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Agnico Eagle Mines – Meliadine Mine

ICMC TRANSPORT RE-CERTIFICATION SUMMARY AUDIT REPORT

Final Report

January 8th, 2026

EEM PROJECT NUMBER: 24EMA151

SUBMITTED TO:

International Cyanide Management Institute
1400 "I" Street NW, Suite 550
Washington, D.C. 20005

and

Meliadine Mine
P.O. Box 879
Rankin Inlet, NU,
X0C 0G0 CANADA

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1. OPERATION GENERAL INFORMATION

Name of Transport Operation:	Agnico Eagle Mines – Meliadine Mine
Name of Facility Owner:	Agnico Eagle Mines Ltd.
Name of Facility Operator:	Agnico Eagle Mines – Meliadine Mine
Name of Responsible Manager:	Marc-Olivier Vachon
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2. OPERATION LOCATION DETAIL AND DESCRIPTION

2.1 LOCATION

Agnico Eagle Mines' (AEM) Meliadine Mine Cyanide Transportation Operation trucks solid cyanide in briquette form in intermodal shipping containers (sea cans) delivered to Itivia Beach near Rankin Inlet to the mine site along an approximately 30 km All-Weather Access Road (AWAR). The cyanide is purchased from Draslovka Holdings a.s. through Covoro Mining Solutions Canada Compagny. Draslovka operates the certified supply chain from their production plant in Memphis, Tennessee to the Port of Bécancour in Quebec, and Agnico Eagle Mines' Nunavut Supply Chain is contracts the marine shipping company Nunavut Sealink & Supply Inc. /Desgagnés Transarctik Inc. (Desgagnés)) to ship between the Port of Bécancour and Nunavut. This marine contract also includes shipping and offloading the cyanide containers onto the Itivia landing beach, and the marine contract is ICMI-certified as part of Agnico Eagle's Meadowbank Supply Chain. These cyanide shipments occur once a year during the Arctic summer months when the marine route is ice free.

The cyanide is shipped and stored in standard 20-foot steel sea cans. Within each shipping container the solid cyanide is packaged in 1,000 kg 'bag-in-box' plywood intermediate bulk containers (IBC). The cyanide briquettes in each IBC are packed in nylon supersacks lined in plastic (bag in bag).

The Meliadine Mine operation takes possession of the cyanide once the sea-cans are set down on the beach. The Meliadine Mine Cyanide Transportation Operation is then responsible for loading the sea-cans onto flatbed trucks using reach stacker and transporting the cyanide along the AWAR to a dedicated cyanide compound at the Meliadine Mine where a reach stacker is used to unload the sea cans. An interim storage facility in the form of a laydown pad has been constructed at Itivia in the event that all of the received sea-cans cannot be transported to the mine site on the same day. Sea cans containing cyanide cannot be stored for more than 72 hours at the Itivia laydown area. The route and storage areas are shown on Figure 1.

2.2 FACILITY CHANGES SINCE THE INITIAL CERTIFICATION AUDIT

The following material change occurred with regards to cyanide transportation since the facility's initial certification audit conducted during the fall of 2022:

- The Itivia cyanide storage pad was established in 2023 and has been integrated into the annual risk evaluation; and,
- In 2024, Meliadine went from 1 sea can to 2 sea cans per trailer on the AWAR and increased the maximum transport speed from 30km/hr to 50km/hr (due to driver distraction at low speed). Both changes were assessed using the facility's risk evaluation process.

