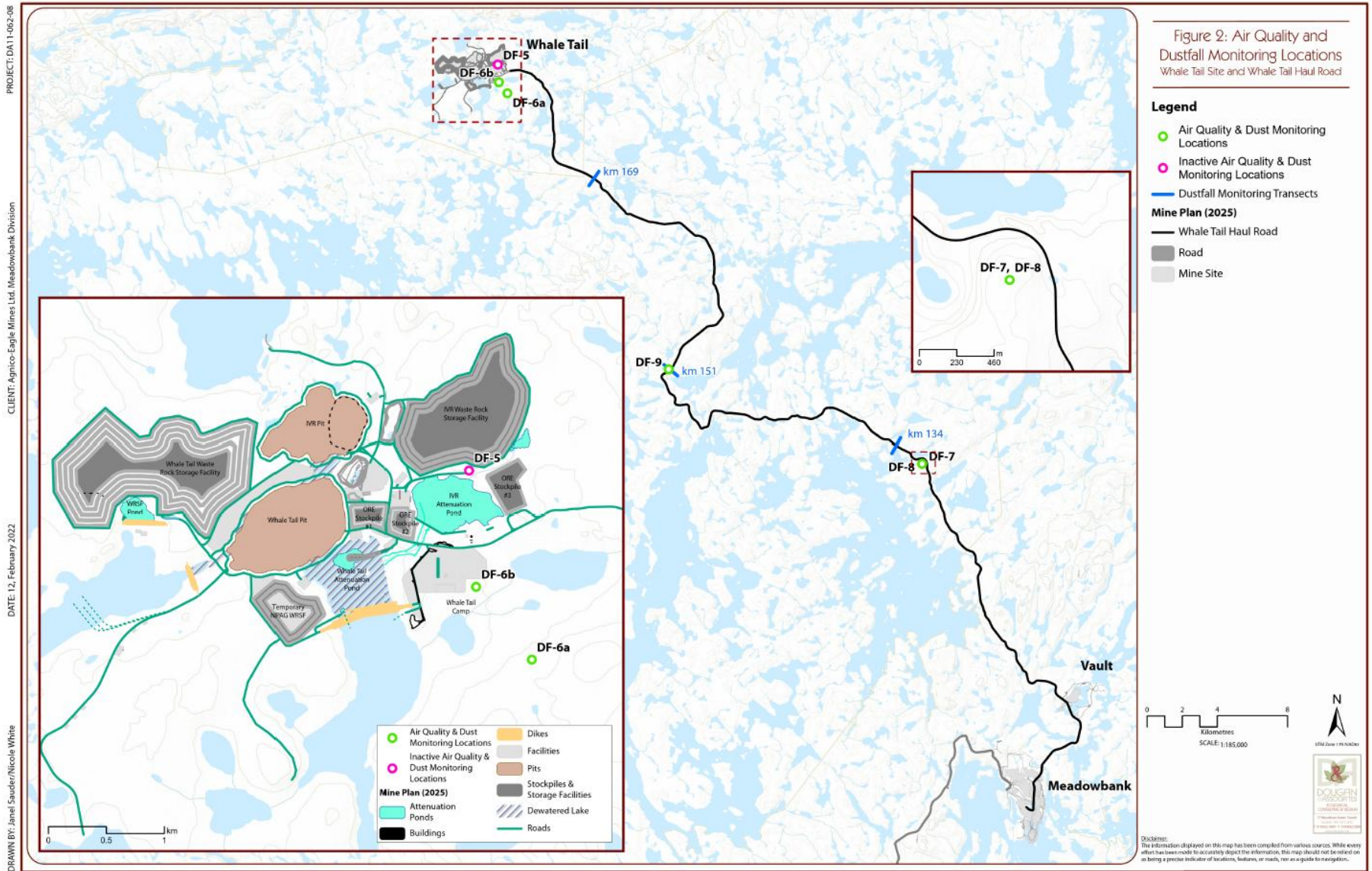


Figure 2. Air quality and dustfall monitoring stations for the Whale Tail site and Whale Tail Haul Road.

1.4.1 Meadowbank Mine Locations DF-1 – DF-4

Monitoring locations for the Meadowbank Mine were determined in consultation with Environment Canada in 2011. One station was moved in 2012 due to changes in the location of the Vault haul road (see 2012 Annual Report – Air Quality and Dust Monitoring Report).

Station DF-1 is located next to the explosive storage area (emulsion plant), and approximately 500 m north of the all-weather access road. TSP, PM₁₀ and PM_{2.5}, NO₂ and dustfall are monitored at this location year-round.

Station DF-2 is located at the northern corner of South Camp Island, near the former TCG contractor area. All parameters (TSP, PM₁₀ and PM_{2.5}, NO₂ and dustfall) are monitored at this location year-round.

Station DF-3 is approximately 1,800 m east of the East Dike. According to the Plan, dustfall only is monitored at this location year-round.

Station DF-4 is approximately 1,500 m southwest of Vault Pit. The original location of this monitoring station was chosen before the beginning of the construction of the Vault Road. Realignment of the road during construction placed the station within 10 feet of the road. Therefore, Agnico re-positioned Station DF-4 approximately 480 m to the north-west on February 29, 2012 to be representative of the originally intended location relative to the road. According to the Plan, dustfall only is monitored at this location year-round.

1.4.2 Whale Tail Mine Location DF-6 a & b

Station DF-6 replaced DF-5 (Figure 2) in May 2019 to accommodate the Whale Tail Expansion Project after only 4 months of monitoring for dustfall and NO₂ at that station.

Station DF-6a (Figure 2) is sited approximately 800 to 1,000 m southeast of the Whale Tail Camp in a representative area for dustfall and NO₂. Station DF-6b (Figure 2) is located on the southern edge of the main camp in an area identified as significant for determination of particulate matter (TSP, PM₁₀ and PM_{2.5}) relative to concentrations predicted further from the project footprint. Monitoring at DF-6a started in May 2019 for dustfall and NO₂. Suspended particulate monitoring (TSP, PM₁₀, PM_{2.5}) began at station DF-6b in April 2020.

1.4.3 Whale Tail Haul Road Locations DF-7, DF-8, and DF-9

In 2021, a continuous NO₂ analyzer was installed at station DF-7 (Figure 2), along with a co-located passive NO₂ monitoring station (DF-8). This station is sited near the communications tower at kilometer 132 along the Whale Tail Haul Road. This location was chosen in consultation with ECCC, and primarily because there is readily available AC power from a diesel generator used to provide power to the communications tower. Stations DF-7 and DF-8 are located approximately 200 m upwind of the generator to minimize the impacts of NO₂ emissions from the generator. This monitoring location was also chosen to provide an assessment of regional NO₂ concentrations that are not unduly influenced by a single facility but are still able to account for the impacts of developments at the Meadowbank Complex. The station is downwind of the Whale Tail site according to the predominant wind directions in the area, which is also a requirement of Project Certificate No.008 Condition 1.c.

Station DF-9 (passive NO₂) was added in 2021 at WTHR km 151, within approximately 110 m of the road (west side).

1.4.4 Meadowbank AWAR Dustfall Transects

Dustfall transects were established beginning in 2012 at kilometers 18 and 78 along the AWAR from Baker Lake to Meadowbank (Figure 1). Dustfall samples are collected annually during the summer season over two or three one-month averaging periods at these transects. Transects include sample collection at 25

m, 100 m, and 300 m from the road on both sides (east/downwind and west/upwind). Stations are also located at 1,000 m for the km 78 transect only. The presence of waterbodies has precluded sampling at this distance for km 18. These distances were chosen to bracket the smallest FEIS-predicted zone of influence (ZOI) for wildlife, which was 100 m. The zone of maximum dustfall has previously been reported to be within 300 m of roads under heavier use than the Meadowbank AWAR (Auerbach et al. 1997).

Previously (from 2017-2019), transects were also monitored in five locations where dust suppressant was applied in those years (km 11, 25, 50, 69, 80). The purpose of these temporary monitoring stations was to evaluate the effectiveness of dust mitigation measures in comparison to the reference sites at km 18 and 78. This assessment was complete in 2019 and indicated that the application of dust suppressant effectively reduced roadside dustfall levels. Since 2024, dust suppressant has been applied along the full length of the AWAR, as specified in Section 1.2.1.

1.4.5 Whale Tail Haul Road Dustfall Transects

In 2019, dustfall transects were established between kilometers 18 & 19, 36 & 37, and 54 & 55 along the Whale Tail Haul Road. Subsequently, the WTHR km markers were re-named as a continuation of the AWAR. The WTHR thus begins at km 115, and the sampling locations were renamed as km 134, 151, and 169, respectively (Figure 2).

Dustfall samples are collected during the summer season over two or three one-month averaging periods. Each transect includes stations at 25 m, 100 m, 300 m and 1,000 m on each side of the haul road. The 1,000 m sample at location km 151 east was historically (2018 – 2020) collected at approximately 800 m, due to the presence of a waterbody, but beginning in 2021 it was moved along the shoreline to 1,000 m.

SECTION 2 • MONITORING METHODS

2.1 TSP, PM₁₀, PM_{2.5} (DF-1, DF-2, DF-6B)

Suspended particulate matter may be generated by wind erosion of local landscapes, movement of vehicles/equipment along roadways, airstrip activities, construction activities, the combustion of diesel fuel, and solid waste incineration.

The monitoring program for suspended particulates at the Meadowbank Complex utilizes Partisol Model 2025 air samplers (single and dichotomous units) installed at three locations to measure:

- Total suspended particulates (TSP);
- PM₁₀ – particulate matter less than 10 µm; and
- PM_{2.5} – particulate matter less than 2.5 µm.

In 2025, suspended particulate monitoring (TSP, PM₁₀, PM_{2.5}) was scheduled for 24-h periods every six days using Partisol Plus Model 2025 Sequential Air Samplers (TSP) and Partisol Plus Model 2025-D Dichotomous Sequential Air Samplers (PM_{2.5} and PM_{coarse}). Partisol samplers draw in a stream of ambient air at a controlled flow rate, and particulates are collected on a pre-weighed filter supplied by an accredited laboratory. The exposed filter is then shipped back to the laboratory and re-weighed to measure the total accumulated particulates. Calculations for TSP, PM₁₀ and PM_{2.5} were performed according to the Partisol operating manual, as follows.

TSP is calculated as:

$$\text{TSP} = M_{\text{TSP}}/V$$

Where: TSP = mass concentration of particulates (µg/m³)

M_{TSP} = final mass of TSP filter – initial mass of filter (µg/filter)

V = volume of air drawn in during the sampling period (nominally 24 m³)

Since the dichotomous unit splits the intake air stream to determine PM_{2.5} and PM_{coarse} (PM_{10-2.5}), the volume of air is different for each filter. Calculations are performed as follows:

PM_{2.5} is calculated as:

$$\text{PM}_{2.5} = M_{2.5}/V_{2.5}$$

Where: PM_{2.5} = mass concentration of particulates (µg/m³)

$M_{2.5}$ = final mass of PM_{2.5} filter – initial mass of filter (µg/filter)

$V_{2.5}$ = volume of air drawn through the PM_{2.5} filter during the sampling period (nominally 21.7 m³)

And PM_{coarse} is calculated as:

$$\text{PM}_{\text{coarse}} = M_{\text{coarse}}/V_{\text{total}} - \text{PM}_{2.5}(V_{\text{coarse}}/V_{\text{total}})$$

Where: PM_{coarse} = mass concentration of particulates (µg/m³)

M_{coarse} = final mass of PM_{coarse} filter – initial mass of filter (µg/filter)

V_{total} = total volume of air drawn into unit during sampling (nominally 24m³)

V_{coarse} = volume of air drawn through the $\text{PM}_{\text{coarse}}$ filter during the sampling period (nominally 2.4 m^3)

Concentration of PM_{10} is then calculated as $\text{PM}_{\text{coarse}} + \text{PM}_{2.5}$.

For comparison to regulatory guidelines, concentrations of particulates need to be calculated using air volumes normalized to 25°C and 101.3kPA (standard temperature and pressure; STP). Depending on system settings, standardized volumes were either recorded by the Partisol unit, or were calculated from average ambient temperature and pressure values recorded by the Partisol unit during the sampling period.

2.2 DUSTFALL (DF-1 – DF-6; AWAR AND WTHR TRANSECTS)

Dustfall collection provides a measure of particulate deposition in the vicinity of the mine site. The main dust generation processes at the Meadowbank Complex are wind erosion of site structures (e.g. the Waste Rock Storage Facilities), and fugitive sources from open pit mining, rock crushing and movement of vehicles/equipment/air traffic on site.

In accordance with ASTM 1739-98 (2017) methods, dustfall samples were collected in open vessels containing a purified liquid matrix, provided by an accredited laboratory. Particles are deposited and retained in the liquid, which is then filtered to remove large particles (e.g. leaves, twigs) and analyzed by the accredited laboratory for total and fixed (non-combustible) dustfall. Sampling containers are deployed in the field over one-month periods, and calculated dustfall rates are normalized to 30 days ($\text{mg}/\text{cm}^2/30$ days). This sampling method is widely used in air quality studies in Nunavut and elsewhere for dustfall monitoring.

ASTM methods suggest collection of the dustfall sample at 2-3 m height on a utility pole to prevent re-entrainment of particulates from the ground, and to reduce vandalism and potential for wildlife interaction. For locations DF-1 – DF-6, samples have always been collected in this manner. Dustfall transect samples were moved to 2-m stands beginning in 2020.

2.3 NO_2

NO_2 is produced primarily through the combustion of hydrocarbons in powerplants, vehicles and other mining equipment, and during blasting.

2.3.1 Passive NO_2 (DF-1, DF-2, DF-6a, DF-8, DF-9)

Ambient concentrations of NO_2 by volume (ppb) are analyzed over one-month periods (approximately 30 days) using a passive sampling device provided by the accredited laboratory. The annual average NO_2 concentration by volume was calculated from the monthly data.

2.3.2 Continuous NO_2 (DF-7)

In July, 2021, a continuous NO_x analyser (ThermoScientific 42iQ $\text{NO}-\text{NO}_2-\text{NO}_x$ Analyzer) was installed at one location (DF-7), and ambient concentrations of NO_2 by volume (ppb; 1-min averaging time) have been measured since that time, except during instrument downtime (Section 4.3).

Each year, the recorded dataset is screened according to ECCC (2019) to identify valid data for reporting purposes. Data is reviewed and corrected as feasible for flags, outliers, and instrument drift. Full details of data manipulations in the current monitoring year are provided in Section 4.3.2.

2.4 WEATHER DATA

Weather data is collected using the Meadowbank and Whale Tail permanent climate stations. Daily averages for wind speed, wind direction and temperature are provided from the Meadowbank station in Appendix A.

2.5 GREENHOUSE GAS EMISSIONS

Agnico Eagle is required by ECCC's Greenhouse Gas Reporting Program (GHGRP) to track greenhouse gas emissions based on annual fuel consumption, composition and the US EPA's AP-42 emission factors. Full details of the program are provided in the Meadowbank Complex Greenhouse Gas Reduction Plan.

SECTION 3 • DATA ANALYSIS

3.1 REGULATORY STANDARDS AND GUIDELINES

Regulatory standards used in this assessment are provided in Table 3. Results of onsite air quality monitoring stations are compared primarily to standards from the Government of Nunavut (GN) Environmental Guideline for Ambient Air Quality (March, 2023), which are equivalent to the CCME's current Canadian Ambient Air Quality Standards (CAAQS; CCME, 2025). CAAQS represent voluntary objectives for an individual site and are typically used at a regional scale for airshed planning purposes. For the Meadowbank Complex, field-measured parameters with GN (2023) guidelines/CAAQS include PM_{2.5} and NO₂.

Since the 2023 update to the GN guidance no longer includes a guideline for TSP or 24-h NO₂, these results are compared to the GNWT (2023) Ambient Air Quality Limits, which are equivalent to the GN (2011) guidelines used in previous Meadowbank reports. Similarly no PM₁₀ standard is available in Nunavut, so results are compared to the GNWT (2023) guideline, which is equivalent to the BC Ambient Air Quality Objective (November, 2021) used previously.

Results of dustfall analyses for transects along the AWAR and the WTHR are compared to the Alberta Environment and Parks Ambient Air Quality Guideline (AB, 2019) for residential and recreational areas (AB-Rec) according to thresholds for dust management described in the Air Quality and Dustfall Monitoring Plan. Results of dustfall analysis at onsite stations DF-1 to DF-6 are compared to the Alberta Environment and Parks Ambient Air Quality Guideline for commercial and industrial areas (AB-Ind). These dustfall guidelines relate to nuisance and aesthetic concerns, and may be used for airshed planning and management, as a general performance indicator, and to assess local concerns. The newer GNWT (2023) dustfall guideline lies between the AB-Rec and AB-Ind values, and is not specifically discussed in this report since management thresholds were previously developed using the Alberta guidelines, and since these values are not specifically representative of ecological health thresholds.

In general, calculated time-based averages are compared directly to the relevant standard, even where less conservative statistical forms may apply (e.g. for PM_{2.5}, all measured 24-h averages are compared to the CAAQS value, even though that limit applies to the 3-year average of the annual 98th percentile of the daily 24-hour average concentrations).

Table 3. Ambient air quality standards for the Meadowbank Complex in 2025.

Parameter	Averaging Period	Regulatory Guideline	
		Value	Reference
TSP	24-h	120 µg/m ³	GNWT AAQL
	Annual (arithmetic)	60 µg/m ³	GNWT AAQL
PM ₁₀	24-h	50 µg/m ³	GNWT AAQL
PM _{2.5}	24-h	27 µg/m ³ *	GN/CAAQS
	Annual (arithmetic)	8.8 µg/m ³ **	GN/CAAQS
NO ₂	1-h	42 ppb [†]	GN/CAAQS
	24-h	106 ppb	GNWT AAQL
	Annual (arithmetic)	12.0 ppb ^{**}	GN/CAAQS
Total Dustfall	30-d	0.53 mg/cm ² /30 d [^]	AB AAQG
		1.58 mg/cm ² /30 d ^{^^}	

AB AAQG - Alberta Ambient Air Quality Guideline (AB, 2019)
CAAQS – Canadian Ambient Air Quality Standards (CCME, 2025)
GN – Government of Nunavut Environmental Guideline for Ambient Air Quality (GN, 2023)
GNWT AAQL – Government of the Northwest Territories Ambient Air Quality Limits (GNWT, 2023)
* The 3-year average of the annual 98th percentile of the daily 24-hour average concentrations
**The 3-year average of the annual average of all 1-hour concentrations
[†]The 3-year average of the annual 98th percentile of the daily maximum 1-hour average concentrations
^{**}The average over a single calendar year of all 1-hour average concentrations
[^] Guideline for recreational/residential areas (January, 2019) – applied to AWAR & WTHR transects (500+ m).
^{^^} Guideline for commercial/industrial areas (January, 2019) – applied to DF-1 – DF-6 onsite locations.

