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Canada

Project: CAPR003759
March 25, 2026

Subject Hope Bay – 2025 Annual Geotechnical Inspection – Site-Wide

Dear Guy and Cyril,

Agnico Eagle Mines contracted SRK Consulting (Canada) Inc. to conduct the 2025 Annual Geotechnical Inspection for the Hope Bay site in Nunavut. Hope Bay is a gold mine, located in Nunavut Territory 705 km northeast of Yellowknife, NWT and 153 km southwest of Cambridge Bay, NT. The mine is currently in care and maintenance.

The objective of the inspection, in addition to meeting regulatory, license and policy requirements, is to ensure that the project's surface infrastructure is performing as intended from a geotechnical perspective. Due to the location's cold climate, most geotechnical designs rely on keeping permafrost frozen, as such the inspection puts emphasis on ensuring the integrity of the continuous permafrost is upheld.

This letter provides the observations and recommendations from the site inspection and review of monitoring data.

Background

Surface infrastructure construction to support mining operations at Hope Bay started at Doris in 2007, and Madrid in 2010. Surface construction at Boston began in 1993. Except for exploration activities, no significant surface activities have occurred at Boston since 2011. A history of the Boston site and context was provided in the 2022 AGI (SRK 2023).

Annual geotechnical inspections (AGI) at Hope Bay have been carried out since 2007, and all previous inspections have been conducted by SRK. The geotechnical inspection is an annual requirement for the Doris and Madrid water license[1], Part I and the Boston water license[2], Part D.

The annual geotechnical inspection report provides observations and recommendations and is submitted to the Nunavut Water Board on an annual basis as part of the Hope Bay Annual Report.

[1] Water Licence 2AM-DOH1335 – Amendment #2, issued December 7, 2018
[2] Water Licence 2BB-BOS1727 Part D Item 13, issued December 7, 2018

2025 Annual Geotechnical Inspection

This letter presents the findings of the 2025 site-wide AGI, which includes:

- Doris North (including vent raise and Doris Crown Pillar Recovery Trench)
- Roberts Bay
- Madrid and Patch 7
- Rock fill roads (Doris, Windy, Madrid, Tailings Impoundment Area (TIA))
- Doris Airstrip
- Boston

The inspection of the Doris TIA and supporting infrastructure such as the water treatment plant, reclaim pond jetty, access roads and catch basins will be reported on in a separate, stand-alone, AGI report.

The 2025 AGI was carried out from July 13 and 15, 2025 by Peter Luedke, PEng of SRK, accompanied by Site Geotechnical Engineer, Brennan Jay PEng and Agnico Eagle Engineer of Record, Matthew Brenner, PEng. Weather conditions during the inspection were sunny. The site inspection included driving, on-foot, and helicopter aerial reconnaissance of the entire Doris, Madrid North, Patch 7 and Boston areas. The inspection of the 10 km long Doris to Madrid road (Windy All-weather Road), the Secondary TLR Road (Tail Lake Road) from the Doris camp to the tailings impoundment area, and the portion of the Madrid North to Patch 7 road that has been constructed to date was conducted via truck with frequent stops for physical inspections at key areas. Boston was inspected by helicopter and on foot on July 15, 2025. In addition to the physical inspections, discussions with Agnico Eagle staff while on site, and review of monitoring data were used to supplement site observation and are part of this 2025 AGI.

A ground penetrating radar survey (GPR) of the Doris airstrip was also carried out by SRK during the time on site, in alignment with recommendation 2024-AGI-15 (Table 1). Jossh Cooke (SRK Technician) and AEM site staff completed the data collection, and transmitted the data daily to a GPR specialist GroundRadar Inc. who processed and reviewed the data (Groundradar, 2025).

A short hybrid teleconference and in-person meeting was held on July 16, 2025, to provide an overview of the main observations, and help action the inspection recommendations.