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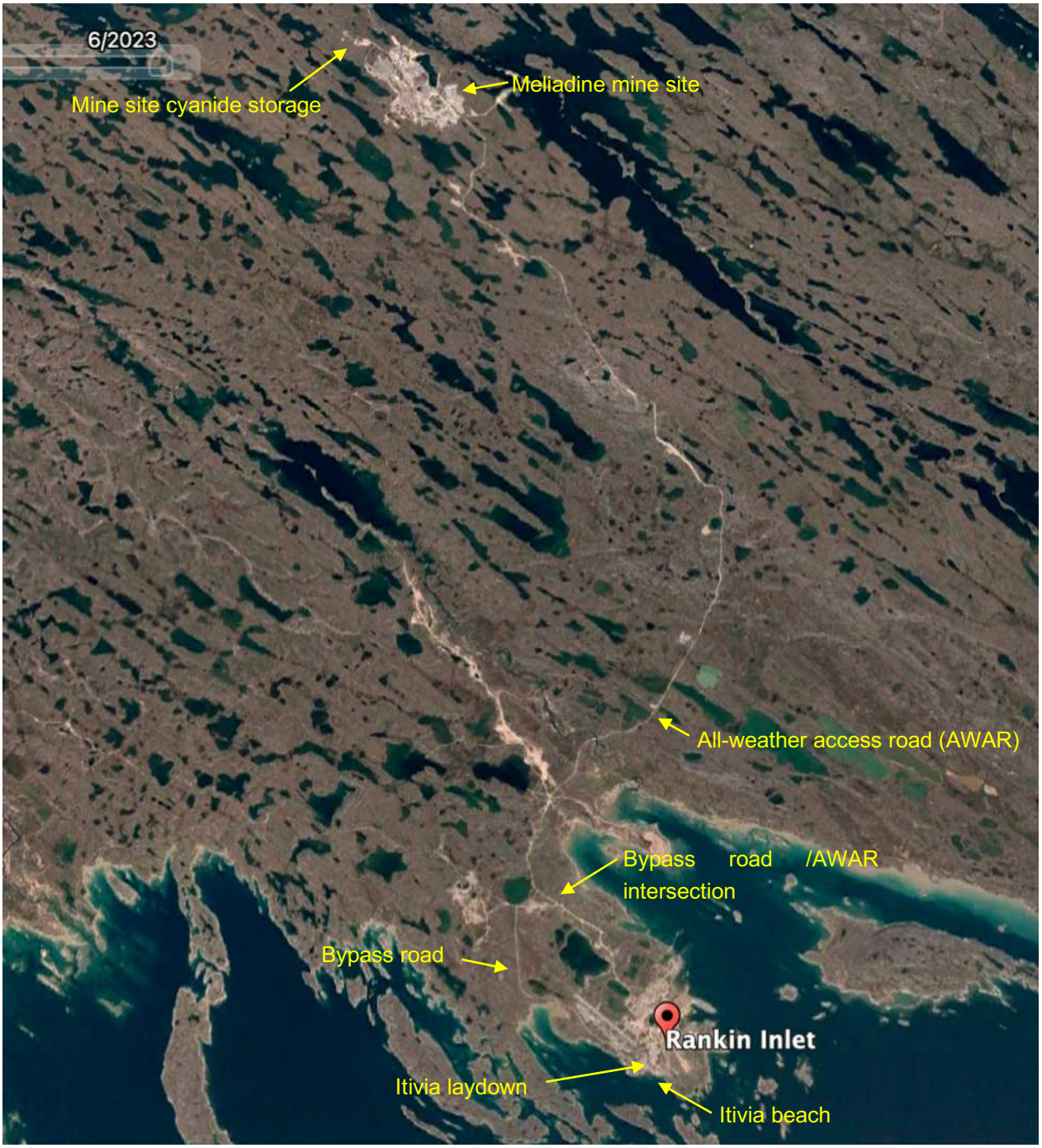

Figure 1: Meliadine Mine cyanide transport route and storage areas.

3. VERIFICATION FINDINGS

3.1 AUDITOR FINDINGS

This operation is

☒ in full compliance
☐ in substantial compliance
☐ not in compliance

with the International Cyanide Management Code.

3.2 COMPLIANCE STATEMENT

This operation has not experienced any compliance issues during the previous three-year audit cycle.

3.3 AUDITOR INFORMATION

Audit Company:	EEM EHS Management 505, boul. René-Lévesque West Suite 1106 Montréal (Québec) Canada H2Z 1Y7
Audit team leader and transport auditor:	Ross Szwec
E-mail:	ross@eem.ca
Date(s) of Audit:	August 6th to 11th, 2025
Auditor signature:	

3.4 AUDITOR ATTESTATION

I attest that I meet the criteria for knowledge, experience, and conflict of interest for a Cyanide Code Certification Audit Lead Auditor, established by the International Cyanide Management Institute (ICMI) and that and that the auditor meets the applicable criteria established by the ICMI for Code Verification Auditors.

I attest that this Summary Audit Report accurately describes the findings of the re-certification audit. I further attest that the re-certification audit was conducted in a professional manner in accordance with the International Cyanide Management Code *Transport Operations Verification Protocol* and using standard and accepted practices for health, safety, and environmental audits.

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PRINCIPLE 1 – TRANSPORT

Select cyanide transport routes to minimize the potential for accidents and releases.