3.2 FEIS PREDICTIONS

Air quality modelling is a statistical exercise that captures the maximum and average emissions expected from certain sources, and seeks to determine ground-level concentrations at various locations under specific meteorological conditions and terrain factors. Additionally, air quality modelling often does not include transboundary transport or other background sources of contaminants, and it typically assesses specific size fractions of particulates that may not align with field monitoring methods. Therefore, accuracy of quantitative predictions made in the FEIS cannot specifically be assessed through field monitoring.

For the purposes of this report, comparisons to FEIS predictions are considered at a screening level only, and in some cases as management thresholds established in the Air Quality and Dustfall Management Plan. Individual sample results may be expected to exceed predictions occasionally, as a result of localized events that occur outside the established bounds of modeling. Specific reasons for differences between predictions and field monitoring results are discussed further in results sections, where applicable. In some cases, as described below, measured or estimated background concentrations were able to be added to predicted values to improve the comparison.

3.2.1 Meadowbank Mine

In order to estimate potential impacts of the Meadowbank Complex operations on air quality, modeling exercises were conducted as a component of the original project FEIS to determine emission rates and dispersion of various criteria air contaminants from different sources (Air Quality Impact Assessment,

Cumberland, 2005)¹. Maximum predicted values of NO₂ (annual average), PM_{2.5} (24-h and annual average), and PM₁₀ (24-h) are compared to measured values. It is noted however that these model predictions only include emissions from mobile and power plant sources. FEIS predictions for TSP and dust deposition were considered unsuitable for comparison to field measurements (i.e. monitoring results) since only emissions from three specific point sources were required to be modeled (TSF, WRSF, ore stockpile).

The following specific methods were used to identify FEIS predictions for comparison to monitoring results, and add background concentrations:

- Modeled values for suspended particulates (PM_{2.5} and PM₁₀) were obtained for the two monitoring locations (DF-1 and DF-2) from the FEIS Air Quality Impact Assessment Figures 6.2 – 6.24. PM₁₀ values were derived from Figure 6.7, based on references in the text (Table 6.1), although these figures are labelled as SP.
- The 2016 impact assessment for the Whale Tail Mine calculated background values for PM_{2.5} of 6.7 and 3.6 µg/m³ for 24-h and annual averaging times, respectively (Agnico Eagle, 2016 - Whale Tail Pit FEIS, Appendix 4-A). No background data was available for other size classes of suspended particulates, but these PM_{2.5} values were added to predicted concentrations of PM_{2.5} and PM₁₀ for the comparison (both Meadowbank and Whale Tail locations), since PM_{2.5} forms a subset of PM₁₀.
- For NO₂, modeling results were only provided in the FEIS for the maximum predicted ground-level concentration, which occurred adjacent to the power plant. It is noted that the closest NO₂ monitoring station (DF-2) is at a distance of approximately 1 km southwest (cross-wind) from this location.

Table 4 summarizes the FEIS model predictions for these parameters.

No quantitative predictions for air quality parameters were made in the Meadowbank FEIS for the AWAR.

¹ As part of the FEIS for the Whale Tail Project (Agnico Eagle, 2016), qualitative assessments were performed for ongoing use of the Meadowbank mill and AWAR, but no quantitative changes to original FEIS predictions were included.

Table 4. Model-predicted maximum concentrations of measured criteria air contaminants for location DF-1 and DF-2 at the Meadowbank Mine.

Parameter	Location	Averaging Time	Concentration*
PM ₁₀	DF-1	24-h	46.7 µg/m ³
	DF-2	24-h	26.7 µg/m ³
PM _{2.5}	DF-1	24-h	26.7 µg/m ³
		Annual	4.6 µg/m ³
	DF-2	24-h	16.7 µg/m ³
		Annual	4.1 µg/m ³
NO ₂	DF-2	Annual	4.97 ppb
*Cumberland (2005)			

3.2.2 Whale Tail Mine

For the Whale Tail Mine, measured values at DF-6 are also compared to FEIS Addendum-modeled maximum concentrations for this location (upper limit of the associated isopleth band). Maximum predicted values for the DF-6 locations on the Whale Tail Mine are shown in Table 5. However it is noted that for TSP in particular, the size fraction of particles assessed through air quality modeling is limited (typically <30 µm aerodynamic diameter), whereas Partisol instruments may intake larger suspended particles if they occur in the vicinity of the instrument. Therefore as noted above, this is considered a screening level comparison only.

Dust deposition rates were predicted for the Whale Tail Haul Road (see Section 3.2) but not for the Whale Tail Mine site.

Table 5. Model-predicted maximum concentrations of measured criteria air contaminants for location DF-6a or b (as applicable) at the Whale Tail site.

Parameter	Location	Averaging Time	Concentration*
TSP	DF-6b	24-h	>120 µg/m ³
		Annual	30 - 45 µg/m ³
PM ₁₀	DF-6b	24-h	>50 µg/m ³
PM _{2.5}	DF-6b	24-h	21 - 28 µg/m ³
		Annual	5 – 7.5 µg/m ³
NO ₂	DF-6a	Annual	8 - 16 ppb
* Agnico Eagle (2018) - FEIS Addendum, Appendix 4C			

3.2.3 Whale Tail Haul Road

3.2.3.1 NO₂

FEIS Addendum modelling (Agnico Eagle, 2018) indicated that low-level emissions of NO₂ would be produced by vehicles using the Whale Tail Haul Road. The model-predicted ground level concentrations

of NO₂ due to haul road vehicle emissions represent a very small increase compared to background concentrations and are well below their relevant ambient air quality standards. No quantitative predictions were made for comparison to measured NO₂ values.

3.2.3.2 Dustfall

The primary goal of Whale Tail Haul Road dustfall monitoring is to track trends in dustfall generated by Whale Tail Haul Road traffic, and verify predictions made in the FEIS Addendum. However, due to differences in particle sizes collected by static dustfall monitors (typically <850 µm) and those assessed through air quality emissions and dispersion modelling (typically <30 µm), these are considered conservative, screening-level comparisons only. Since dustfall canisters collect particles across a much wider range of sizes than included in standard modeling, they are very likely to measure higher rates of total dustfall than those specified in the FEIS. However, if measured dustfall is lower than predicted dustfall, model results can be verified as conservative.

Table 6 shows FEIS Addendum-predicted maximum monthly dust deposition from haul-road generated dust as a function of distance from the road. Results of the Whale Tail Haul Road monitoring program (total dustfall) are compared to these values plus background concentrations of total dustfall. A background dustfall value of 0.27 mg/cm²/30d is assumed, based on the maximum dustfall rate measured in this area (km 37, now km 152) during baseline studies for this area in 2015.

In general, FEIS Addendum predictions indicated that maximum monthly dust deposition rates will be below the Alberta guideline for residential and recreational areas within 500 m of the haul road (0.53 mg/cm²/30d). This value was also set as the threshold for supplemental dust mitigation measures (Section 1.2).

Table 6. Predicted maximum monthly dust deposition rate as a function of distance from the Whale Tail Haul Road.

Distance (m)	Predicted Dust Deposition (mg/cm ² /30d)	Measured Maximum Background Dust Deposition (mg/cm ² /30d)	Predicted + Background Dust Deposition* (mg/cm ² /30d)
25	3.4	0.27	3.67
100	1.9	0.27	2.17
300	0.59	0.27	0.86
1000	0.11	0.27	0.38

*Agnico Eagle (2018) - FEIS Addendum, Appendix 4C, Table 4-C-24

SECTION 4 • 2025 MONITORING RESULTS

4.1 TSP, PM₁₀, PM_{2.5}

4.1.1 24-h Average

Sampling dates and 24-h average concentrations of TSP, PM₁₀ and PM_{2.5} are shown in Figures 3 - 5. Data loss for the Partisol samplers is discussed further in Section 4.4, but for five of the six Partisol units, data loss was considered minimal (four or fewer samples). Substantial downtime only occurred for the

PM_{2.5}/PM₁₀ unit at DF-1, where instrument malfunction requiring onsite diagnosis and repair occurred between March 3 and August 23.

As in previous years, TSP concentrations for the Meadowbank Complex were generally well below regulatory standards, with eight of 175 samples across the three monitoring stations exceeding the GNWT AAQL 24-h criterion of 120 µg/m³. This included three samples at the Whale Tail Mine location (DF-6b) where FEIS Addendum modeling predicted this would occur (Section 3.2.1), and three samples on August 5, when a significant wildfire smoke event is known to have occurred. A maximum measured value of 285 µg/m³ was recorded (DF-2, March 20), which continues to be within the historically recorded high value of 459 µg/m³ (Section 5.1).

For PM₁₀, four of the 143 samples collected across all three stations exceeded the GNWT AAQL of 50 µg/m³ for the 24-h average, and/or the relevant FEIS prediction. This includes two samples collected during the wildfire smoke event on August 5. As noted in Section 3.2.1, predictions for the Meadowbank Site only account for power plant and mobile sources, so it is expected they may be exceeded in some portion of field samples. FEIS Addendum modelling for the Whale Tail Mine indicated that maximum PM₁₀ concentrations at DF-6b would exceed the GNWT AAQL for the 24-h averaging time of 50 µg/m³, which occurred in two samples in 2025.

For PM_{2.5}, three of 144 samples across all three stations exceeded the GN guideline/CAAQS of 27 µg/m³ and/or the relevant FEIS prediction for the 24-h average. This includes two samples collected during the wildfire smoke event on August 5. As indicated above, the DF-1 and DF-2 predictions only account for power plant and mobile sources, so it is expected they may be exceeded in some portion of field samples.

In general, measured concentrations of suspended particulates were highest in March-April, which is similar to previous years. Inter-annual trends are discussed in Section 5.1.

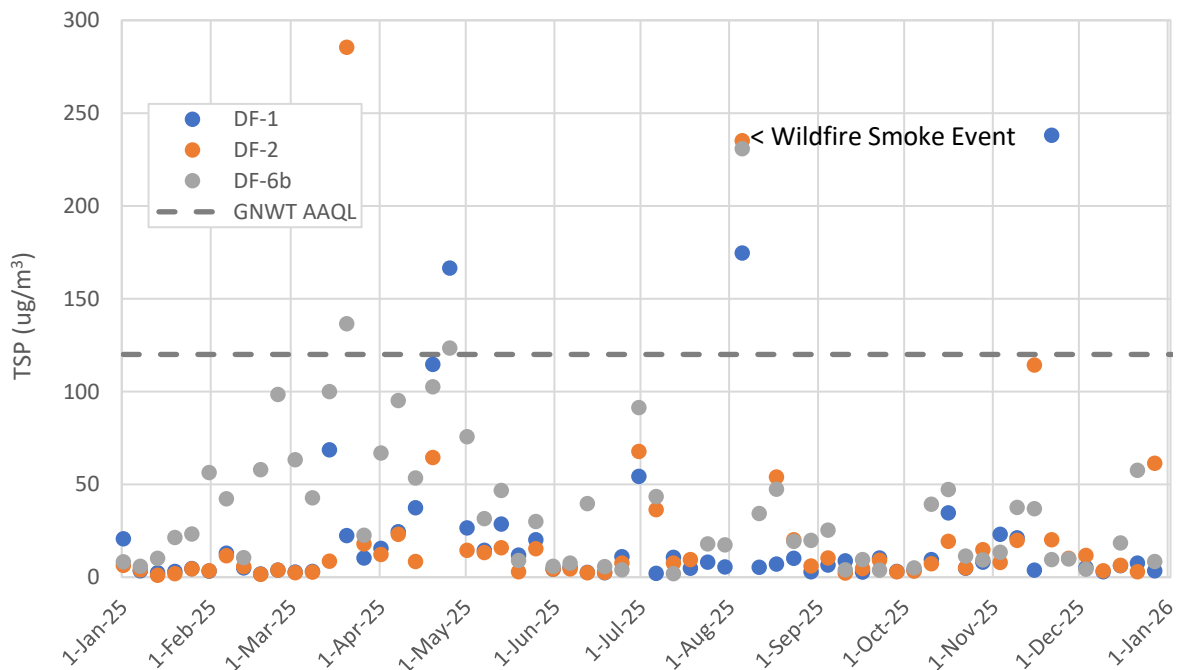


Figure 3. 24-h average concentrations of total suspended particulates (TSP) at Meadowbank Complex stations DF-1, DF-2, and DF-6b.

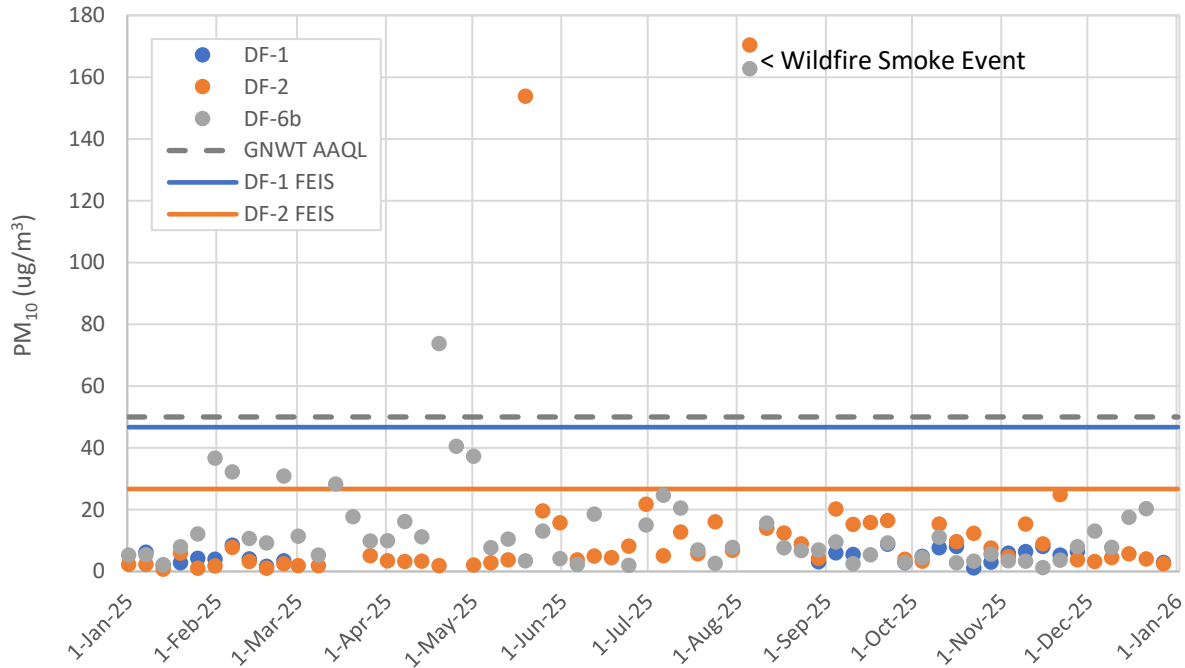


Figure 4. 24-h average concentration of airborne particulate matter less than 10 microns (PM₁₀) at Meadowbank Complex stations DF-1, DF-2, DF-6b.

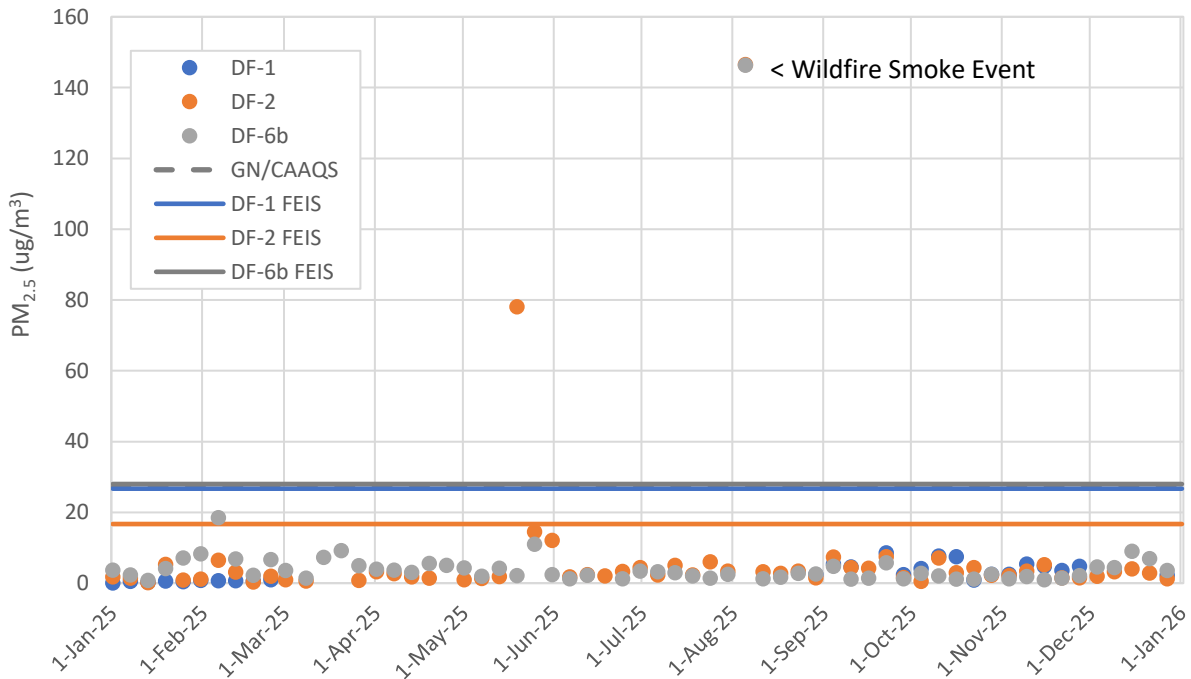


Figure 5. 24-h average concentration of airborne particulate matter less than 2.5 microns (PM_{2.5}) at Meadowbank Complex stations DF-1, DF-2, and DF-6b.

Note: The CAAQS of 27 ug/m³ is approximately equivalent to the DF-1 FEIS prediction of 26.7 ug/m³.