Overall, the existing and new surface infrastructure at Hope Bay is performing well. The existing structures constructed before 2025 are in similar condition to last year, with improvement in maintenance items noted in previous years. New construction in 2025 includes the following structures which were under construction at the time of inspection:

- Construction of the expanded Roberts Bay Jetty to include four barge berths
- Construction of the Quarry AF transit pad and early construction of the additional fuel farm
- Expanded laydown areas at Construction Service Pad and Sewage Treatment Plant pad
- Quarry D excavation and development of the Saline Water Pond (SWP)

- Madrid to TIA Road and Emulsion Plant Pad
- Patch 7 Access Road and Pads
- Sump 1 and 1B at the Madrid North Waste Rock Pile – complete at the time of construction
- Naartok East Laydown Pad Remediation Trench – complete at the time of construction

Inspection photos are provided in Attachment 1, overview figures are provided in Attachment 2 and Attachment 3. Observations from the site visit and review of the monitoring data along with comments and recommendations are provided in Attachment 4 for Doris and the Doris to Madrid Road, in Attachment 5 for Madrid, and Attachment 6 for Boston. Plots of survey monitoring data are in Attachment 7, while the ground temperature monitoring data are provided in Attachment 8.

The top priority recommendations identified during the geotechnical inspection are provided below.

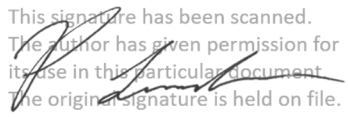
- Agnico Eagle has indicated part of the Pad T waste rock pile (WRP) will be relocated in 2026. Prior to relocation, an excavation plan should be developed to mitigate for potential oversteepening of the existing slopes. Material transferred to Pad U should also have a placement plan to avoid oversteepening of the slopes, resulting in regrading being required.
- A dual-frequency ground penetrating radar (GPR) survey and analysis was completed for the entire airstrip at two-meter line spacing, with a more detailed grid in areas where anomalies were detected.
  - The primary anomaly was identified to be a steel pipe conduit installed within the original airstrip which is expected to have been left in place during the widening of the airstrip in 2010. This presents as multiple anomalies within the fill.
  - Individual anomalies which were primarily collocated along the east shoulder of the original airstrip prior to airstrip widening in 2011. Additional survey passes over these areas were not able to replicate or collocate the anomaly which indicated the anomaly is not extensive and either small or a false positive.
  - Other than the primary anomaly identified as the steel pipe, no anomalies were identified that indicate an extensive void, which would be a leading indicator of precursor to sinkhole formation.
  - No evidence of sinkhole or depression formation was noted in 2025. Additional maintenance efforts and grading have improved the overall surface, including site maintenance requiring more strict compaction criteria.
  - Based on the findings of the GPR campaign at the airstrip, periodic use of the GPR unit AEM has on site (Noggin 500) a screening tool would be suitable to identify detect large voids within the fill which have expanded to within 1 meter of the surface. To validate the use of the Site GPR, the survey should be completed at a similar timeframe to a survey completed with lower frequency GPR which provided more detail through the full depth of the airstrip fill.
- A sinkhole observed in the helipad in 2023 was backfilled and water management practices upstream of the pad have been improved. No sinkholes or depressions have been observed in

2024 or 2025. It is recommended that a GPR campaign be carried out at the helipad when the next GPR survey is conducted at the airstrip.

- The Doris Contact Water Pond GTCs monitoring data indicated the foundation and upstream toe remains frozen. The water-retaining element of the contact water pond is the HDPE liner tied into the underlying permafrost. For the pond to continue to retain water the permafrost tie-in must be maintained, ponding water near the toe of the berm can lead to thermal erosion and loss of containment. The low area of ponded water on the southwest corner of the pond, which is the current pumping point, should be shifted northward (offset approximately 5 meters from the berm toe). If grading in this area is undertaken, the water flowing along the north edge of the pond should also be directed towards the new pumping location. When practical to do so, the sumps or pumping low points should be maintained in a pumped down state.
- Continue final construction completion activities of higher capacity sumps at the Madrid North Waste Rock Pile (MNWRP) to limit potential for surface water bypass during freshet – Sump 1 was nearing completion at the time of inspection, Sump 1B was completed in May 2025 and performed well during freshet 2025.
  - Sump 1B construction was successfully completed in May 2025 and has significantly increased the capacity of the sump to collect contact water run-off from the MNWRP
  - Sump 1 was substantially complete at the time of inspection. Some thermal cladding placement and monitoring GTC installation were the only remaining items.
- Monitoring frequency of survey points (Pad B, Madrid CWP, Naartok East CPRT) was below the target frequency. Survey monitoring should be conducted at the target frequency established based on the performance and use of the structure (at a minimum once every two months, between May and November). Completion of repairs to the ground temperature cables (GTC) SRK10-DCB1, SRK10-DCB2 and SRK-12-GTC-DH01 should be connected to the dataloggers purchased for this repair. Additional dataloggers should be considered for installation on the other cables in 2026.