Standard of Practice 1.1	*Select cyanide transport routes to minimize the potential for accidents and releases.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance **with Standard of Practice 1.1**
☐ not in compliance with

Basis for the finding:

- The Meliadine Mine, located northwest of Rankin Inlet, Nunavut, is accessible only by the 30 km All-Weather Access Road (AWAR), which connects the mine to the Itivia landing beach. Since Rankin Inlet lacks road or rail connections to the south, supplies are shipped by sea or air and then hauled by road. A 5.9 km community bypass built in 2018 diverts mine traffic around Rankin Inlet to address safety concerns. Both the bypass and AWAR are closed to the public during cyanide or large-load transport.
- The AWAR crosses tundra terrain with three bridges and is maintained year-round by the mine's Energy and Infrastructure Department (E&I) — snow and ice removal in winter, grading and bridge upkeep in summer. The road is also used by local hunters and trappers but is controlled through a gatehouse at KM-12, where users must register. Public access may be restricted during hazardous conditions, caribou migration, or transport of dangerous goods (such as cyanide, which occurs once a year during ice-free months).
- AEM enforces the Meliadine Traffic Management Plan (MEL-HSH-PLN-0001) to reduce road-related risks. The plan outlines communication protocols, speed limits, right-of-way and overtaking rules, and training requirements for all road users.
- Since 2022, AEM performs a documented annual risk evaluation before each cyanide transport. The review, led by the facility's Risk Management and Monitoring System (RMMS) specialist, involves staff from logistics, health and safety, environment, and energy and infrastructure, and follows AEM's corporate risk assessment methodology. Administrative and engineering control measures are outlined in the evaluation and implemented through updated procedures as needed.
- These controls are detailed in several key procedures, including the Meliadine Traffic Management Plan, Safe Escort of Cyanide During Bulk Transport, Safe Escort of Cyanide on Site, Adverse Weather Work Restriction, and the Annual Cyanide Transport Readiness Plan. These procedures establish requirements for the use of the AWAR: speed limits, mandatory radio contact with Dispatch at designated points or when hazards are observed, proper vehicle equipment (tools, first aid, survival gear), adherence to traffic rules, and emergency response protocols.
- Recent updates in the risk evaluations include the Itivia cyanide storage pad which was established in 2023 and increased cyanide transport from one to two sea cans per trailer and the increase of maximum transport speed from 30 km/h to 50 km/h in 2024. All changes were risk-assessed and approved.

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- Before each transport, a Cyanide Transport Readiness Plan is completed as a checklist to confirm that communication, medical, security, safety, emergency response, logistics, and maintenance responsibilities are properly assigned and ready.
- Both AEM and contractor users of the AWAR must report hazards or poor road conditions to the AWAR Dispatch. With supervisors and personnel present daily, the AWAR—being the sole land route to the mine—is treated as critical infrastructure and is closely monitored.
- AEM considers security a low concern due to the remote northern location, but the transport corridor crosses sensitive tundra and water bodies. To minimize risk, cyanide is transported in convoys of 5–7 tractor trailers escorted by an ambulance at the front and an emergency response vehicle at the rear to ensure rapid response to spills or exposure. Convoy vehicles are inspected before departure and again at KM-19, with results recorded on drivers' Work Cards. AEM enforces a zero-tolerance drug and alcohol policy, checks driver fitness before shifts, and limits shifts to 12 hours with at least 8 hours of rest.
- Meliadine maintains an active community relations program, including a local office in Rankin Inlet to share information about mine operations and annual cyanide transport. Communication timelines and responsibilities are defined in the Cyanide Management Plan and the Cyanide Transport Readiness Plan.
- Before each transport, Meliadine hosts a community meeting with medical staff, first responders, and residents to review safety protocols and address concerns. The company then issues public notices about transport schedules and road closures, informing local authorities and organizations such as the Hamlet leadership, health center, Royal Canadian Mounted Police (RCMP), fire department, Coast Guard, Hunters and Trappers Organization, and Department of National Defense.
- Transport notifications are also broadcast on local radio and posted on Meliadine's Facebook page at least one week in advance. Local contractors assist with security and traffic control during cyanide transport operations.
- If transport is delayed or shipments are too large for a single day, cyanide can be temporarily stored on a dedicated laydown pad at Itivia. The pad is isolated from other hazardous materials, monitored by a security guard, equipped with warning signs, bermed to contain spills, and containers are stored securely. Storage on the pad is limited to a maximum of 72 hours.
- The All-Weather Access Road is the only land route to the Meliadine mine, so drivers do not choose the route but must report road conditions and hazards to Dispatch. This is part of the Meliadine Driver Awareness training required for all AWAR drivers.
- Drivers and heavy equipment operators involved in cyanide transport must also complete specialized training, including cyanide awareness, transport procedures, task-specific training, and respiratory protection. Additionally, all workers complete daily Work Cards, a field-level risk assessment, before starting tasks.