4.1.2 Annual Average

Annual arithmetic mean concentrations of TSP at DF-1, DF-2, and DF-6b were 22.4, 23.3, and 39.2 $\mu\text{g}/\text{m}^3$, respectively, including results collected during the August 5 wildfire smoke event, or 19.8, 19.5, 35.8 $\mu\text{g}/\text{m}^3$ with August 5 data excluded. These results are all less than the GNWT AAQL for the annual average of 60 $\mu\text{g}/\text{m}^3$ (Table 7).

Annual arithmetic mean concentrations of $\text{PM}_{2.5}$ were 3.0, 7.0, and 6.2 $\mu\text{g}/\text{m}^3$ at DF-1, DF-2, and DF-6b respectively, with August 5 data, or 3.0, 4.5 and 3.8 $\mu\text{g}/\text{m}^3$ without those data (for DF-1, this date was excluded through other data validity criteria, see Section 4.4.1). All results are all less than the CAAQS of 8.8 $\mu\text{g}/\text{m}^3$ (Table 7). It is noted that the CAAQS for $\text{PM}_{2.5}$ is based on the 3-year average of 24-hr concentrations. Comparisons to annual averages are considered conservative, and 3-year results will be reviewed if any exceedances occur in annual data.

The annual arithmetic mean concentrations of TSP and $\text{PM}_{2.5}$ were also compared with the Meadowbank FEIS and Whale Tail FEIS Addendum model-predicted maximums (Table 7, including the August 5 wildfire event influence). For $\text{PM}_{2.5}$ at DF-2, the annual average with and without this event (7.0 and 4.5 $\mu\text{g}/\text{m}^3$, respectively) slightly exceeded the FEIS prediction (4.1 $\mu\text{g}/\text{m}^3$), mainly driven by another single elevated result on May 19. As discussed previously, available FEIS predictions for this station included only a subset of emission sources, so occasional and low-level exceedances based on field data are not considered indicative of a major departure from model results.

Table 7. Annual arithmetic mean concentrations of TSP and $\text{PM}_{2.5}$ at DF-1, DF-2, and DF-6b for comparison with the GNWT AAQL, CAAQS, and FEIS-modeled maximum annual average concentrations.

Year	TSP ($\mu\text{g}/\text{m}^3$)			PM _{2.5} ($\mu\text{g}/\text{m}^3$)		
	GNWT AAQL: 60 $\mu\text{g}/\text{m}^3$			CAAQS: 8.8 $\mu\text{g}/\text{m}^3$		
	DF-1	DF-2	DF-6b	DF-1	DF-2	DF-6b
FEIS [^]	-	-	30 - 45	4.6	4.1	5 – 7.5
2025*	22.4	23.3	39.2	3.0	7.0	6.2

[^] Cumberland (2005) and Agnico Eagle (2018) - Appendix 4C
 *Results here include data collected during a wildfire smoke event on August 5 (see discussion in text).

4.2 DUSTFALL

4.2.1 Onsite Locations DF-1 – DF-6a

Results of the 2025 onsite dustfall sampling program (30 day-normalized rates of total and fixed dustfall) are provided in Figures 6 - 10. Samples are plotted by the collection start date. For samples below detection limits (typically 0.001 $\text{mg}/\text{cm}^2/30\text{-d}$), half the limit is used in calculations and figures. To provide context, the Alberta Ambient Air Quality Guideline for industrial/commercial areas for total dustfall (AB-Ind) is indicated (1.58 $\text{mg}/\text{cm}^2/30\text{-d}$). This guideline is based on aesthetic or nuisance concerns and is to be used for airshed planning and management, as a general performance indicator, and to assess local concerns. The established threshold for dust mitigation actions for these onsite stations is equivalent to this guideline.

Of the 59 onsite dustfall samples collected in 2025, two exceeded the AB-Ind guideline for total dustfall. One sample at DF-6a (April 20 deployment) went missing in the field.

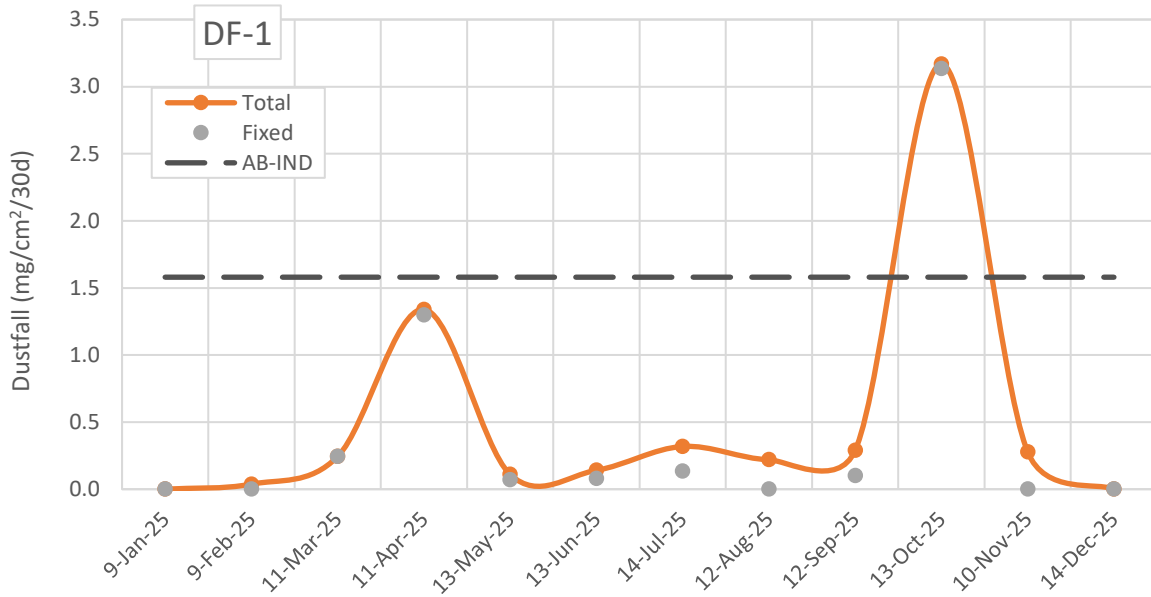


Figure 6. 30-day-normalized rates of total and fixed dustfall at DF-1 at the Meadowbank Mine.

Note: Points represent start date of sample collection. AB-IND indicates the Alberta guideline for industrial/commercial areas, which is equivalent to the management threshold for this station.

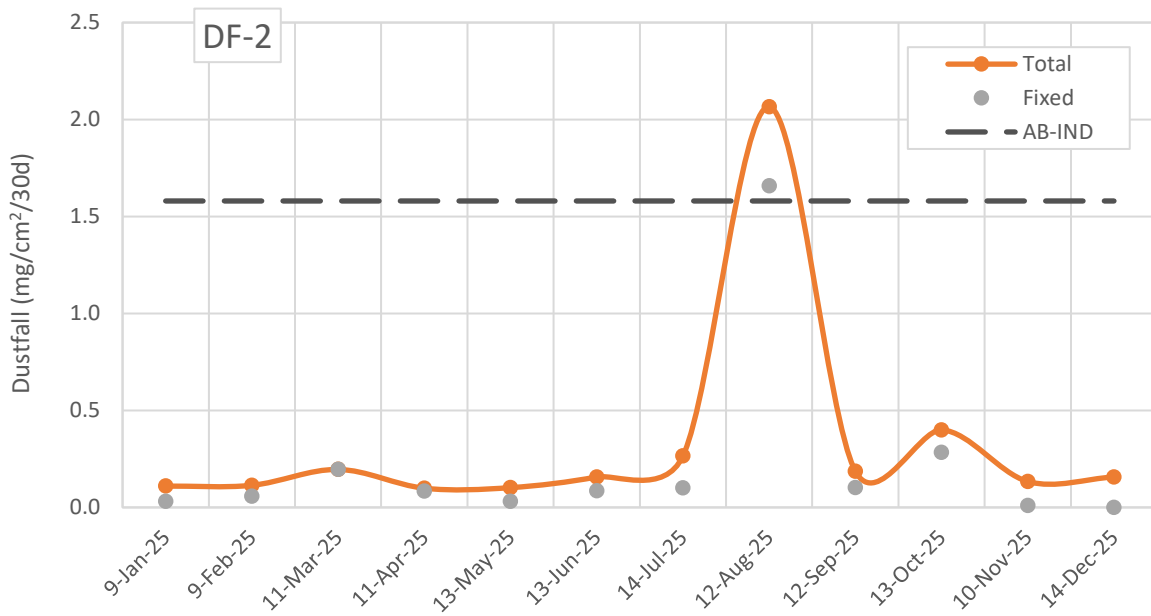


Figure 7. 30-day-normalized rates of total and fixed dustfall at DF-2 at the Meadowbank Mine.

Note: Points represent start date of sample collection. AB-IND indicates the Alberta guideline for industrial/commercial areas, which is equivalent to the management threshold for this station.

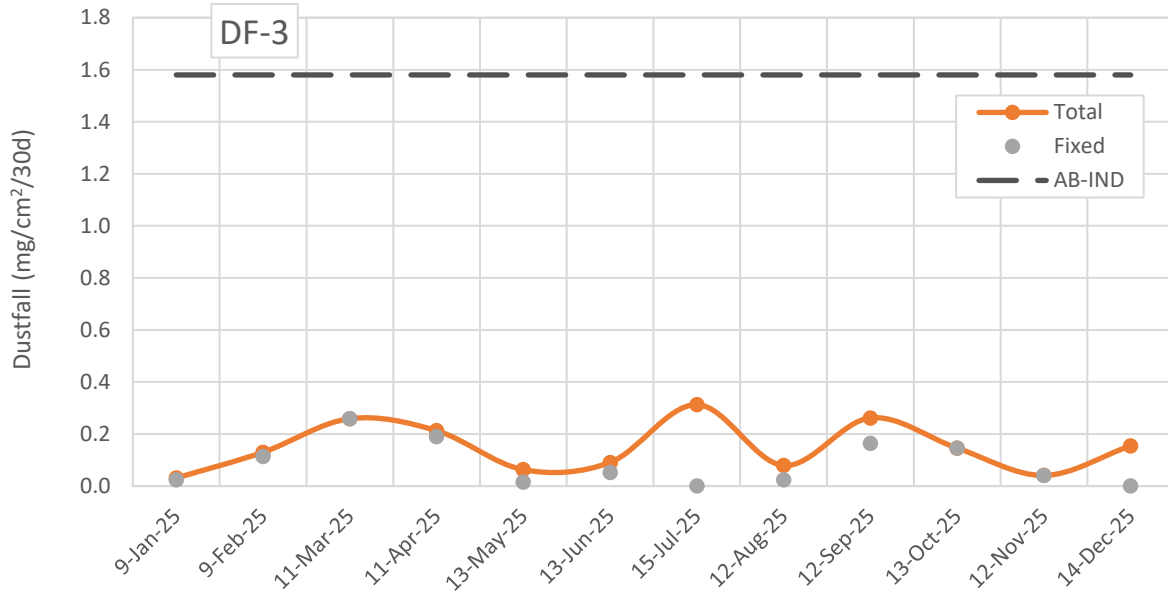


Figure 8. 30-day-normalized rates of total and fixed dustfall at DF-3 at the Meadowbank Mine.

Note: Points represent start date of sample collection. AB-IND indicates the Alberta guideline for industrial/commercial areas, which is equivalent to the management threshold for this station.

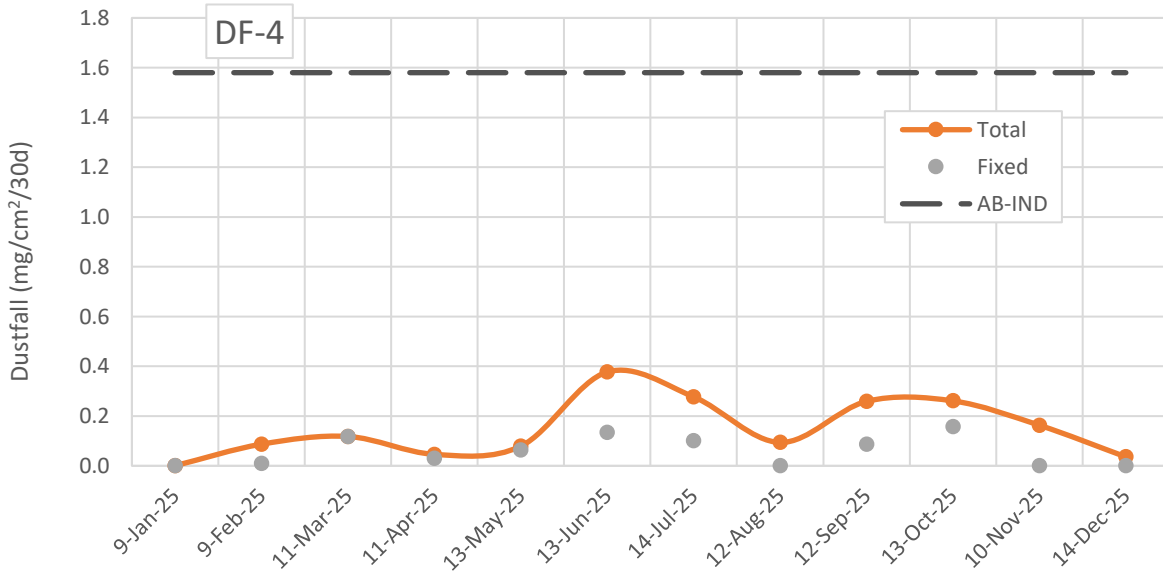


Figure 9. 30-day-normalized rates of total and fixed dustfall at DF-4 at the Meadowbank Mine.

Note: Points represent start date of sample collection. AB-IND indicates the Alberta guideline for industrial/commercial areas, which is equivalent to the management threshold for this station.

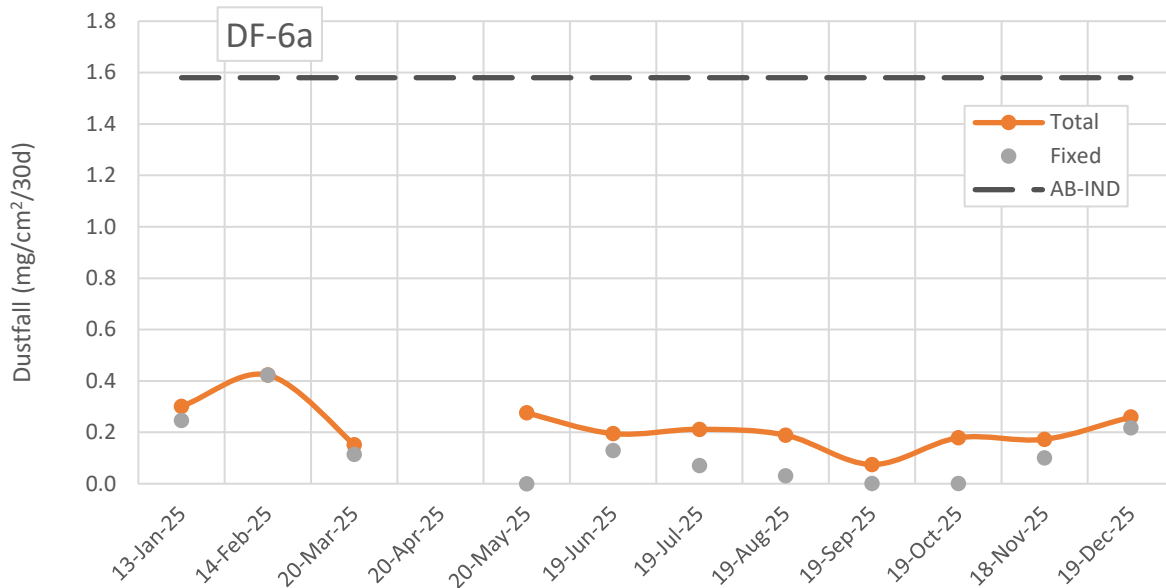


Figure 10. 30-day-normalized rates of total and fixed dustfall at DF-6a at the Whale Tail Mine.

Note: Points represent start date of sample collection. AB-IND indicates the Alberta guideline for industrial/commercial areas, which is equivalent to the management threshold for this station.

4.2.2 Meadowbank AWAR Dustfall Transects

As described in Section 1.4.4, dustfall sampling was conducted over three one-month periods beginning June 5 at two transects along the AWAR (km 18 and 78). In 2025, dust suppressant was applied along most of the full length of the AWAR, including km 78 (July 2 and August 11). However, none was applied directly at the km 18 location (see Section 1.2.1). Results are presented in Figures 11 and 12, and are compared to the Alberta Ambient Air Quality Guideline for recreational/residential areas (AB-Rec). This guideline is applied to samples collected at and beyond 500 m, according to the management threshold established in the current Air Quality and Dustfall Monitoring Plan. It should be noted that this guideline is based on nuisance and aesthetic concerns, and not necessarily impacts to vegetation or wildlife. It is also generally considered to apply to a specific dust source, over and above background values. Therefore, this is considered a conservative, screening-level comparison, and any significant, ongoing exceedances will be further investigated.

For all six transects, trends indicated the AB-Rec threshold was met or would be met for total dustfall at 500 m. A single total dustfall result at 1000 m downwind (east) exceeded this threshold, but the fixed dustfall result was near 0, indicating a sample containing mostly organic matter (i.e. not road material). For AWAR transect km 18, samples are not collected at the 1,000 m location, due to presence of a waterbody at approximately 800 m from the road, so 300 m is the furthest sample collection point, and results at 500 m are inferred to be less than the management threshold based on results at 300 m (Figure 11).