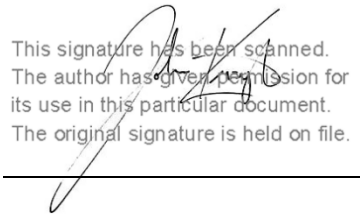
Notwithstanding the observations and recommendations provided in this AGI, the Hope Bay surface infrastructure (across Doris, Madrid and Boston) is in good condition and performing satisfactorily.

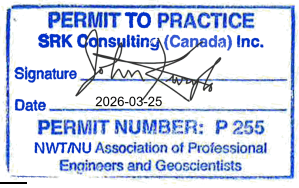
Regards,
SRK Consulting (Canada) Inc.



Peter Luedke, PEng
Senior Consultant

Reviewed by:





John Kurylo, PEng
Principal Consultant

References

Groundradar Inc. 2025. UltraGPR survey of Hope Bay Airstrip Hope Bay, Nunavut. Report prepared for SRK Consulting (Canada) Inc. and Agnico Eagle Mines Ltd. August 28, 2025.

SRK Consulting (Canada) Inc. 2023. Boston Advanced Exploration Project – 2022 Annual Geotechnical Inspection. SRK Project Number CAPR001815. Letter prepared for Agnico Eagle Mines Ltd. April 13, 2023.

Attachments:

Attachment 1	Inspection Photos
Attachment 2	Doris and Madrid Overview Figures
Attachment 3	Boston Overview Figure
Attachment 4	Doris Inspection Observations
Attachment 5	Madrid Inspection Observations
Attachment 6	Boston Inspection Observations
Attachment 7	Survey Monitoring Data and Dashboards
Attachment 8	Ground Temperature Cable Data

Attachment 1 Inspection Photos

Photo 1: Roberts Bay Jetty overview

Photo 2: Exposed geotextile on the marine outfall berm

Photo 3: Roberts Bay Jetty, exposed geogrid for inspection (covered following inspection)

Photo 4: Short vertical face at end of marine outfall berm due to wave erosion

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
		Roberts Bay Inspection
Job No: CAPR003066	Hope Bay	Date: February 2026 / Approved: PDL / Photolog: **1**

Photo 5: Roberts Bay multi-tank farm (20M liter) west berm and high wall

Photo 6: Multi-tank farm (20M liter) east berm

Photo 7: Multi-tank farm (20M liter) – Additional fuel bladder located within the tank farm

Photo 8: Quarry 1 (50M liter) tank farm

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		Roberts Bay Inspection
Job No: CAPR003066	Hope Bay	Date: February 2026 / Approved: PDL / Photolog: **2**

Photo 17: Pad T waste rock slope

Photo 18: Doris Diversion Berm – upstream end, looking east

Photo 19: Doris Diversion Berm, looking east

Photo 20: Doris tank farm water accumulation

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
Job No: CAPR003066	Hope Bay	**Doris Inspection**
		Date: February 2026 / Approved: PDL / Photolog: 3

Photo 21: New laydown and Sewage Treatment Plant pad under construction

Photo 22: Helicopter pad overview

Photo 23: Helicopter pad downstream slope

Photo 24: Helicopter Pad downstream flowing water emanating from toe

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
		Doris Inspection
Job No: CAPR003066	Hope Bay	Date: February 2026 / Approved: PDL / Photolog: **4**

Photo 25: Airstrip east shoulder, looking north

Photo 26: Airstrip shoulder tension cracking

Photo 27: Airstrip shoulder tension cracking at the edge

Photo 28: Water accumulation on the west side of the airstrip

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
Job No: CAPR003066	Hope Bay	**Doris Inspection**
		Date: February 2026 / Approved: PDL / Photolog: **5**

Photo 29: Doris-Madrid Road culvert inspection

Photo 30: Doris-Madrid Road bridge 2/3 abutment inspection

Photo 31: Doris-Madrid Road bridge 2/3 abutment inspection

Photo 32: Doris-Madrid Road bridge 2/3 abutment inspection

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
Job No: CAPR003066	Hope Bay	**Doris-Madrid (Windy) Road Inspection**
		Date: February 2026 / Approved: PDL / Photolog: **6**

Photo 33: Quarry D overview

Photo 34: Madrid North CWP inspection

Photo 35: Naartok East pit inspection

Photo 36: Naartok East tundra remediation

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
		Madrid Inspection
Job No: CAPR003066	Hope Bay	Date: February 2026 / Approved: PDL / Photolog: **7**