Standard of Practice 1.2	*Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.*

The operation is

Name of Facility	Signature of Lead Auditor	Date
Agnico Eagle Mines Meliadine Mine		January 8th, 2026

☒ **in full compliance with**
☐ in substantial compliance **with Standard of Practice 1.2**
☐ not in compliance with

Basis for the finding:

- Meliadine contracts local companies (KCG and Sarliaq) to haul cyanide and other hazardous materials from Itivia landing beach to the mine. Drivers and operators must hold a valid Class 1 license issued by a provincial or territorial authority. Under the Cyanide Management Plan, the AEM Logistics Supervisor verifies all drivers' Class 1 licenses 30 days before transport and quarterly thereafter. License photos are kept on record for documentation.
- All personnel involved in cyanide transport or handling at Meliadine, including AEM employees and contractors, must complete standardized training outlined in the Cyanide Management Plan and MEL-HSH-PRO-3001 - Safe Escort of Cyanide During Bulk Transport. Training covers topics such as Chemical Awareness[1], Transport, Driver Awareness, Dangerous Goods, Spill Response, and Respiratory Protection. Reach stacker operators receive additional training in container handling and cyanide-specific tasks.
- Cyanide Code related requirements are covered in the Chemical Awareness course, which includes topics such as cyanide properties, associated hazards, exposure symptoms and toxicity, entry routes, and the International Cyanide Management Code. The training also addresses safe chemical handling, PPE use and disposal, safety data sheets, detection systems, and emergency response procedures, including first aid, use of Diphoterine, and the site's emergency response protocols. Additionally, mobile equipment operators receive on-site briefings and supervision from the Meliadine Emergency Response Captain before and during cyanide transport operations.
- Refresher training is required on set cycles. All training is delivered by Meliadine trainers, includes a competency test (minimum 70% pass), and records are maintained in the Training Management System for both employees and contractors.
- Before each transport, the Emergency Response Team (ERT) Captain holds a Toolbox meeting to confirm worker fitness, verify training, review routes, parking, and driving protocols.

[1]: Previously, the facility had two training packages: Chemical Awareness and Cyanide Awareness. Both trainings have been rolled into the Chemical Awareness training package.

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Standard of Practice 1.3 — *Ensure that transport equipment is suitable for the cyanide shipment.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance **with Standard of Practice 1.3**
☐ not in compliance with

Basis for the finding:

- The equipment used to unload cyanide sea cans at Itivia includes a barge (with tugboat), ramps, a large loader, two tractor-trailers, and a reach stacker. All equipment except the reach stacker belongs to Desgagnés. The reach stacker is owned by AEM.
- Capacities and inspection and maintenance details:
  - Barge: 456-tonne capacity, typically loaded to 397 tonnes (10–16 sea cans). Undergoes annual dry-dock inspection and 5-year re-certification by Transport Canada, plus daily inspections when in use.
  - Ramps: Two ramps (50 tonnes each; total 100-tonne capacity) with annual weld inspections.
  - Loader (Volvo L350): 37,000 kg tipping load; cyanide sea cans weigh 19,000–23,000 kg. Inspected annually and daily by RL Equipment for Desgagnés.
  - Tractor trucks: Kenworth (1999) and Western Star (1997) inspected annually by SAAQ-certified inspectors and daily pre-use.
  - Trailers (Temisco, Manac): GVWR 45,360 kg each, inspected annually and daily pre-use.
  - Reach stackers have a capacity of 46,000kg.
- AEM's reach stackers, semi-trucks, and trailers are inspected and maintained by Meliadine's Mobile Maintenance Department, with all maintenance tracked in the JDE system. The maintenance schedules are adapted from manufacturer recommendations to suit northern Canada's harsh climate and gravel roads. Preventative maintenance (PM) schedules are as follows:
  - Semi-trucks: every 500 hours, six weeks, and annually
  - Trailers: every eleven weeks
  - Reach stackers: every two months, six months, and annually (including an annual third-party NDT inspection by Torngats)
  - AEM reach stackers and trailers: Maintained and inspected through AEM's CMMS, including annual NDT and daily checks.
  - Loaded trucks are visually inspected before departure from Itivia and again at km 19 on the AWAR.
  - A review of maintenance records from the past year for selected tractors, trailers, and all three reach stackers confirmed all were complete.

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  - All equipment undergoes daily pre-use inspections.
- According to procedure MEL-HSH-PRO-3001 – Safe Escort of Cyanide During Bulk Transport, the Supply General Foreman must verify that sea can weights from the marine manifest do not exceed the load capacity of the tractor-trailers used for cyanide transport. Note that only one sea is transported per trailer between the barge and the Itivia laydown area while 2 sea cans are transported on trailers between Itivia and the mine site.
- Initially, only one sea can (~23,000 kg) was transported per trailer (Gross vehicle weight rating (GVWR) 45,000 kg) on the AWAR for safety. Since 2024, trailers with a 60,000 kg GVWR have been used, allowing two sea cans (up to 23,500 kg each) per trailer. The manufacturer, Temisko, confirmed these trailers can safely carry two loaded sea cans on unpaved roads at speeds up to 50 km/h.