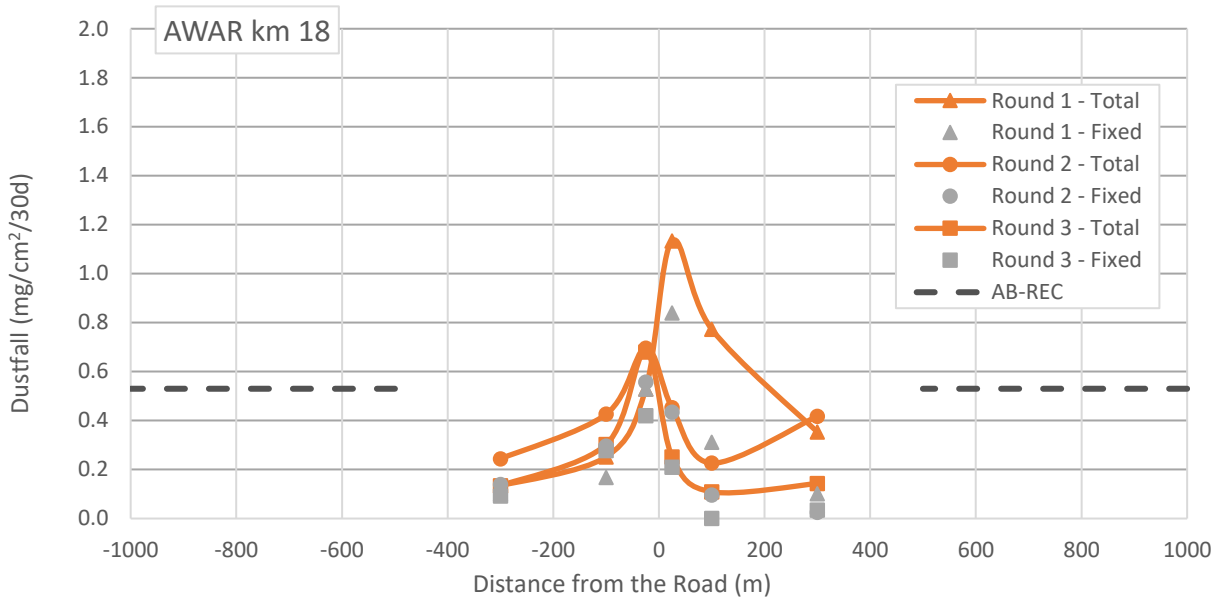


Figure 11. 30-day-normalized rates of total and fixed dustfall at km 18 along the Meadowbank Awar in summer, 2025.

Note: Positive distances represent the upwind/west side of the road, and negative distances represent the downwind/east side.

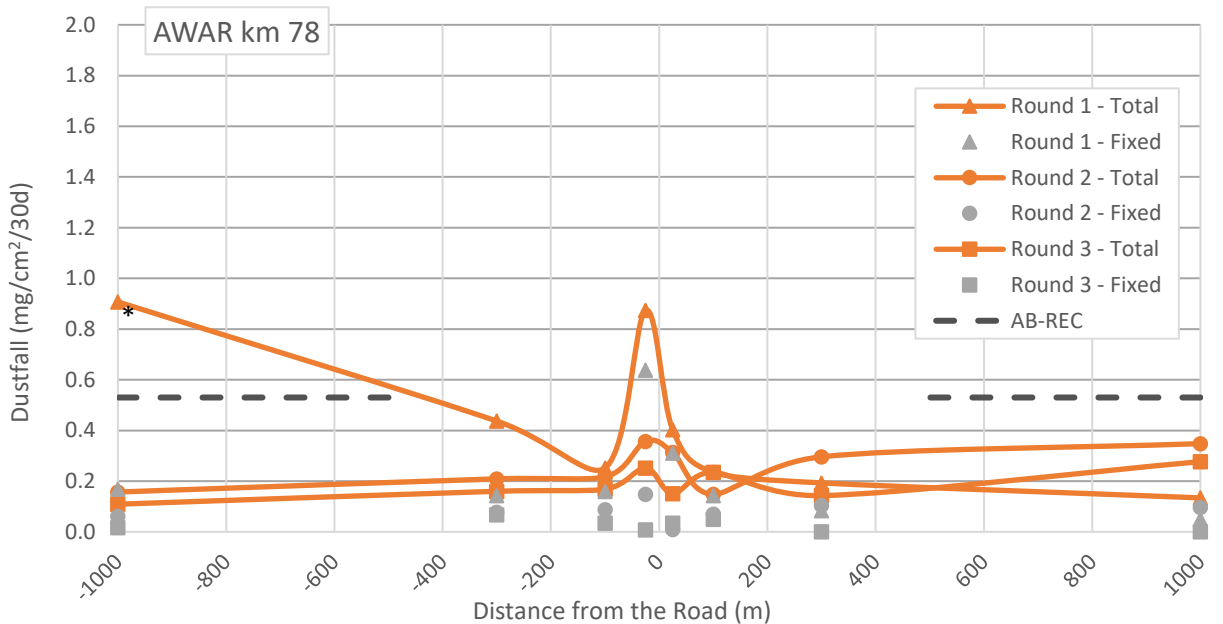


Figure 12. 30-day-normalized rates of total and fixed dustfall at km 78 along the Meadowbank Awar in summer 2025.

*Note: Positive distances represent the upwind/west side of the road, and negative distances represent the downwind/east side. *This result is influenced by a high proportion of organic matter content (i.e. not road material) – see text.*

4.2.3 Whale Tail Haul Road Dustfall Transects

As described in Section 1.4.5, dustfall sampling was conducted over three one-month periods at three transects along the WTHR in 2025, beginning June 5. Results are provided in Figures 13 - 15. During round 2 at km 134, the sample canister at 100 m east was lost in the field. It is considered likely to have blown out of the holder by a strong wind event. This has occurred from time to time historically.

As in previous years, some specific FEIS Addendum model predictions were exceeded, but only in very close proximity to the road (25 m) where direct deposition of larger particle sizes is most likely. The overarching FEIS prediction that maximum deposition rates along the AWAR would decline below the AB-Rec guideline within 500 m of the road was met in all cases. This prediction is equivalent to the management threshold.

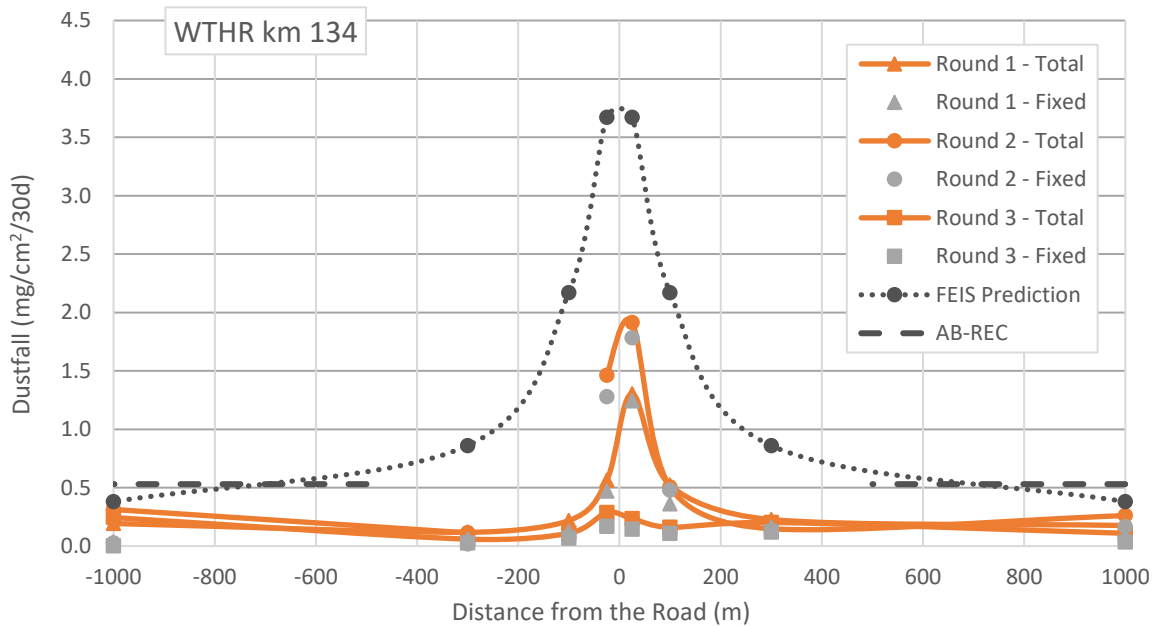


Figure 13. 30-day-normalized rates of total and fixed dustfall at km 134 along the Meadowbank WTHR in summer, 2025.

Note: Positive distances represent the west side of the road, and negative distances represent the east side.

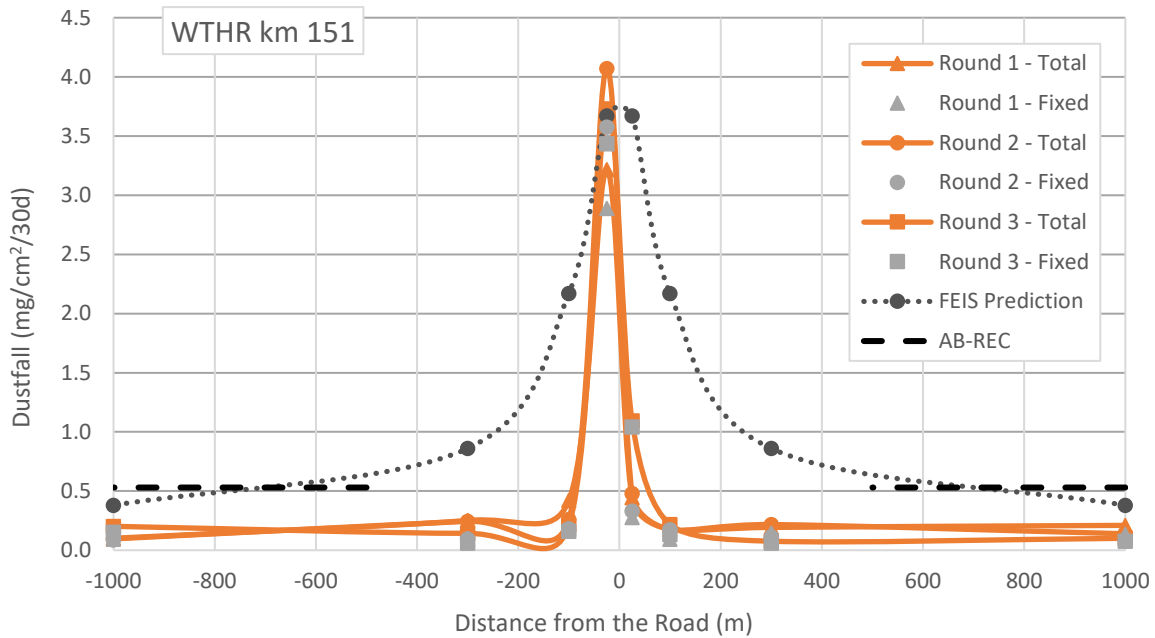


Figure 14. 30-day-normalized rates of total and fixed dustfall at km 151 along the Meadowbank WTHR in summer, 2025.

Note: Positive distances represent the west side of the road, and negative distances represent the east side.

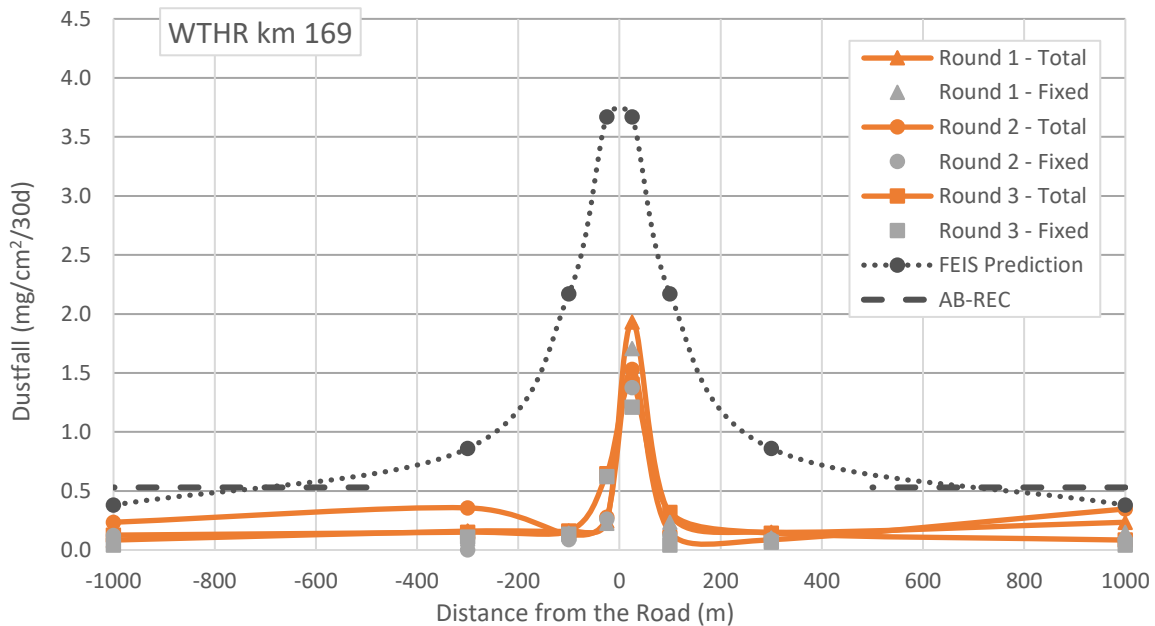


Figure 15. 30-day-normalized rates of total and fixed dustfall at km 169 along the Meadowbank WTHR in summer, 2025.

Note: Positive distances represent the west side of the road, and negative distances represent the east side.

4.3 NO₂

4.3.1 Passive NO₂

Monthly-average NO₂ concentrations in 2025 as measured by passive sampling devices are provided in Figure 16. Samples are plotted by the collection start date. For samples below detection limits (0.1 ppb), half the limit is used in calculations and figures. The sampling device deployed October 13 at DF-2 was damaged in transit and could not be analyzed. In 2025, monthly-average concentrations of NO₂ varied between non-detect (<0.1 ppb) and 8.4 ppb.

Annual arithmetic mean concentrations were calculated for each station from the monthly-average values (Table 8). Annual averages have not exceeded the CAAQS of 12.0 ppb. Results for DF-2 and DF-6a also met the maximum FEIS model-predicted annual averages.

Table 8. Arithmetic mean of the measured 1-month passive sampler NO₂ concentrations, along with the GN guideline, Canadian Ambient Air Quality Standard (CAAQS), and FEIS maximum model predictions.

Year	Guidelines		FEIS Predictions		Measured Values				
	GN	CAAQS	DF-2*	DF-6a^	DF-1	DF-2	DF-6a	DF-8	DF-9
	ppb	ppb	ppb	ppb	ppb	ppb	ppb	ppb	ppb
2021	32	12	4.97	8 – 16	0.30	1.27	1.66	0.25	0.27
2022					0.44	0.94	2.17	0.27	0.31
2023					0.33	0.91	2.00	0.40	0.54
2024	12				0.51	1.42	1.77	0.30	0.23
2025					0.38	0.82	2.32	0.34	0.28
*Cumberland (2005)									
^Agnico Eagle (2018) – Appendix 4C									

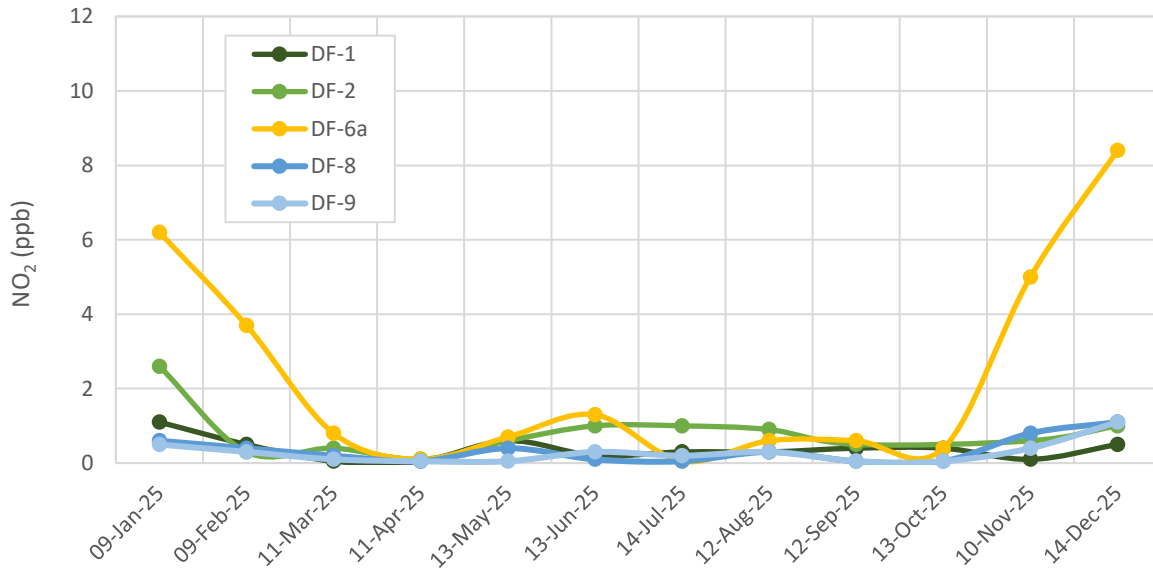


Figure 16. Monthly-average concentration of NO₂ at Meadowbank Complex monitoring stations DF-1, DF-2, DF-6a, DF-8, and DF-9.

Note: Points represent start date of sample collection. Y-axis is scaled to the CAAQS for the annual average, for reference (12 ppb).

4.3.2 Continuous NO₂

As described in Section 2.3, a continuous NO₂ analyzer was installed at location DF-7 in July, 2021, and monitoring results are reported annually. To identify valid data for reporting purposes in 2025, the recorded dataset for January 1 – December 31, 2025 was screened according to ECCC (2019) as described below.

1 – Review of daily calibration checks (zero and span check) to identify data recorded outside of acceptable targets (+/- 2 ppb for zero check, +/- 10% for span check).

Since November, 2023, daily zero and low span calibrations and/or checks have not been running properly, as discussed in the 2024 version of this report. Throughout 2025, Agnico Eagle technicians have been working with the service provider to fix these issues. It was determined that power supply interruptions appear to be a major contributing factor, and in late December, 2025, a UPS was installed as part of attempts to mitigate the problem.

As a result, in 2025, no daily checks or auto-calibrations occurred. However, the final dataset is presented here as valid on the basis of acceptable as-found verifications conducted by the service provider on March 27 and January 7, 2026. Instrument re-calibration was also performed on July 29, 2025 by the service provider, after onsite calibration was incorrectly performed on July 16 (the interim data was removed, see Table 9). Data from September 28 – December 31, 2024 that was presented as pending validation in the 2024 version of this report is also presented here as valid.

2 – Screening for outliers (elevated concentrations, generally >100 ppb, potentially caused by an idling vehicle in close proximity).

One outlier event was identified as likely caused by a nearby idling vehicle (January 12, 11:21 am). Span checks or calibrations were also performed by Agnico Eagle technicians on two occasions

(June 29, between 11 am – 1 pm; July 16, 7 – 8 am). In all cases, the hourly average for these time periods were excluded from the final dataset.

Finally, sustained power outages (> 15 min) are shown in Table 9. In each case, the associated partial hours with < 45 min of data were also excluded from analysis.

Table 9. Continuous NO₂ analyzer data gaps (> 15 min per hour).

Start	Stop	Reason
2025-01-12 11:00	2025-01-12 12:00	Outlier (apparent nearby vehicle)
2025-03-27 00:00	2025-03-28 23:59	Service provider onsite for maintenance/calibration
2025-06-29 11:00	2025-06-29 13:00	Technician-initiated span check
2025-07-16 7:00	2025-07-29 23:59	Agnico Eagle-initiated calibration/check (error) and subsequent re-calibration by the service provider
2025-08-04 6:57	2025-08-06 10:16	Power outage
2025-08-11 13:37	2025-08-14 13:34	Power outage
2025-08-27 13:17	2025-09-03 10:13	Power outage
2025-09-03 10:22	2025-09-05 9:07	Power outage
2025-09-14 17:26	2025-09-15 13:03	Power outage
2025-09-22 5:18	2025-09-22 15:51	Power outage
2025-09-28 7:12	2025-09-29 7:13	Power outage
2025-09-29 10:22	2025-10-04 9:24	Power outage
2025-10-04 14:50	2025-10-06 9:58	Power outage
2025-10-25 6:40	2025-10-31 14:23	Power outage
2025-11-02 14:09	2025-11-03 10:38	Power outage
2025-11-08 14:36	2025-11-09 8:06	Power outage
2025-12-07 6:01	2025-12-07 11:40	Power outage

The one-minute data was processed to calculate hourly and 24-h averages for NO₂. According to ECCC (2019), negative hourly averages were corrected to zero in this process, and hours with less than 45 min of data were removed.

All hourly and 24-h averages met the relevant regulatory guideline (CAAQS and 2023 GNWT AAQL; Figures 17 and 18). The annual average based on all valid data collected from January 1 – December 31 was 0.51 ppb. This is well below the CAAQS (12 ppb), and similar to annual averages calculated using co-located passive sampling devices (DF-8; Table 8 in Section 4.3.1). No quantitative FEIS predictions are available for the DF-7 location.

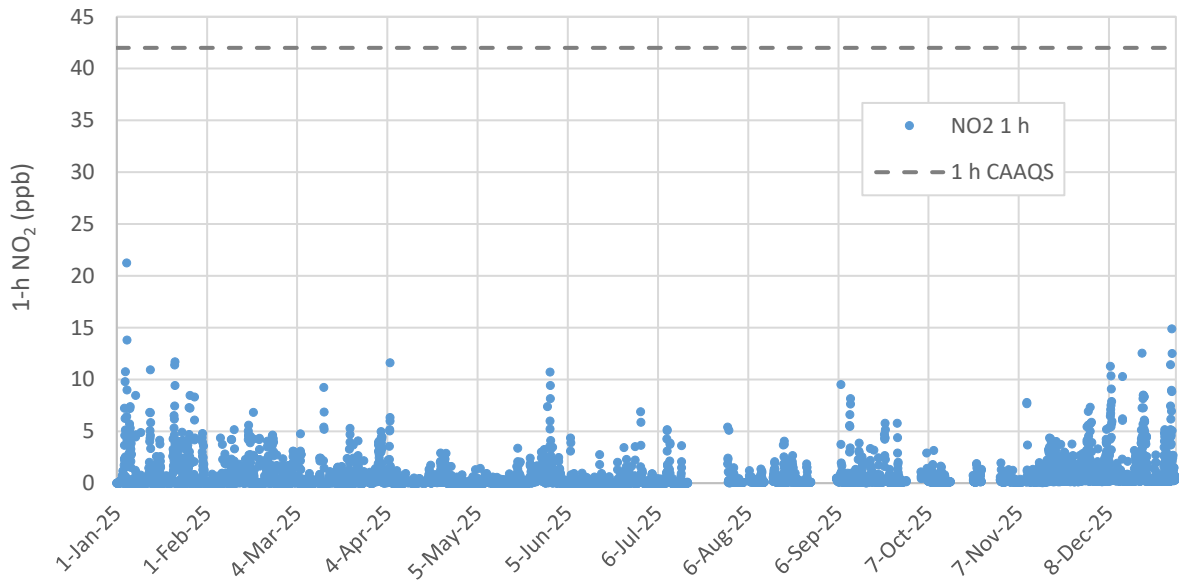


Figure 17. Calculated 1-h average concentrations of NO₂ at station DF-7 in 2025, along with the Canadian Ambient Air Quality Standard (CAAQS).

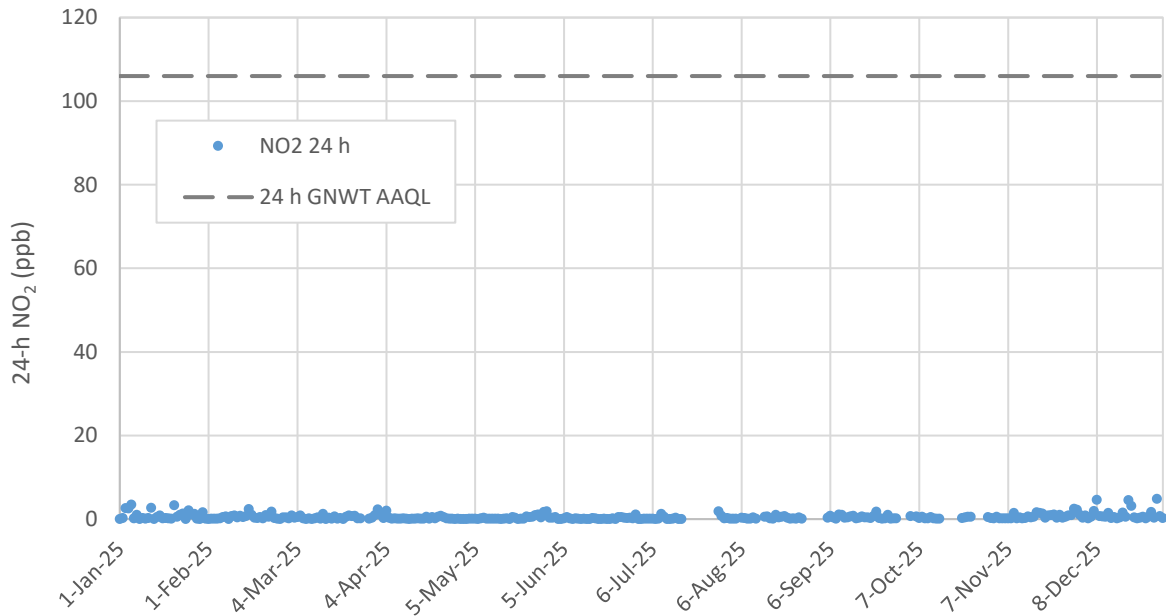


Figure 18. Calculated 24-h average concentrations of NO₂ at station DF-7 in 2025, along with the Government of the Northwest Territories Ambient Air Quality Limit (GNWT AAQL).

4.4 QA/QC

QA/QC procedures in 2025 included the use of an accredited lab for sample preparation and analysis, sample collection by appropriate personnel (trained by a professional air quality specialist), use of travel blanks for passive NO₂, and use of field duplicates for dustfall transects.

Maintenance and replacement schedules for the Partisol and continuous NO₂ instruments are also discussed here, along with any data loss due to operational downtime or sampling errors.

4.4.1 Partisol Operations and Maintenance

An ongoing maintenance and repair schedule continues as required for the Partisol instruments. Agnico Eagle brought the Partisol supplier onsite most recently in March and July, 2025 to complete audits of the six instruments in use. During these annual site visits, the supplier provides maintenance, recommendations for reduction of downtime, and a list of spare parts to order for upcoming repairs/maintenance. Spare parts are held onsite to reduce operational delays, but it is not considered feasible to maintain a complete set of replacement parts for all units.

For five of the six units, limited data loss occurred in 2025. Table 10 shows the monitoring period for 2025 reporting along with available and actual number of valid 24-h samples collected. Occasional data loss occurs primarily due to instrument run errors (e.g. filter cartridge doesn't shuttle properly). For the PM_{2.5}/PM₁₀ unit at DF-1, downtime was more extended (March 3 – August 23) after instrument malfunction occurred, requiring onsite diagnosis and repair, with subsequent difficulties in restoring correct system settings.

Table 10. Available and actual number of valid 24-h samples collected in 2025 for suspended particulates.

Location	Monitoring Period	# Available Sampling Dates	# Valid Samples Collected		
			PM _{2.5}	PM ₁₀	TSP
DF-1	January 1 – December 27	61	26	25	60
DF-2	January 1 – December 27	61	58	58	57
DF-6b	January 1 – December 27	61	60	60	58

As part of QA procedures and data processing, Partisol operational data files are downloaded from each instrument and reviewed to ensure sampling occurred without error, and confirm intake volumes for use in volumetric calculations. Sample volumes and durations within approximately 10% of targets are considered valid for reporting purposes. Where reduced volume sampling occurs (e.g. due to power outage or instrument failure), samples are discarded.

As discussed in Section 2.1, concentrations of particulates need to be calculated using air volumes normalized to 25°C and 101.3kPA (standard temperature and pressure; STP). In 2025, depending on system settings, standardized volumes were either recorded by the Partisol unit (DF-1 TSP, DF-2 PM_{2.5}/PM₁₀, DF-6b), or were calculated from average ambient temperature and pressure values recorded by the Partisol unit during the sampling period (DF-1 PM_{2.5}/PM₁₀, DF-2 TSP).

4.4.2 Continuous NO₂ Operations and Maintenance

As described in Section 2.3, the continuous NO₂ analyzer was installed at location DF-7 in July, 2021. Routine maintenance is performed weekly by onsite technicians trained by the instrument supplier, with at least bi-annual calibration and servicing by professionals brought onsite.

Various issues have resulted in instrument downtime or data validity caveats, as discussed in Section 4.3.2.

4.4.3 Travel Blanks and Field Duplicates

Collection of travel blanks and field duplicates is not specified in the management plan for air quality parameters (except passive NO₂, described below), but these are collected opportunistically.

As part of the laboratory method, collection of travel blanks is required for passive NO₂ samplers. In 2025, these laboratory-supplied containers were analyzed for all NO₂ shipments (25 blanks total) and results ranged from non-detect (0.1 ppb) to 0.8 ppb. This is similar to previous years. Blank subtraction is performed by the accredited laboratory as part of the analytical method and so final results reported here include that subtraction.

Field duplicate dustfall canisters are collected in the immediate vicinity of regular transect samples to help characterize variability in deposition. The relative percent difference (RPD) values calculated for total dustfall for duplicate canisters are shown in Table 11. Relative to other media, RPDs in dustfall samples have tended to be very high. This variability is taken into consideration when interpreting the results of the dustfall studies.

Table 11. Relative Percent Difference (RPD) values for total dustfall in duplicate dustfall canisters on the east (E) or west (W) side of the Whale Tail Haul Road (WTHR) and All-Weather Access Road (AWAR) in 2025.

Location	Start Date	Sample	Duplicate	RPD
		(mg/cm ² /30d)	(mg/cm ² /30d)	(%)
AWAR km 18; 100 m E	June 5	0.252	0.378	20
AWAR km 78; 25 m E	June 5	0.874	0.949	4.1
WTHR km 134; 25 m E	June 5	0.563	0.697	10.6
WTHR km 151; 100 m E	July 4	0.261	-*	-
WTHR km 169; 25 m E	June 5	0.244	0.235	1.9
*Dustfall canister was found on the ground at collection; result not reported.				

4.5 EFFECTIVENESS OF MITIGATION

The effectiveness of mitigation measures discussed in Section 1.2 to reduce the generation of road dust is determined here through comparison of monitoring results with numeric thresholds identified in the Air Quality and Dustfall Monitoring Plan. These thresholds and results for 2025 are summarized below with a commentary on effectiveness of the mitigation.

Threshold 1: *Dustfall exceeding 0.53 mg/cm²/30-day at 500 m from the AWAR or WTHR.*

- This threshold was met (km 78, km 134, km 151, km 169) or spatial trends indicate it would be met (km 18) for all transect locations.

- Although a single total dustfall sample exceeded this threshold at 1,000 m, the fixed (inorganic) portion of this sample remained below the threshold. Fixed dustfall is considered more representative of road-related dust than total dustfall, which contains organic material.
- Mitigation activities related to road dust along the AWAR and WTHR are therefore considered to have been effective as designed in 2025.

Threshold 2: *Dustfall exceeding 1.58 mg/cm²/30-day at stations DF-1 to DF-6.*

- Two monthly samples collected across all five year-round monitoring stations exceeded this threshold. Given the high variability in dustfall samples, occasional results above the threshold are not considered indicative of trends requiring changes in dust mitigation measures.
- Mitigation activities related to dust deposition for onsite locations are therefore considered to have been effective in 2025.

Threshold 3: *Active PM results exceeding FEIS predictions at DF-6b.*

- For the 24-h averaging time, FEIS predictions with an upper bound are only available for PM_{2.5}. In 2025, one of 60 measurements for PM_{2.5} at DF-6b exceeded this prediction, and this sample was collected during a wildfire smoke event. As described in Section 3.2, individual sample exceedances are generally not considered indicative of a mine-related trend towards unpredicted air quality concerns.
- The FEIS predictions for the maximum annual average concentrations of TSP (45 µg/m³) and PM_{2.5} (7.5 µg/m³) were not exceeded.
- Based on these results, mitigation activities related to suspended particulates at the Whale Tail Mine are considered to have been effective in 2025.

SECTION 5 • HISTORICAL COMPARISON

5.1 TSP, PM₁₀, PM_{2.5}

To understand trends in suspended particulate concentrations at the Meadowbank Complex over time, measured values of TSP, PM₁₀, and PM_{2.5} at DF-1, DF-2, and DF-6b were plotted since monitoring began in 2012 (DF-1, DF-2) and 2020 (DF-6b) (Figures 19 - 21).

Across all three stations, concentrations of suspended particulates have been relatively stable historically. Brief peaks in PM_{2.5} occurred primarily in 2022 - 2024 at DF-2 and DF-6b. The observed peak at DF-2 in 2022 was likely caused by a fire at the adjacent garage and associated reconstruction works (March-May 2022). Summertime peaks above historical averages also occurred in August 2023 and July 2024 these stations. In both cases these were restricted to two or three sequential samples and were likely caused by generally increased site activity in summer months. The highest recorded value of PM_{2.5} occurred in 2025 during a wildfire smoke event on August 5. Overall, field sampling results have rarely exceeded 24-h FEIS predictions or regulatory guidelines, and average concentrations of suspended particulates do not appear to have been increasing over time.

For Whale Tail Mine station DF-6b, the management threshold for annual average TSP was exceeded once, in 2022. A review of potential causes and mitigation was initiated at that time, and actions appear to have been effective, with no further exceedance of the threshold (equivalent to the FEIS prediction).

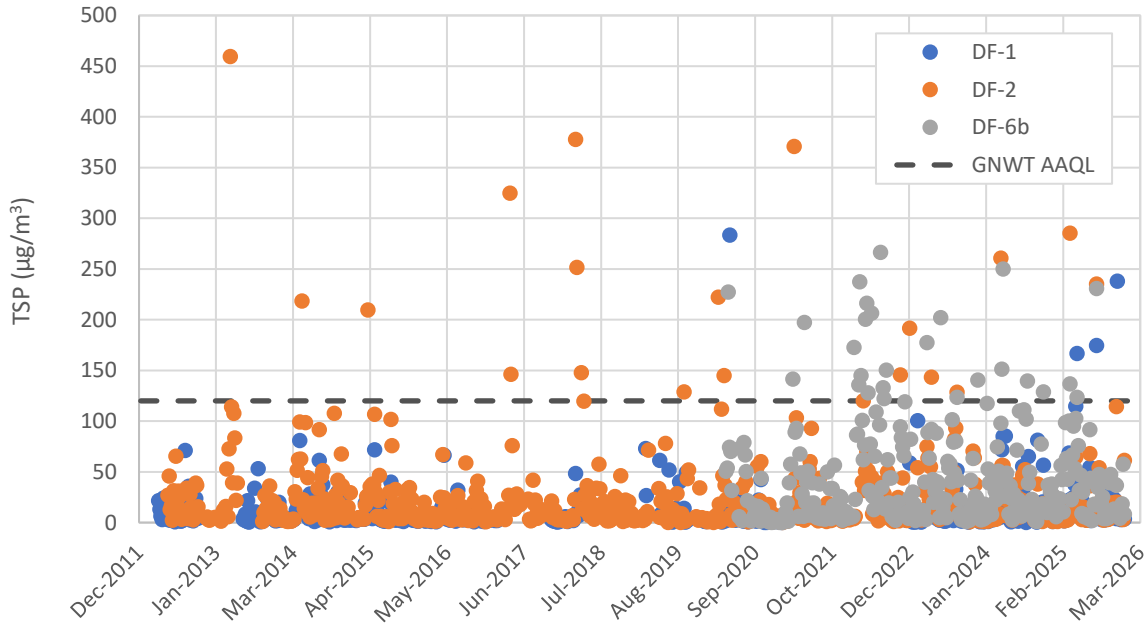


Figure 19. Historical 24-h average measured concentrations of total suspended particulates (TSP) at Meadowbank Complex stations DF-1, DF-2, and DF-6b.

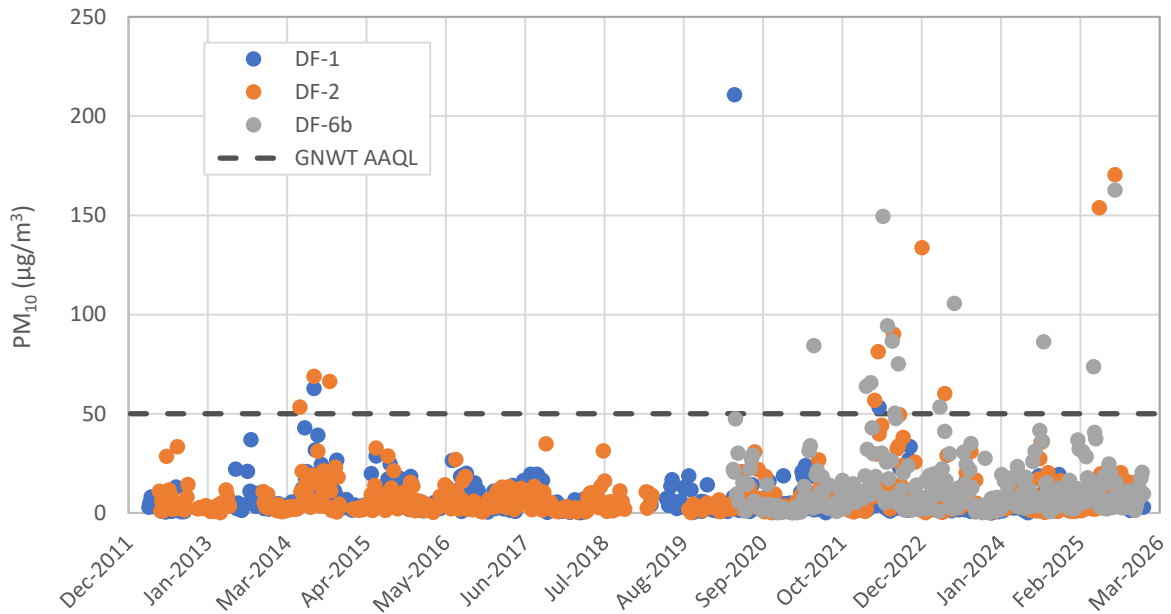


Figure 20. Historical 24-h average measured concentrations of PM_{10} at Meadowbank Complex stations DF-1, DF-2, and DF-6b.