Standard of Practice 1.4 — *Develop and implement a safety program for transport of cyanide.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance **with Standard of Practice 1.4**
☐ not in compliance with

Basis for the finding:

- According to the Supply Contract, the seller is responsible for packing and labeling the containers. Bulk cyanide is shipped in ECOPak IBCs, each holding 1,000 kg.
- Each ECOPak features multiple safety layers:
  - A 6mm polyethylene liner inside a three-wall corrugated sleeve (1,500 lb burst strength)
  - Fiberboard and hardwood supports bonded to the corrugation
  - A polyester strap system maintaining cube shape
  - An outer woven polypropylene shell coated for moisture and weather resistance
  - Secured to a pallet with two 800-lb tensile polyester straps
  - Packaging meets IMDG and UN Dangerous Goods transport standards. IBCs are sealed in sea containers at the production facility, and the seals remain intact until arrival at the mine site.
- AEM owns and maintains the sea cans used for cyanide transport. Each container is clearly marked on all sides with "Poison," UN 1689 (sodium cyanide, solid), and Marine Pollutant placards, complying with Canadian Transportation of Dangerous Goods Regulations and the IMDG Code. Inside, each IBC is labeled with the contents, UN number, production date, batch number, supplier name, and buyer name.
- Before operating any loader, tractor, trailer, or reach stacker, pre-operation inspections must be completed using equipment-specific checklists. Supervisors review these forms

prior to use. Drivers verify load security before leaving Itivia and again at KM-19, with the ERT Captain confirming safety at both points.

- All vehicles used for cyanide transport undergo preventative maintenance inspections (brakes, suspension, tires, couplings, structural integrity, etc.), with records stored in the JD Edwards system.
- Operators and drivers work 12-hour shifts, but cyanide-related driving is brief with frequent breaks. The mine operates under a Nunavut Labour Standards permit allowing work beyond normal limits, and workers annually acknowledge acceptance of these terms.
- Sea cans are secured to trailers using twist-lock systems, and verification of load security is mandated by procedure.
- Procedures are in place to govern transport suspensions or modifications due to adverse weather or wildlife migration, with the E&I Department responsible for monitoring and communication. Barge operations depend on the Sea Captain's weather-related decisions.
- AEM enforces a zero-tolerance drug and alcohol policy; worker fitness is checked at shift start. Contractors follow the same standard.
- Recordkeeping:
    - Paper transport records are scanned and archived by transport year
    - Maintenance records are tracked in JD Edwards
    - Work hour permits and acceptance forms are managed and maintained held by the human resources department
    - Training and policy compliance is recorded by the Training Department
- All personnel operating handling and transport equipment during cyanide transport are required to undergo training. Both AEM employees and contract workers undergo the same required training and follow AEM procedures.

Standard of Practice 1.5 — *Follow international standards for transportation of cyanide by sea.*

The operation is

☐ in full compliance with
☐ in substantial compliance **with Standard of Practice 1.5**
☐ not in compliance with

Basis for the finding:

- This practice is not applicable. Sea transport is conducted by Groupe Desgagné and is captured in AEM's Meadowbank transport certification.

Standard of Practice 1.6 — *Track cyanide shipments to prevent losses during transport.*

The operation is

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☒ **in full compliance with**
☐ in substantial compliance **with Standard of Practice 1.6**
☐ not in compliance with

Basis for the finding:

- All AEM and contractor vehicles used in cyanide transport are equipped with radios for communication along the AWAR, which operates as a radio-controlled road. Drivers must use the designated Road Channel, maintain awareness of all radio communications, and contact Dispatch at specific checkpoints. Additional communication measures include:
    - The ambulance and ERT escort vehicles are equipped with satellite phones
    - Drivers carry mobile phones as backups
    - During convoys, all drivers maintain contact with each other, the ERT Captain, ambulance, and Dispatch.
    - One hour before departure of a cyanide convoy, the ERT Captain requests Dispatch to close southbound AWAR traffic and instructs a contractor to establish roadblocks 300 meters before the AWAR–Bypass Road intersection and other local access points.
    - At km 19, Dispatch halts all mine-site transport, and the ERT Captain announces the convoy's approach (approximately 20 minutes from mine site).
    - At km 25, the ERT Captain announces that mine site roads are closed, and guards or vehicles block intersections along the convoy route.
    - Upon arrival at Meliadine, the ERT Captain notifies Dispatch to reopen the AWAR.
- As part of pre-use inspections, equipment communications are checked to ensure functionality. Before each cyanide convoy departs Itivia, the ERT Captain verifies that all vehicle radios are operational. Each truck driver must also call in their name and vehicle to Dispatch before traveling on the AWAR.
- Although the trucks are not fitted with global positioning system (GPS), drivers are required to call Dispatch at determined intervals along the AWAR allowing their tracking. Required call-ins include: leaving Itivia, entering the Bypass Road, KM-19, and arrival at the Meliadine mine. The are no radio blackout areas along the AWAR. Trucks also make radio callouts at KM-5, KM-10, KM-12, and KM-16 to alert other potential road users, although the AWAR is closed to regular traffic during convoys.
- Each sea can is labeled with a bar code and container number at the Port of Bécancour, allowing AEM to track shipments from the port to the mine. The container number, contents, and gross weight are documented on Freight Haulage Forms. Before unloading at the Itivia landing beach, AEM warehouse staff inspect each container for damage and verify sea can seal integrity. The Freight Haulage Forms are then used to confirm delivery of all containers to the mine site.
- Each driver carries a Freight Haulage Form along with the IMO Dangerous Goods Declaration, which specifies container contents (e.g., 20 IBCs of UN 1689 sodium cyanide), seal number, supplier, and origin. Safety Data Sheets (SDS) are carried by both the ambulance (lead vehicle) and the emergency response vehicle (rear) during cyanide transport convoys.

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- All personnel operating handling and transport equipment during cyanide transport are required to undergo training. Both AEM employees and contract workers undergo the same required training and follow AEM procedures.

PRINCIPLE 2 – INTERIM STROAGE

Design, construct and operate cyanide interim storage sites to prevent releases and exposures.

Standard of Practice 2.1 — *Store cyanide in a manner that minimizes the potential for accidental releases.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance
☐ not in compliance with

with Standard of Practice 2.1

Basis for the finding:

- A laydown pad at Itivia serves as a temporary storage area for cyanide sea cans unloaded from the barge before being loaded onto trucks for the 30 km transport to the mine. The gravel, bermed pad is renovated annually before the transport season. Typically, only the number of sea cans that can be delivered to the mine in a single day are unloaded.
- According to procedure MEL-HSH-PRO-3001 - Safe Escort of Cyanide During Bulk Transport, the pad must display warning signs indicating cyanide storage, prohibiting smoking, open flames, eating, and drinking, and requiring PPE use. The procedure also outlines security protocols for preventing unauthorized access to cyanide at the Itivia. Measures include:
    - Sea cans stored door-to-door to block access
    - Guarded 24/7 while present
    - Flood-lit and monitored by security cameras
    - Limited to 72 hours of storage.
    - Note that at Itivia, fencing is prohibited by Nunavut regulations.
- At the mine site, sea cans are stored door-to-door kept and in a locked, fenced, and bermed gravel area at the northwest end of the site. Warning signage prohibiting smoking, open flames, eating, and drinking, and requiring PPE use are in place.
- At both the Itivia laydown area and the mine site storage pad, cyanide sea cans are stored separately from other materials to avoid chemical incompatibility.
- Sea cans remain sealed during storage. The waterproof lined IBC boxes protect the solid cyanide briquettes from moisture. Both the Itivia and mine site storage pads are raised and engineered gravel pads surrounded by high berms are designed to drain water and prevent pooling. This setup minimizes the risk of cyanide contacting water in the event of a spill. Sea cans are not opened until needed at the mill for the mix process.

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- An emergency response team, equipped to deal with a cyanide spill, is on-site throughout cyanide container handling and transport.

PRINCIPLE 3 – EMERGENCY RESPONSE

Protect communities and the environment through the development of emergency response strategies and capabilities.

Standard of Practice 3.1 — *Prepare detailed emergency response plans for potential cyanide releases.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance
☐ not in compliance with

with Standard of Practice 3.1

Basis for the finding:

- Meliadine has a documented Emergency Response Plan (ERP) that includes a cyanide-specific appendix (Appendix B1) detailing spill and release procedures and transport-related measures. The ERP is supported by the Spill Contingency Plan (SCP) and Cyanide Management Plan (CMP) and applies to all site activities, including cyanide transport from Itivia to the mine.
- Both AEM and contractor personnel involved in cyanide handling and transport receive Chemical Awareness training and follow the ERP and related emergency procedures.
- The ERP includes detailed cyanide spill and release procedures, covering incidents on land, water, ice, and snow, and providing specific guidance for the annual cyanide transport convoys. It works alongside the SCP and the CMP, which outline emergency team responsibilities, disposal procedures, and available response equipment. Overall, the ERP and related procedures ensure secure handling, transport, and emergency preparedness for cyanide operations.
- Cyanide arrives once per year by sea lift in solid briquette form, packaged in double-bagged 1,000 kg IBCs placed in sealed sea cans. These are transported by truck convoys from Itivia to the mine. Convoys are escorted by an ambulance and emergency response vehicle to ensure rapid response capability.
- The AWAR undergoes regular inspections and maintenance to ensure safe transport. Interim storage at Itivia occurs on a bermed gravel pad to prevent runoff, and cyanide sea cans may not be stored there for more than 72 hours.
- The ERP outlines emergency procedures for handling reagents, including cyanide, with Appendix B1 dedicated specifically to cyanide. This appendix covers cyanide's properties, hazards, exposure symptoms, PPE requirements, and response procedures for spills, fires, and hydrogen cyanide releases. The SCP complements the ERP by detailing response actions for spills on land, water, snow, and ice, and provides general procedures for toxic substances like cyanide. Weekly inspections are conducted to ensure spill response equipment at Itivia, along the AWAR, and at the mine site is maintained. Additional

procedures address medical response to cyanide exposure, including poisoning management, decontamination, and medical evacuation.

- Meliadine manages all cyanide-related emergencies internally due to its remote location and does not rely on external responders. Mutual aid agreements with other Nunavut mines exist but would only apply for long-duration events. The Rankin Inlet Fire Department and community are not involved in cyanide response. Regardless, each year, Meliadine provides training to Rankin Inlet Health Center staff on cyanide poisoning and supplies them with Cyanokits (hydroxocobalamin). During cyanide transport, Meliadine medical personnel are present, and any required medevac is handled through a defined procedure involving consultation with Meliadine's retained physician, the Kivalliq Regional Physician, and coordination with Keewatin Air Dispatch for air evacuation.

Standard of Practice 3.2 — *Designate appropriate response personnel and commit necessary resources for emergency response.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance
☐ not in compliance with

with Standard of Practice 3.2

Basis for the finding:

- All personnel involved in cyanide handling and transport at Meliadine, including AEM staff and contractors, receive Chemical Awareness training, which covers cyanide properties, exposure risks, safety procedures, PPE, emergency response, and first aid. Personnel are only required to report emergencies, while the on-site Emergency Response Team handles actual response actions. Training is refreshed annually, includes a competency test (minimum 70% pass), and records are kept in Meliadine's Training Management System.
- Due to the mine's isolation, Meliadine does not rely on external responders. The ERT exceeds Nunavut regulatory requirements, with members medically cleared, mine rescue and first aid certified, and regularly trained through a structured annual program of six 10-hour modules (e.g., Hazardous Material / Cyanide response, firefighting, rescue). ERT members also receive 4 hours of spill response per quarter. At least 20 trained ERT members are present on-site at all times.
- Emergency response roles and responsibilities are clearly defined across multiple plans:
    - The Cyanide Management Plan outlines duties for key emergency personnel, including the mine manager, incident commander, response teams, and support staff.
    - The Spill Contingency Plan specifies responsibilities for first responders, supervisors, environmental and health personnel, and the ERT coordinator.
    - The Emergency Response Plan details how the plan is deployed, assigning roles to site management, the crisis team, health and safety committee, and all employees.
- Emergency response equipment is strategically located at Itivia beach, km 7 and km 17 of the AWAR, and at the mine, including a mobile emergency spill response trailer. All units

are sealed with breakable tags and undergo an annual inventory before cyanide transport. The Spill Contingency Plan outlines the available emergency response equipment.

- Procedure MEL-HSH-PRO-3001 - Safe Escort of Cyanide provides a list of emergency response equipment for the ambulance and ERT vehicle that accompany the annual cyanide convoy. The procedure requires each cyanide convoy to include a nurse, Cyanokits, and oxygen therapy equipment. A decontamination vehicle equipped with personal protective equipment (PPE) and response gear follows at the rear. Equipment checklists are used to verify readiness. Additional ERT members remain on standby at the mine, prepared to deploy with the mobile emergency trailer if needed.
- The Cyanide Management Plan assigns the Emergency Measures Counselor responsibility for maintaining and inspecting all rescue equipment and procedures. Inspection and maintenance schedules for emergency vehicles, breathing apparatus, PPE, and rescue equipment are tracked in an ERT Inventory & Inspection Master file. Environmental staff conduct annual inspections of emergency sea cans and trailers, while the health clinic nurse ensures Cyanokits and medical equipment are ready and stored within manufacturer temperature guidelines.
- External involvement to cyanide-related emergencies is limited to emergency air evacuations for exposed workers, coordinated through the the Meliadine Medevac Procedure. This process involves consultation with Meliadine's retained physician, followed by coordination with the Kivalliq Regional Physician and Keewatin Air Dispatch for transfer to a metropolitan hospital. Regardless, Meliadine's medical team conducts annual information sessions with the Rankin Inlet Health Center before cyanide transport season, covering cyanide poisoning treatment and use of Cyanokits, which Meliadine also supplies to the hospital.