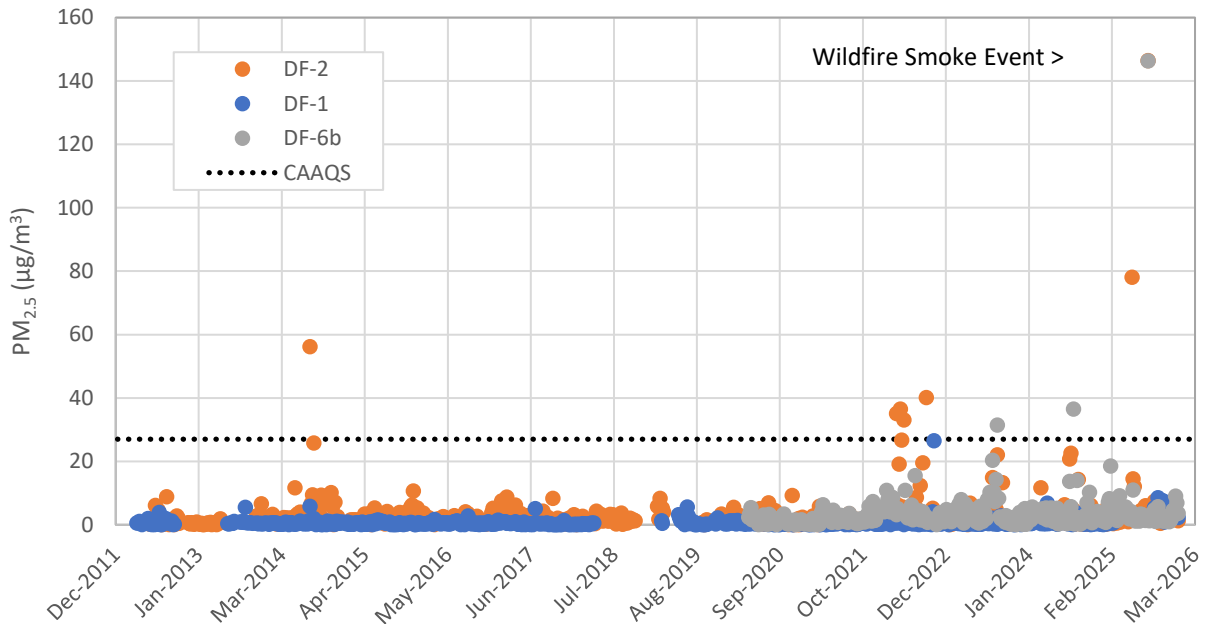


Figure 21. Historical 24-h average measured concentrations of PM_{2.5} at Meadowbank Complex stations DF-1, DF-2, and DF-6b.

5.2 DUSTFALL

5.2.1 Onsite Locations DF-1 – DF-6

In order to understand trends in deposition of particulate matter at the Meadowbank Complex over time, measured values of dustfall at DF-1, DF-2, DF-3, DF-4, and DF-6a were plotted since monitoring began in 2012 and 2020 (Figure 22). Isolated exceedances of the regulatory guideline have occurred, but rates of dustfall do not appear to have been increasing over time.

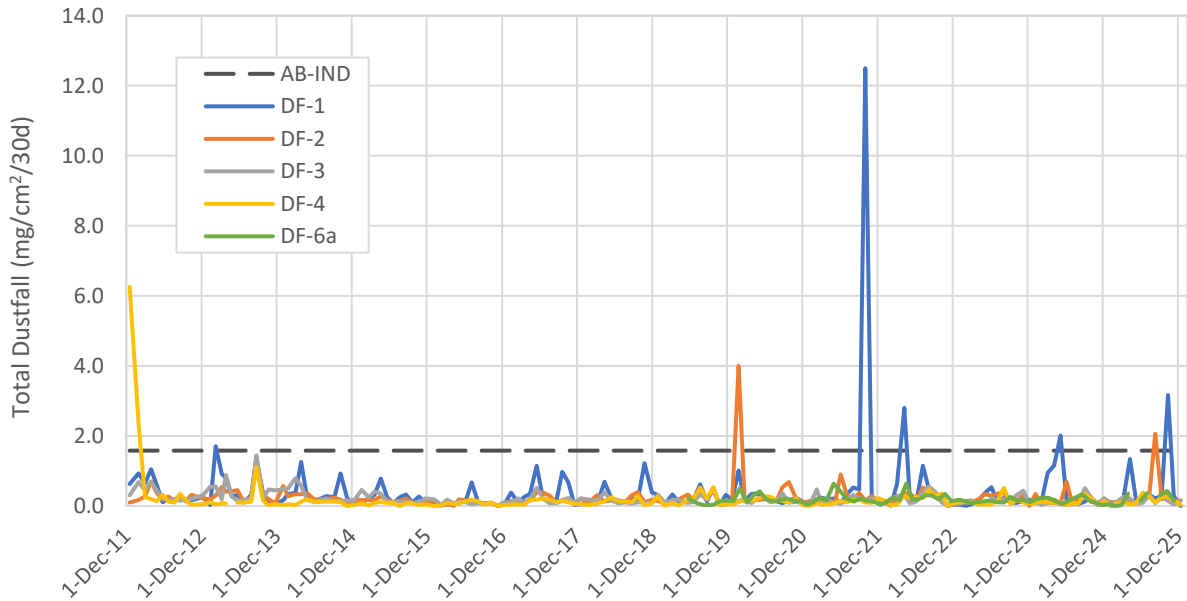


Figure 22. Historical 30-day-normalized rates of total dustfall at DF-1 – DF-6 at the Meadowbank Complex.

5.2.2 Meadowbank AWAR Dustfall Transects

All results collected along the Meadowbank AWAR to date (since 2012) in locations without dust suppression are presented in Figure 23 in relation to AB-Rec. Results are compared here only for samples collected mainly in August, since historically sampling was only performed during this month, when the highest traffic rates and driest weather occurs. In 2020, sampling on stands at approximately 2 m height began, while previously sampling was conducted at ground level. This sampling method reduces the influence of re-entrainment on dustfall results.

The range of background concentrations was determined from a total of 34 samples collected from four reference locations in 2014 – 2019, including: an established external reference site near Inuggugayualik Lake, baseline samples for the proposed Whale Tail Haul Road, and samples collected 1,000 m upwind of the AWAR at km 18 and 78.

Overall, results demonstrate that measured concentrations of dustfall are not increasing over time. Historically and regardless of sampling method, the current threshold for supplemental mitigation of dustfall (0.53 mg/cm²/30d at 500 m) has never been exceeded among these August samples, with all but one sample at 300 m and beyond falling below this threshold.

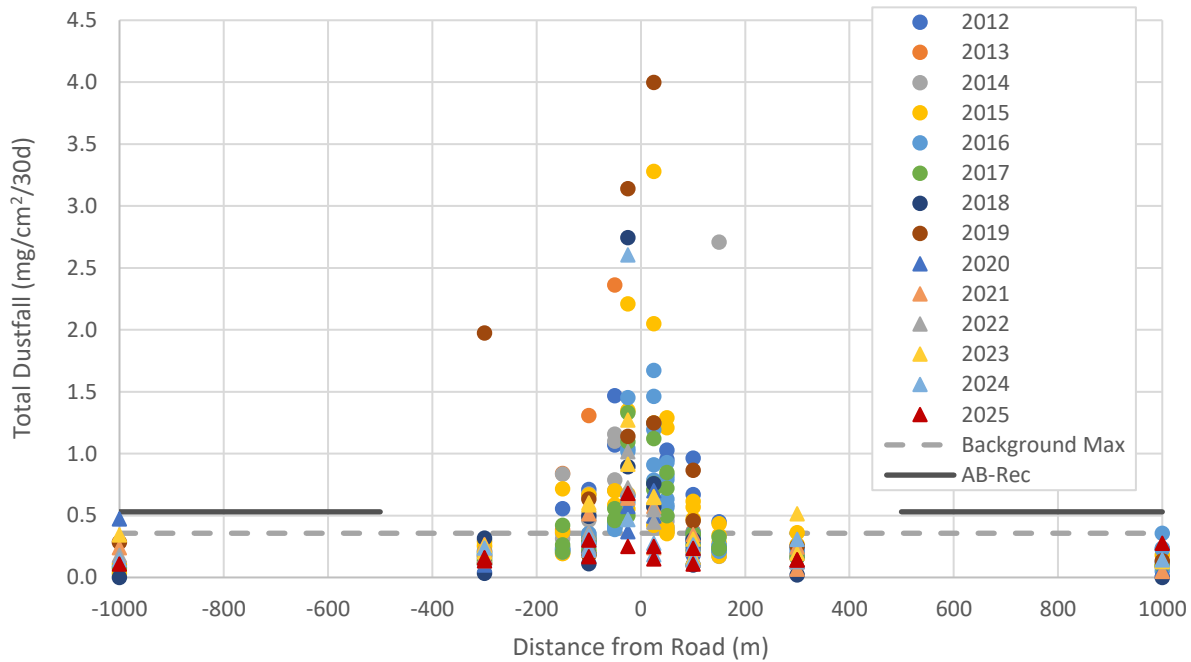


Figure 23. Total dustfall rates (mg/cm²/30 d) for all samples collected since 2012 (August sampling events) along the Meadowbank AWAR.

Note: Negative distances represent the downwind (east) side of the road, and positive distances represent the upwind (west) side.

5.2.3 Whale Tail Haul Road Dustfall Transects

All results collected to date in August along the Whale Tail Haul Road (since 2018) are shown in Figure 24. This month was chosen for comparative purposes to align with AWAR methods (see above) and because it generally represents the worst-case dustfall scenario (driest conditions and highest rates of traffic). In 2020, sampling on stands began, while sampling in 2018 and 2019 was at ground level.

Rates of dustfall in August 2025 were well within historical ranges. Historically, some single samples at 25 m from the road have exceeded specific impact predictions for this distance, but the transect and side of the road are not consistent. As discussed in Section 3.2, differences between dustfall collection methods and deposition modelling mean this comparison is considered for informational purposes only. Overall rates of dustfall do not appear to be increasing year over year.

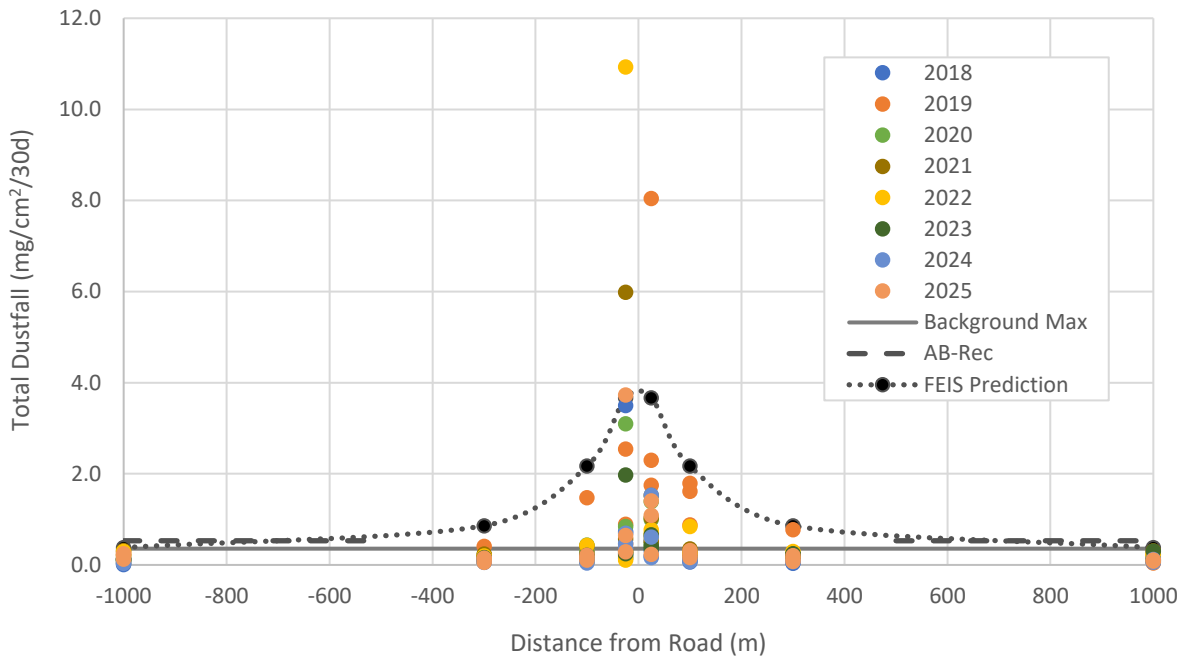


Figure 24. Total dustfall rates (mg/cm²/30d) for all samples collected in August along the Whale Tail Haul Road to date.

Note: Data in 2018 and 2019 was collected at ground level, while 2020+ samples were collected at 1.8 m. Negative distances represent the east side of the road, and positive distances represent the west side. FEIS Prediction values are from the FEIS Addendum Appendix 4C, Table 4-C-24 (Agnico Eagle, 2018).

5.3 NO₂

Measured values of NO₂ collected using passive samplers at DF-1, DF-2, DF-6a, DF-8, and DF-9 were plotted since monitoring began in 2012 (DF-1, DF-2) and 2018 (DF-6a) and 2021 (DF-8, DF-9) (Figure 25). These results indicate that even monthly-average concentrations of NO₂ in the area have remained well below guidelines for the annual average (e.g. CAAQS of 12 ppb), and are not increasing over time.

Historical results for the 24-h average concentration of NO₂ at DF-7 are presented in Figure 26. All results historically have been less than the current GNWT AAQL for this averaging time.

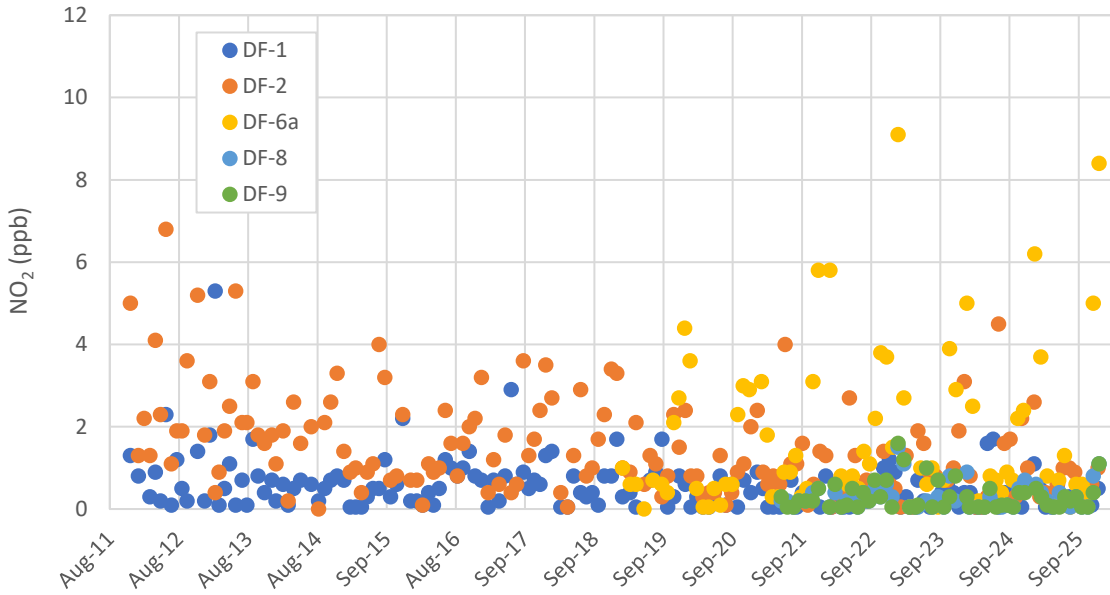


Figure 25. Historical monthly average concentration of NO₂ at DF-1, DF-2, DF-6a, DF-8, and DF-9. Points represent start date of sample collection. Y-axis is scaled to the CAAQS for the annual average (12 ppb), for reference.

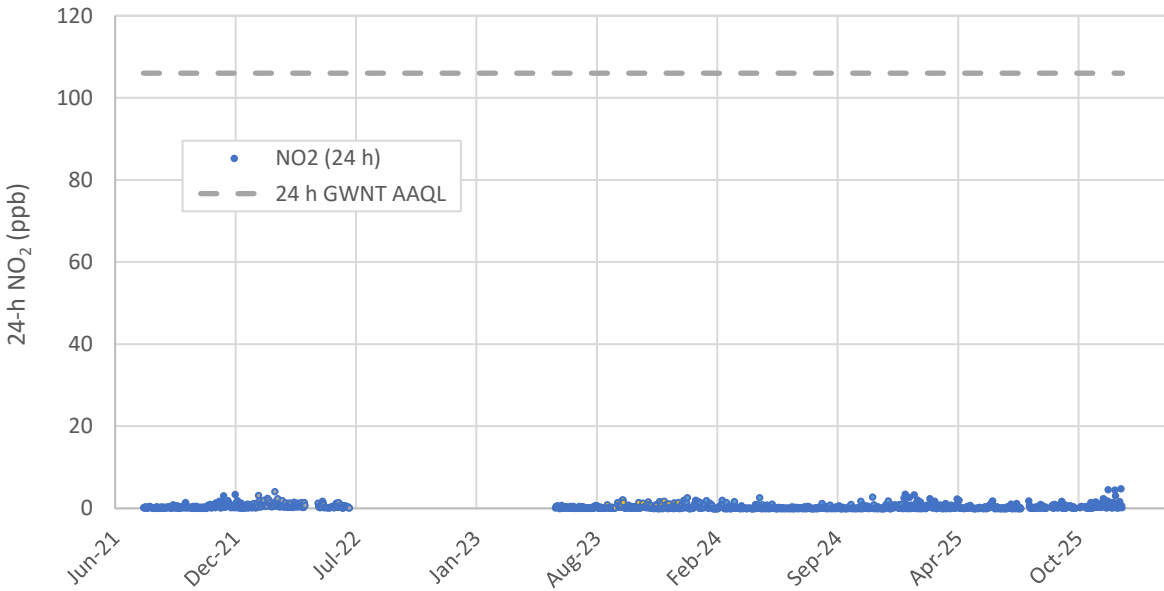


Figure 26. Calculated 24-h average concentrations of NO₂ at station DF-7 to date.

SECTION 6 • WEATHER DATA

Weather data is collected using the mine site's permanent weather stations at the Meadowbank and Whale Tail Mines. Daily averages for wind speed, wind direction and temperature are provided from the Meadowbank permanent station in Appendix A.

SECTION 7 • GREENHOUSE GAS EMISSIONS

Agnico Eagle is required by Environment Canada's Greenhouse Gas Emissions Reporting Program (GHGRP) to track greenhouse gas emissions based on annual fuel consumption, composition and the US EPA's AP-42 emission factors.

Calculated greenhouse gas emissions for the Meadowbank Complex are reported to Environment and Climate Change Canada's Greenhouse Gas Reporting Program by June 1, annually, for the preceding calendar year. Results calculated to date are shown in Table 12.

Annual emissions continue to remain below the FEIS Addendum (Agnico Eagle, 2018) prediction for the Meadowbank Complex of 344,200 tonnes CO₂e.

Table 12. Estimated greenhouse gas emissions for the Meadowbank Complex as reported to Environment and Climate Change Canada's Greenhouse Gas Reporting Program.

Reporting Year	Calculated CO ₂ Emissions (tonnes CO ₂ equivalent)
2012	202,201
2013	195,686
2014	179,889
2015	187,280
2016	184,223
2017	194,440
2018	186,122
2019	195,564
2020	225,385
2021	243,893
2022	249,362
2023	253,808
2024	269,123

SECTION 8 • SUMMARY

Across all monitoring stations, measured parameters, and averaging times, the vast majority of air quality monitoring results met regulatory guidelines, FEIS predictions, and current management thresholds

(Table 13). Overall, no trends towards increasing or unpredicted air quality concerns were observed at the Meadowbank Complex in 2025.

Relevant 24-h ambient air quality guidelines for suspended particulates were met in 97% of all samples collected in 2025. This analysis includes results from locations for which FEIS modelling predicted guidelines could be exceeded (TSP and PM₁₀ at DF-6b), as well as 7 samples collected during a known wildfire smoke event. Regulatory guidelines for the annual average (PM_{2.5}, TSP) were met in all cases.

Calculated 1-h, 24-h, and annual averages for NO₂ all met relevant guidelines.

Management thresholds for dustfall were also met along the AWAR and WTHR. A single dustfall sample exceeded the threshold at 1,000 m upwind, but trends were not indicative of road-related influence. Among 59 onsite measurements, two results exceeded the management threshold. There is no indication of temporal or spatial trends towards increasing dustfall levels onsite.

Reportable GHGRP emissions for the last finalized assessment year (2024) were below the FEIS-predicted annual emissions.

Based on these results, mitigation measures in place (Appendix B) are considered to have been effective at maintaining levels of suspended particulates, NO₂, and deposited dustfall below the established predictions and thresholds in 2025. The program will be reviewed in 2026 to evaluate current monitoring locations and frequency.

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Agnico Eagle Mines Ltd. – Meadowbank Complex

Table 13. Summary of air quality monitoring results for the Meadowbank Complex in 2025.

Parameter	Station ID	24-h						Annual			
		Reg. Guideline* (ug/m ³)	n	Min. (ug/m ³)	Mean (ug/m ³)	Max (ug/m ³)	n > Reg. Guideline	Reg. Guideline* (ug/m ³)	Mean (ug/m ³)		
PM _{2.5}	DF-1	27	26	0.1	2.9	8.5	0	8.8	3.0		
	DF-2		58	0.2	7.0	147	2		7.0		
	DF-6b		60	0.8	6.2	146	1		6.2		
PM ₁₀	DF-1	50	25	1.2	4.9	8.9	0	-	-		
	DF-2		58	0.8	12.9	171	2		-		
	DF-6b		60	1.2	15.0	163	2		-		
TSP	DF-1	120	60	1.8	22.4	238	3	60	9.2		
	DF-2		57	1.0	23.3	285	2		9.2		
	DF-6b		58	1.8	39.2	231	3		23.1		
Parameter	Station ID	1-h & 24-h						Annual			
		Reg. Guideline* (ppb)	n	Min. (ppb)	Mean (ppb)	Max (ppb)	n > Reg. guideline	Reg. Guideline* (ppb)	Mean (ppb)		
NO ₂	DF-1	-	-	-	-	-	-	12	0.38		
	DF-2	-	-	-	-	-	-		0.82		
	DF-6a	-	-	-	-	-	-		2.3		
	DF-7	1-h	42	7435	0.0	0.51	21.3		0	0.51	
		24-h	106	323	0.0	0.51	4.8		0		
	DF-8	-	-	-	-	-	-		-	0.34	
	DF-9	-	-	-	-	-	-		-	0.28	
Parameter	Station ID	30-d (Onsite)						30-d (Transects)			
		Mngt. Threshold (mg/cm ² /30 d)	n	Min. (mg/cm ² /30 d)	Mean (mg/cm ² /30 d)	Max (mg/cm ² /30 d)	n > Threshold	Mngt. Threshold (mg/cm ² /30 d)	Threshold met?		
Total Dustfall	DF-1	1.58	12	0.00	0.51	3.17	1	-	-		
	DF-2		12	0.10	0.33	2.07	1				
	DF-3		12	0.03	0.15	0.31	0				
	DF-4		12	0.00	0.15	0.38	0				
	DF-6a		11	0.08	0.22	0.42	0				
	AWAR	-	-	-	-	-	-			0.53 @ 500 m	Yes
	WTHR	-	-	-	-	-	-				Yes
*Guideline references and associated calculation methods are provided in Section 3.1. n = number of individual samples collected in 2025											

SECTION 9 • ACTIONS

No new management actions were planned for 2025. Agnico Eagle continued to work with the supplier of the continuous NO₂ analyzer to address the many operational difficulties encountered to date.

No new management actions are planned for 2026. Monitoring will proceed according to the Air Quality and Dustfall Monitoring Plan. The program will be reviewed to evaluate current monitoring locations and frequency.

SECTION 10 • REFERENCES

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APPENDIX A

Weather Data

Table A- 1. Daily temperature, wind speed and wind direction in 2025 at the Meadowbank Mine.

Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
1/01/2025	-25.3	-20.1	-30.1	9.11	337
1/02/2025	-32.1	-29.9	-35.5	7.17	324
1/03/2025	-35.3	-32.8	-36.5	3.49	307
1/04/2025	-29.7	-26.4	-32.6	2.00	220
1/05/2025	-32.8	-25.7	-36.7	3.18	296
1/06/2025	-36.7	-34.9	-37.7	3.42	272
1/07/2025	-34.0	-24.9	-36.7	3.70	145
1/08/2025	-19.0	-16.3	-25.1	10.42	136
1/09/2025	-19.4	-16.0	-26.4	6.64	12
1/10/2025	-23.1	-19.8	-26.7	7.26	355
1/11/2025	-25.1	-20.7	-29.7	7.83	348
1/12/2025	-32.4	-27.4	-34.8	1.31	286
1/13/2025	-23.5	-20.1	-32.0	4.41	182
1/14/2025	-17.6	-16.0	-20.2	2.29	151
1/15/2025	-20.5	-17.6	-26.6	2.26	53
1/16/2025	-26.3	-19.9	-34.6	8.83	353
1/17/2025	-35.6	-34.5	-36.4	9.26	332
1/18/2025	-35.7	-33.7	-37.9	7.53	325
1/19/2025	-35.0	-31.0	-38.1	8.95	317
1/20/2025	-33.5	-30.7	-36.4	2.96	304
1/21/2025	-29.8	-21.3	-36.8	5.26	312
1/22/2025	-25.5	-21.6	-28.5	4.26	286
1/23/2025	-20.2	-18.4	-23.9	2.41	134
1/24/2025	-25.7	-17.2	-31.1	10.52	337
1/25/2025	-32.5	-30.1	-35.3	4.15	307
1/26/2025	-29.8	-27.9	-32.7	4.15	6
1/27/2025	-33.6	-30.8	-36.6	5.14	309
1/28/2025	-33.6	-29.8	-36.7	6.38	328
1/29/2025	-27.6	-23.9	-31.3	9.11	331
1/30/2025	-28.2	-23.8	-31.3	7.06	303
1/31/2025	-30.3	-29.1	-32.0	5.32	272
2/01/2025	-24.8	-22.0	-32.2	7.56	281
2/02/2025	-23.6	-21.0	-25.9	9.34	288
2/03/2025	-23.9	-20.7	-28.7	8.71	299
2/04/2025	-21.4	-17.8	-24.7	8.19	277
2/05/2025	-23.2	-19.5	-30.2	3.83	328
2/06/2025	-28.5	-20.8	-33.2	4.28	271

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
2/07/2025	-19.6	-17.1	-22.4	6.33	306
2/08/2025	-29.5	-22.1	-34.8	5.46	325
2/09/2025	-29.8	-24.8	-35.1	4.49	291
2/10/2025	-28.9	-25.4	-33.0	5.17	314
2/11/2025	-33.0	-29.7	-35.8	3.72	333
2/12/2025	-35.5	-33.3	-37.5	0.66	25
2/13/2025	-33.5	-27.0	-38.5	5.98	315
2/14/2025	-31.1	-26.7	-36.4	4.25	79
2/15/2025	-35.3	-31.7	-37.3	2.28	117
2/16/2025	-34.8	-32.4	-37.3	1.14	146
2/17/2025	-23.3	-21.8	-24.9	8.23	324
2/18/2025	-21.5	-19.4	-23.4	7.00	322
2/19/2025	-23.8	-18.6	-27.8	2.92	278
2/20/2025	-23.6	-19.3	-26.8	4.09	226
2/21/2025	-27.4	-23.9	-31.3	4.98	308
2/22/2025	-30.1	-28.7	-32.0	4.23	273
2/23/2025	-31.6	-29.1	-33.7	2.68	292
2/24/2025	-32.0	-29.8	-34.7	7.34	293
2/25/2025	-32.9	-29.8	-35.9	4.79	289
2/26/2025	-34.2	-32.4	-36.2	8.05	312
2/27/2025	-29.7	-28.3	-30.7	10.99	314
2/28/2025	-28.7	-27.2	-30.2	9.78	306
3/01/2025	-28.6	-24.0	-32.0	5.31	286
3/02/2025	-21.7	-20.6	-24.3	6.30	298
3/03/2025	-22.2	-20.2	-25.6	6.20	313
3/04/2025	-21.9	-20.5	-25.6	4.81	297
3/05/2025	-20.6	-18.4	-22.4	4.73	292
3/06/2025	-21.1	-19.3	-23.4	2.72	273
3/07/2025	-21.3	-20.0	-22.7	2.77	196
3/08/2025	-24.7	-22.6	-30.4	2.65	321
3/09/2025	-28.4	-26.5	-29.9	10.98	324
3/10/2025	-25.1	-19.7	-29.2	5.47	6
3/11/2025	-27.4	-22.1	-32.1	0.38	50
3/12/2025	-27.9	-23.7	-32.4	4.93	298
3/13/2025	-25.1	-22.0	-28.5	10.01	293
3/14/2025	-29.9	-27.0	-32.9	5.40	323
3/15/2025	-27.4	-26.4	-29.8	11.82	336
3/16/2025	-23.6	-21.5	-26.6	16.44	326

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
3/17/2025	-21.4	-17.8	-23.6	12.98	308
3/18/2025	-19.5	-16.2	-26.0	7.98	343
3/19/2025	-23.7	-20.1	-27.5	4.48	345
3/20/2025	-25.8	-23.2	-29.7	4.89	309
3/21/2025	-29.8	-26.1	-32.9	3.53	317
3/22/2025	-27.5	-22.2	-33.7	2.65	89
3/23/2025	-22.6	-19.5	-25.4	3.19	107
3/24/2025	-26.4	-21.3	-31.8	4.05	336
3/25/2025	-29.8	-25.1	-33.4	5.08	315
3/26/2025	-30.0	-27.3	-32.1	4.57	292
3/27/2025	-30.5	-27.4	-33.5	3.30	305
3/28/2025	-31.4	-27.9	-34.5	3.43	327
3/29/2025	-29.8	-27.1	-34.1	6.40	323
3/30/2025	-28.8	-24.8	-33.3	4.05	294
3/31/2025	-27.7	-23.0	-31.3	1.77	276
4/01/2025	-26.3	-20.9	-31.7	5.58	99
4/02/2025	-19.5	-16.0	-22.0	6.89	97
4/03/2025	-19.9	-16.2	-23.0	3.18	88
4/04/2025	-21.6	-18.7	-25.6	3.78	341
4/05/2025	-24.3	-20.3	-28.2	4.37	332
4/06/2025	-23.0	-18.7	-27.9	5.15	119
4/07/2025	-18.0	-15.0	-20.1	9.17	123
4/08/2025	-13.8	-10.5	-18.3	6.37	131
4/09/2025	-9.5	-8.1	-10.7	3.90	50
4/10/2025	-9.3	-7.2	-12.1	5.83	330
4/11/2025	-13.4	-9.5	-19.0	5.00	324
4/12/2025	-16.0	-11.6	-20.6	1.83	276
4/13/2025	-19.2	-15.6	-23.6	3.99	330
4/14/2025	-22.6	-19.1	-26.8	2.56	336
4/15/2025	-22.6	-18.3	-26.8	2.86	1
4/16/2025	-23.0	-18.5	-28.7	2.25	317
4/17/2025	-19.9	-14.1	-26.6	5.16	147
4/18/2025	-12.5	-6.7	-17.2	10.14	135
4/19/2025	-14.5	-12.6	-19.3	9.64	314
4/20/2025	-14.3	-8.6	-22.5	5.32	192
4/21/2025	-11.0	-8.3	-14.7	7.29	166
4/22/2025	-11.5	-9.8	-13.3	2.46	110
4/23/2025	-16.3	-12.4	-19.9	4.16	288

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
4/24/2025	-18.2	-16.3	-21.8	5.41	293
4/25/2025	-17.8	-11.7	-24.1	6.03	304
4/26/2025	-17.8	-11.7	-24.1	6.03	304
4/27/2025	-14.9	-12.1	-17.4	4.13	340
4/28/2025	-14.1	-10.8	-16.8	3.13	252
4/29/2025	-15.1	-10.8	-20.1	2.99	226
4/30/2025	-18.2	-15.4	-22.2	9.96	309
5/01/2025	-15.5	-12.2	-17.9	7.42	282
5/02/2025	-14.1	-11.8	-16.3	5.66	292
5/03/2025	-11.3	-8.8	-15.7	5.19	311
5/04/2025	-10.8	-8.9	-12.1	3.23	109
5/05/2025	-13.0	-9.8	-17.9	6.22	344
5/06/2025	-13.3	-9.3	-20.1	8.30	269
5/07/2025	-10.3	-5.6	-16.2	5.34	181
5/08/2025	-7.2	0.2	-14.5	10.49	286
5/09/2025	-12.9	-11.2	-17.5	8.55	287
5/10/2025	-11.5	-9.6	-14.4	2.39	273
5/11/2025	-10.2	-6.9	-17.2	6.11	169
5/12/2025	-6.9	-4.5	-9.5	8.08	358
5/13/2025	-6.1	-4.7	-7.8	3.85	325
5/14/2025	-8.9	-5.6	-12.8	4.28	293
5/15/2025	-10.3	-8.8	-11.6	2.09	321
5/16/2025	-9.1	-7.2	-11.0	1.86	322
5/17/2025	-7.4	-5.3	-9.1	3.83	223
5/18/2025	-6.6	-3.2	-11.3	6.25	162
5/19/2025	-1.7	1.5	-5.3	7.06	149
5/20/2025	1.8	3.4	0.3	3.90	166
5/21/2025	1.2	4.0	-1.8	3.02	154
5/22/2025	-1.0	2.3	-4.2	5.89	138
5/23/2025	1.4	4.7	-2.4	4.92	150
5/24/2025	5.9	12.4	1.7	2.91	140
5/25/2025	6.2	10.7	1.7	3.09	134
5/26/2025	8.0	13.9	1.6	2.15	68
5/27/2025	3.2	6.1	1.1	5.73	93
5/28/2025	2.1	4.7	0.3	4.53	45
5/29/2025	5.6	11.9	-0.9	2.64	171
5/30/2025	6.4	9.8	2.4	7.38	142
5/31/2025	7.2	13.3	2.1	3.49	117

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
6/01/2025	3.0	6.3	0.0	6.75	109
6/02/2025	1.8	3.4	0.8	8.80	84
6/03/2025	5.6	10.1	1.8	7.45	40
6/04/2025	3.6	6.1	1.1	7.75	349
6/05/2025	2.8	7.5	-0.7	5.79	337
6/06/2025	6.4	12.8	0.4	4.81	102
6/07/2025	8.0	13.3	2.1	4.44	94
6/08/2025	6.9	7.8	4.7	3.67	18
6/09/2025	6.9	11.5	1.9	4.07	75
6/10/2025	8.1	13.5	2.6	2.25	177
6/11/2025	8.9	15.0	1.9	4.04	284
6/12/2025	6.0	8.9	4.1	5.85	301
6/13/2025	1.7	4.2	-0.4	7.49	327
6/14/2025	4.0	10.1	-1.7	6.78	292
6/15/2025	7.6	9.2	5.7	2.83	286
6/16/2025	5.0	8.0	2.7	5.22	223
6/17/2025	3.7	7.5	1.3	7.69	4
6/18/2025	6.9	12.0	1.7	4.53	299
6/19/2025	3.9	6.4	2.5	6.74	301
6/20/2025	6.4	11.9	2.1	6.32	337
6/21/2025	7.6	11.0	2.8	5.28	338
6/22/2025	7.5	13.1	2.2	5.16	321
6/23/2025	9.9	15.5	2.5	3.06	320
6/24/2025	13.2	19.0	8.0	2.66	153
6/25/2025	12.0	16.0	7.0	3.40	313
6/26/2025	10.9	17.8	5.1	2.94	300
6/27/2025	14.6	19.9	7.4	1.74	146
6/28/2025	15.5	20.9	9.8	2.30	184
6/29/2025	15.3	21.0	8.6	3.45	195
6/30/2025	15.1	18.9	11.3	3.66	91
7/01/2025	13.7	19.3	8.5	5.42	347
7/02/2025	12.2	19.6	7.4	5.71	261
7/03/2025	11.0	16.2	6.5	4.85	337
7/04/2025	12.4	15.8	8.9	4.74	19
7/05/2025	9.6	14.5	5.3	8.93	318
7/06/2025	12.6	14.0	10.5	6.87	305
7/07/2025	12.5	20.7	5.0	3.91	279
7/08/2025	18.6	24.9	12.4	4.05	192