Standard of Practice 3.3 — *Develop procedures for internal and external emergency notification and reporting.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance **with Standard of Practice 3.3**
☐ not in compliance with

Basis for the finding:

- The Emergency Response Plan, Cyanide Management Plan, and Spill Contingency Plan include detailed contact information for internal management, emergency services, government agencies, and spill response support. The environment superintendent is responsible for reporting cyanide-related incidents to both AEM corporate and external authorities.
- Meliadine uses the Intelex document management system to ensure emergency response documents are reviewed and updated at least annually. The system assigns review tasks, sends reminders, and requires supervisor verification of completion. Updates may also be triggered by incidents, debriefs, or regulatory changes. Additionally, Meliadine is legally

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required to report environmental and health and safety incidents to territorial and federal authorities, as outlined in the Cyanide Management Plan and Spill Contingency Plan.

- The Cyanide Management Plan outlines the requirement to notify the ICMI within 24 hours of any significant cyanide incident, with a detailed follow-up report due within seven days. The Corporate Sustainability Team is responsible for communicating with ICMI. These requirements are also reflected in Appendix F of the Spill Contingency Plan. No incidents requiring ICMI notification have occurred since Meliadine began operations. The glossary defines "Significant Cyanide Incident" according to ICMI's 2021 definitions.

Standard of Practice 3.4 — *Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance
☐ not in compliance with

with Standard of Practice 3.4

Basis for the finding:

- Meliadine handles all cyanide release response and remediation internally, using no external resources except for waste disposal if needed, which is managed through a specialized waste contractor. Cyanide waste disposal follows procedure MEL-ENV-PRO-1016 - Hazardous Waste Sea can Packing and Pick-Up – Environment Department Instructions. Remediation procedures are outlined in the Spill Contingency Plan and referenced in the Cyanide Management Plan. Appendix G of the Spill Contingency Plan provides guidance for responding to cyanide spills on land, water, snow, or ice, and details recovery, containment, and soil decontamination procedures.
- Recovered cyanide is either processed in the mill or sent to a licensed disposal facility. MEL-ENV-PRO-1048 - Cyanide Spill Sampling Plan provides post-spill environmental monitoring guidance.
- The Spill Contingency Plan prohibits using chemicals or neutralizing agents on cyanide spills near drainage systems, water bodies, or areas where surface water could be impacted. It also lists prohibited substances, including strong oxidizers and acids, for both solid and liquid cyanide spills.

Standard of Practice 3.5 — *Periodically evaluate response procedures and capabilities and revise them as needed.*

The operation is

☒ **in full compliance with**
☐ in substantial compliance

with Standard of Practice 3.5

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☐ not in compliance with

Basis for the finding:

- Meliadine updates its emergency response documentation at least annually using the Intelex document management system, which assigns review tasks, sends automated reminders, and ensures supervisor oversight. Plans are reviewed at least once a year or following incidents or debriefs.
    - Cyanide Management Plan: Last updated March 2023 (v2)
    - Emergency Response Plan: Last updated May 2025 (v24)
    - Spill Contingency Plan: Last updated March 2025 (v16)
    - Crisis Management Plan: Last updated June 2024
- All Emergency Response Team members are trained and familiarized with emergency and spill response procedures, equipment, and resources. The team receives 4 hours of spill response training per quarter. Spill response simulations are used to train personnel and test the adequacy of the emergency response plans.
- The Cyanide Management Plan mandates yearly mock drills covering both Mining Operations and Transportation-related cyanide scenarios. These must be field exercises, with all personnel involved in emergency response participating. Annual cyanide mock drills are conducted during the summer, with planning managed via an Excel tracking sheet by the Health and Safety Department. Annual transport related mock drills were conducted in 2023, 2024, and 2025.
- Each emergency exercise includes a debriefing phase during which performance is evaluated against key criteria:
    - The difficulty of the scenario;
    - The adequacy of the emergency plans;
    - The adequacy of training;
    - The actual response; and,
    - The adequacy of the Emergency Management and notification processes.
- Records of all drills are maintained in the Intelex system. Debriefs are conducted after each mock drill, however, documented records for debriefs commenced in 2025.

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