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
7/09/2025	17.3	21.6	14.0	4.31	157
7/10/2025	12.4	17.5	5.7	8.80	231
7/11/2025	9.8	14.9	5.0	7.95	241
7/12/2025	11.5	17.6	6.6	6.14	245
7/13/2025	8.9	11.5	6.4	6.88	318
7/14/2025	7.9	11.5	4.3	5.31	322
7/15/2025	10.5	15.2	6.2	6.99	330
7/16/2025	11.5	16.4	6.8	10.29	329
7/17/2025	10.6	13.5	7.3	7.66	350
7/18/2025	13.2	18.2	8.0	2.45	68
7/19/2025	13.8	16.7	11.3	6.84	150
7/20/2025	11.9	16.5	9.5	5.19	272
7/21/2025	12.1	15.9	8.1	1.63	181
7/22/2025	10.4	11.1	9.6	7.15	51
7/23/2025	9.5	11.1	7.3	9.66	352
7/24/2025	8.6	12.9	5.8	7.27	326
7/25/2025	8.5	10.4	6.5	4.42	244
7/26/2025	9.1	10.5	7.6	3.97	104
7/27/2025	9.7	11.6	8.3	4.63	71
7/28/2025	10.3	13.1	8.0	8.10	345
7/29/2025	8.7	13.3	5.3	6.47	322
7/30/2025	13.8	20.9	6.5	3.98	263
7/31/2025	15.3	22.2	10.2	4.03	215
8/01/2025	12.5	14.8	8.5	7.97	322
8/02/2025	11.0	16.0	6.4	7.85	323
8/03/2025	15.1	20.7	9.5	6.12	265
8/04/2025	15.1	17.7	12.9	5.16	208
8/05/2025	15.5	18.4	13.2	4.96	134
8/06/2025	10.9	15.6	6.5	8.02	307
8/07/2025	9.4	14.2	5.5	4.55	226
8/08/2025	10.1	14.0	5.1	8.01	291
8/09/2025	9.0	13.3	3.9	3.82	252
8/10/2025	7.6	9.3	6.5	4.88	137
8/11/2025	7.8	11.3	4.7	6.17	22
8/12/2025	5.5	8.9	2.9	3.75	336
8/13/2025	8.2	12.1	3.4	1.78	78
8/14/2025	11.2	14.7	7.4	2.94	155
8/15/2025	12.2	15.9	8.9	2.42	323

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
8/16/2025	11.7	15.9	8.5	3.99	333
8/17/2025	15.3	22.1	8.2	2.31	230
8/18/2025	14.8	19.3	10.3	1.92	161
8/19/2025	11.4	13.4	9.4	4.79	118
8/20/2025	12.0	14.8	10.0	3.87	103
8/21/2025	13.8	19.7	9.1	1.55	239
8/22/2025	14.5	18.9	10.1	2.14	215
8/23/2025	13.2	17.9	8.7	4.48	185
8/24/2025	15.2	20.8	11.3	5.09	193
8/25/2025	9.9	15.1	5.1	6.88	327
8/26/2025	7.2	10.7	4.4	2.98	138
8/27/2025	14.5	21.3	7.0	5.85	232
8/28/2025	15.3	22.9	9.0	6.23	179
8/29/2025	9.5	12.8	5.2	5.42	289
8/30/2025	10.7	16.0	5.2	5.78	100
8/31/2025	8.8	17.2	3.0	13.18	281
9/01/2025	3.5	6.1	1.3	10.17	330
9/02/2025	6.4	8.8	4.5	5.88	247
9/03/2025	6.7	8.8	3.9	7.24	194
9/04/2025	7.6	8.4	5.5	4.84	339
9/05/2025	5.4	7.2	3.5	4.94	346
9/06/2025	5.4	8.4	3.1	3.53	0
9/07/2025	5.4	9.3	1.7	4.13	192
9/08/2025	4.6	6.5	2.5	5.83	341
9/09/2025	4.6	8.9	1.8	2.89	202
9/10/2025	7.3	10.5	4.3	7.47	139
9/11/2025	7.3	8.4	5.9	6.18	79
9/12/2025	6.1	8.7	4.3	6.38	122
9/13/2025	13.1	17.5	8.1	2.86	252
9/14/2025	8.6	10.9	6.4	3.09	322
9/15/2025	5.5	8.4	1.9	5.59	36
9/16/2025	5.1	6.7	3.9	3.14	62
9/17/2025	6.4	9.8	4.3	1.86	68
9/18/2025	6.7	10.9	2.1	4.40	104
9/19/2025	7.0	9.2	5.3	7.96	143
9/20/2025	7.3	8.9	5.3	2.47	14
9/21/2025	12.5	13.8	10.4	8.00	141
9/22/2025	12.3	18.3	9.5	5.24	163

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
9/23/2025	9.3	11.1	7.0	4.13	176
9/24/2025	4.4	8.9	2.2	6.43	337
9/25/2025	1.4	3.8	-0.5	3.97	341
9/26/2025	2.2	4.7	-0.4	4.94	157
9/27/2025	4.5	5.9	3.0	7.22	133
9/28/2025	4.2	4.9	3.7	5.63	127
9/29/2025	4.2	5.4	2.2	2.92	31
9/30/2025	5.2	7.2	2.6	10.71	126
10/01/2025	6.8	8.3	4.2	5.04	251
10/02/2025	3.1	4.3	1.5	10.63	297
10/03/2025	3.3	6.8	-0.1	6.00	176
10/04/2025	6.1	8.9	1.7	6.99	195
10/05/2025	0.1	1.9	-2.4	12.83	309
10/06/2025	-1.9	-0.4	-3.1	13.82	309
10/07/2025	-0.9	0.2	-3.0	9.05	306
10/08/2025	-1.0	1.5	-4.0	5.28	169
10/09/2025	1.6	4.7	-1.9	9.42	265
10/10/2025	-0.7	2.7	-4.5	9.81	284
10/11/2025	0.2	1.3	-1.7	4.43	75
10/12/2025	-2.2	-0.5	-3.7	8.97	294
10/13/2025	-1.2	1.0	-3.6	6.77	237
10/14/2025	0.9	2.0	-0.2	6.60	235
10/15/2025	-1.0	0.4	-2.0	4.45	280
10/16/2025	-0.1	0.7	-1.5	5.26	81
10/17/2025	0.9	1.7	0.4	4.06	97
10/18/2025	1.4	1.9	0.7	5.39	109
10/19/2025	-1.3	0.8	-2.1	6.44	6
10/20/2025	-1.1	0.2	-1.9	9.55	286
10/21/2025	-2.9	-1.6	-5.1	6.93	242
10/22/2025	-6.2	-3.2	-8.1	4.20	247
10/23/2025	-5.8	-2.5	-9.1	2.98	159
10/24/2025	-1.0	0.9	-2.9	9.33	149
10/25/2025	1.7	2.1	0.8	7.40	129
10/26/2025	1.5	2.1	0.6	7.57	202
10/27/2025	-0.9	0.7	-1.7	6.49	341
10/28/2025	-1.7	-0.4	-4.8	6.28	16
10/29/2025	-5.3	-3.5	-7.3	4.42	23
10/30/2025	-7.5	-6.3	-9.6	2.17	353

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
10/31/2025	-5.1	-3.3	-7.8	4.18	165
11/01/2025	-2.9	-1.4	-4.9	7.78	131
11/02/2025	-0.9	-0.1	-2.1	6.22	121
11/03/2025	-0.9	0.4	-1.9	3.59	259
11/04/2025	-9.9	-1.0	-16.6	13.01	336
11/05/2025	-15.9	-11.0	-18.0	10.82	297
11/06/2025	-9.0	-6.0	-13.7	11.31	333
11/07/2025	-11.2	-9.1	-13.9	9.16	350
11/08/2025	-12.9	-11.6	-14.4	6.87	326
11/09/2025	-15.0	-13.6	-17.1	4.75	194
11/10/2025	-8.0	-2.2	-14.2	11.04	125
11/11/2025	-2.0	-1.0	-3.7	9.07	111
11/12/2025	-8.2	-3.7	-11.8	6.96	32
11/13/2025	-13.1	-10.5	-18.2	5.51	310
11/14/2025	-12.4	-8.8	-16.0	6.49	99
11/15/2025	-2.8	-0.7	-8.9	11.43	78
11/16/2025	-2.0	-0.8	-3.1	6.56	94
11/17/2025	-3.1	-0.8	-5.6	1.84	68
11/18/2025	-8.5	-4.7	-12.5	0.00	66
11/19/2025	-8.4	-5.8	-11.8	0.00	76
11/20/2025	-5.4	-4.5	-7.0	0.00	0
11/21/2025	-6.2	-4.4	-7.6	0.00	141
11/22/2025	-6.6	-4.3	-12.4	0.00	100
11/23/2025	-6.0	-4.7	-8.5	0.00	81
11/24/2025	-11.8	-6.8	-17.1	0.00	29
11/25/2025	-20.1	-17.0	-21.8	0.00	321
11/26/2025	-16.7	-10.9	-21.1	0.06	310
11/27/2025	-14.7	-10.9	-20.1	0.33	299
11/28/2025	-24.0	-23.0	-25.2	1.92	299
11/29/2025	-24.4	-19.9	-29.1	4.05	300
11/30/2025	-27.2	-22.8	-30.8	3.49	298
12/01/2025	-29.1	-27.2	-30.9	1.83	298
12/02/2025	-28.5	-23.4	-31.7	4.08	319
12/03/2025	-24.8	-23.6	-26.1	4.35	295
12/04/2025	-24.8	-19.9	-28.3	2.17	313
12/05/2025	-20.5	-16.3	-23.2	4.16	343
12/06/2025	-24.4	-19.1	-28.2	4.36	350
12/07/2025	-30.7	-27.1	-33.5	1.22	301

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Date	Average Temperature (°C)	Maximum Temperature (°C)	Minimum Temperature (°C)	Average Wind Speed (m/s)	Average Wind Direction (deg.)
12/08/2025	-34.0	-31.6	-35.2	0.38	301
12/09/2025	-32.6	-31.1	-34.5	1.65	319
12/10/2025	-30.4	-27.6	-31.7	1.34	357
12/11/2025	-25.0	-22.6	-28.4	1.73	354
12/12/2025	-29.9	-26.6	-32.7	1.39	319
12/13/2025	-29.5	-23.4	-33.5	1.71	138
12/14/2025	-29.1	-22.2	-33.1	1.51	229
12/15/2025	-34.9	-32.4	-37.7	1.26	178
12/16/2025	-36.6	-35.1	-38.3	2.11	212
12/17/2025	-34.9	-32.6	-36.8	4.70	328
12/18/2025	-36.5	-33.0	-38.7	0.80	322
12/19/2025	-35.4	-31.3	-38.9	0.48	150
12/20/2025	-34.7	-33.0	-35.8	0.78	304
12/21/2025	-29.8	-25.2	-32.5	6.55	204
12/22/2025	-21.3	-19.1	-25.3	10.75	76
12/23/2025	-20.9	-19.4	-23.7	6.25	121
12/24/2025	-19.9	-17.5	-24.7	4.69	127
12/25/2025	-20.2	-15.5	-24.5	5.36	81
12/26/2025	-25.8	-20.7	-32.6	1.57	63
12/27/2025	-33.4	-31.8	-35.1	0.83	97
12/28/2025	-35.4	-33.6	-37.7	0.00	0
12/29/2025	-35.2	-33.5	-37.1	0.07	124
12/30/2025	-34.0	-31.2	-36.0	1.62	123
12/31/2025	-32.5	-25.5	-36.2	10.86	188

APPENDIX B

Review of FEIS-Designed Air Quality Mitigation Measures

Table B-1: Meadowbank Mine: FEIS-designed mitigation measures to reduce impacts of the project on area air quality, and commentary on current implementation.

Emission Source	Planned Mitigation Measure (Cumberland (2005) - Air Quality and Noise Management Plan)	Implementation (2025)
Plant Production Facilities	Select the diesel power plant engines with low NOx emissions to prevent ozone formation and with low hydrocarbon emissions to lower GHG emissions	N/A
	Use low sulphur content diesel fuel to mitigate SO2 emissions	Yes - Use of summer fuel
	Collect and vent any process emissions (flotation, CIP circuit, carbon treatment, gold refining, and cyanide detoxification) into the atmosphere	Yes - All process enclosed in the mill facility except leach tank
	Design all stacks using good engineering practice (including accessible sampling ports and adequate height) to ensure the required dispersion to meet ambient air quality objectives	Yes - Design to meet engineering practice
	Implement fleet maintenance program to ensure that all diesel-powered equipment will operate efficiently, thereby reducing air emissions	Yes- Preventive maintenance per manufacture recommendation
	Install dust filters at the primary crusher building and at fine grinding facilities (SAG mill and ball mill) and provide dust suppression equipment (dust covers, sonic sprays, etc.)	Yes - Filter installed at major dust generating equipment
	Install enclosure of feed conveyor to avoid fugitive emissions during windy weather	Yes - All conveyers are enclosed
	Provide crushed ore stockpile enclosure to limit any dust to indoor environment	Yes - Enclosed in a dome
Transportation	Impose vehicle speed limit on Vault haul road to mitigate fugitive dust and reduce engine emissions	Yes - Speed limit enforcement on Vault Haul Road and AWAR
	Apply dust suppressants (water, calcium chloride) to haul and service roads during dry weather to mitigate fugitive dust	Yes - AWAR Transportation Management Plan, Air Quality and Dustfall Monitoring Plan
	To reduce vehicle emissions, do not let motors idle, except when necessary	Yes - No idle policy
	Upgrade road-surfacing materials using local coarse rocky aggregates	Yes – AWAR Transportation Management Plan
Blasting & Waste Disposal	Limit blasting to calm days or use delay blasting technique; natural mitigation to take place when mining pits are from 85 to 175 m below the ground level; ore and waste to be coarse run-of-mine muck not prone to generating excessive dust	Yes – Blast Monitoring Program
	Cover dewatered tailings with non-potentially acid-generating (non-PAG) aggregates to control wind erosion	Yes - Progressive reclamation was ongoing in the TSF, including placement of a cover
Miscellaneous	Provide pressure valves to control fuel vapour fugitive emissions from the storage tanks	Yes - Installed at all locations
	Use water spray instead of pneumatic flushing while cleaning equipment and working areas when temperature is above the freezing point	Yes - All machine cleaning is done inside shop (wash bay)
	Use site-generated mineral material (dirt, aggregate, etc.) to cover disposed solid waste at the waste dump	Yes - Waste dump is located in the Portage Waste Rock Facility and is covered with waste rock created by

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Emission Source	Planned Mitigation Measure (Cumberland (2005) - Air Quality and Noise Management Plan)	Implementation (2025)
		mining activities, Mine Waste Management Plan
	Select waste incinerator with build-in emission control system (secondary combustion chamber, catalytic converter, etc.) and install a stack to disperse emissions to concentrations below ambient air quality objectives	N/A – Incinerator dismantled
	Apply vegetation cover on stripped areas and long-term stockpiles	N/A - Natural revegetation to occur during the reclamation phase. Revegetation option to be considered in the Final Closure and Reclamation Plan.

Table B-2: Whale Tail Mine: FEIS-designed mitigation measures to reduce impacts of the project on area air quality and climate, and commentary on current implementation.

Project Activity	Planned Mitigation Measure (Agnico Eagle (2018) Volume 3, Table 3-C-1)	Implementation (2025)
General construction, operations, and decommissioning activities associated with the Whale Tail Pit and the haul road; and Mining of the Whale Tail Mine	All vehicles will adhere to the 50 km/h speed limit.	Yes – Whale Tail Haul Road Management Plan
	Regular maintenance will be implemented for equipment and vehicles.	Yes – Maintenance logs
Upgrading of the haul road from the Whale Tail Mine to the Meadowbank Mine	Implement dust control measures, if needed on mine roads.	Yes – Air Quality and Dustfall Monitoring Plan, Whale Tail Haul Road Management Plan
	Equipment and vehicles will comply with relevant non-road emission criteria at the time of purchase.	Yes
	Regular maintenance will be implemented for equipment and vehicles.	Yes – Maintenance logs
Traffic on the haul road from the Whale Tail Mine to the Meadowbank Mine	Watering of roads and enforcing speed limits to suppress dust production.	Yes – Air Quality and Dustfall Monitoring Plan, Whale Tail Haul Road Management Plan
	Equipment and vehicles will comply with relevant non-road emission criteria at the time of purchase	Yes
	Regular maintenance will be implemented for equipment and vehicles	Yes – Maintenance logs
Construction of the Whale Tail Mine	Best Management practices for controlling fugitive dust from construction activities	Yes – Best practices
	Equipment and vehicles will comply with relevant non-road emission criteria at the time of purchase	Yes
	Regular maintenance will be implemented for equipment and vehicles	Yes – Maintenance Logs

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Project Activity	Planned Mitigation Measure (Agnico Eagle (2018) Volume 3, Table 3-C-1)	Implementation (2025)
Mining of the Whale Tail Mine	Watering of pit roads and enforcing speed limits to suppress dust production.	Yes
	Equipment and vehicles will comply with relevant non-road emission criteria at the time of purchase.	Yes
	Regular maintenance will be implemented for equipment and vehicles.	Yes – Maintenance logs
	Enclosures are used to reduce fugitive emissions at the processing facility	Yes – Mine site design
	Adherence to the Incinerator Waste Management Plan	N/A – No incinerator onsite