Photo 37: Madrid North Sump 1 west wall

Photo 38: Madrid North CWP inspection

Photo 39: Naartok East inspection

Photo 40: Sump 1B – north of Madrid Waste Rock Pile

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
Job No: CAPR003066	Hope Bay	**Madrid Inspection**
		Date: February 2026 / Approved: PDL / Photolog: **8**

Photo 9: Boston camp overview

Photo 10: Tension cracking along shoulder of Boston Airstrip

Photo 11: Historic lined area 1

Photo 12: Historic lined area 2

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
		Boston Inspection
Job No: CAPR003066	Hope Bay	Date: February 2026 / Approved: PDL / Photolog: **9**

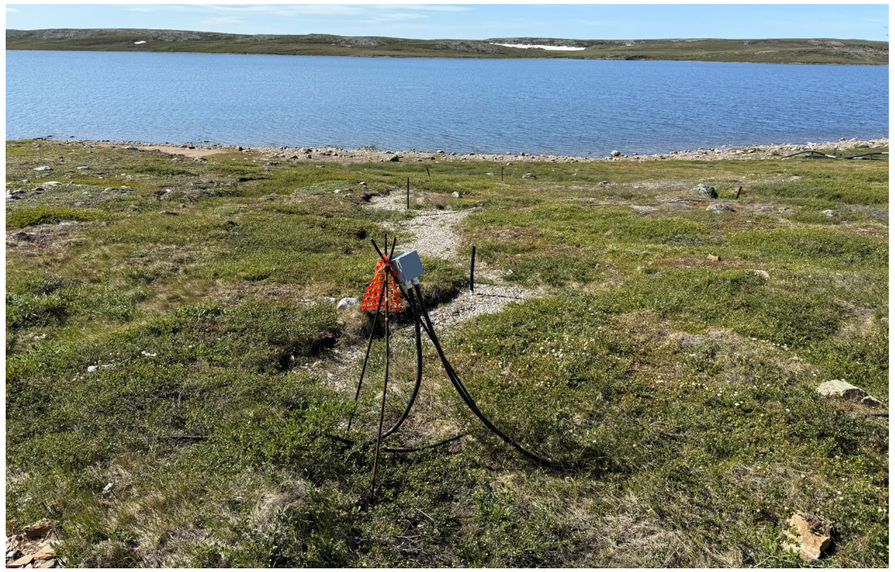


Photo 13: Thermal erosion gully west of Boston Camp

Photo 14: Thermal erosion gully west of Boston Camp

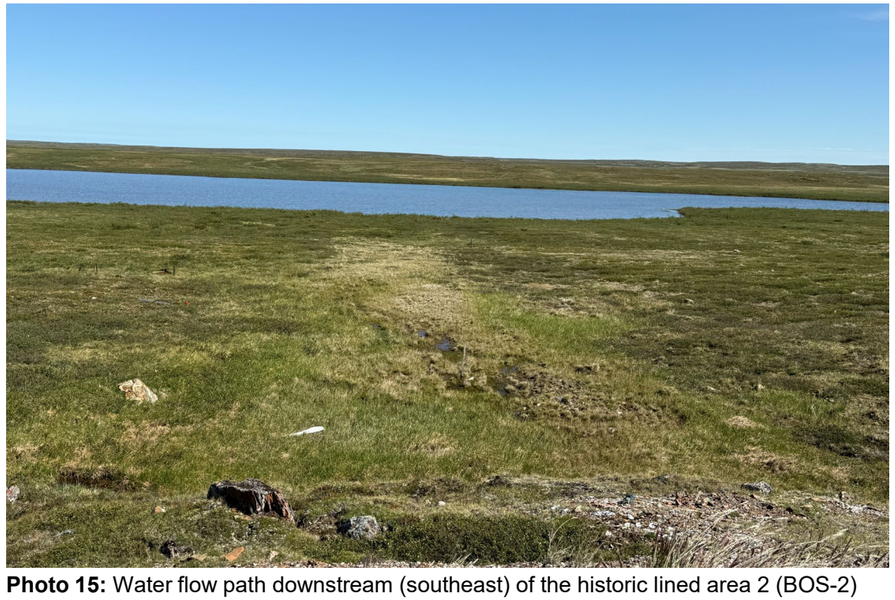
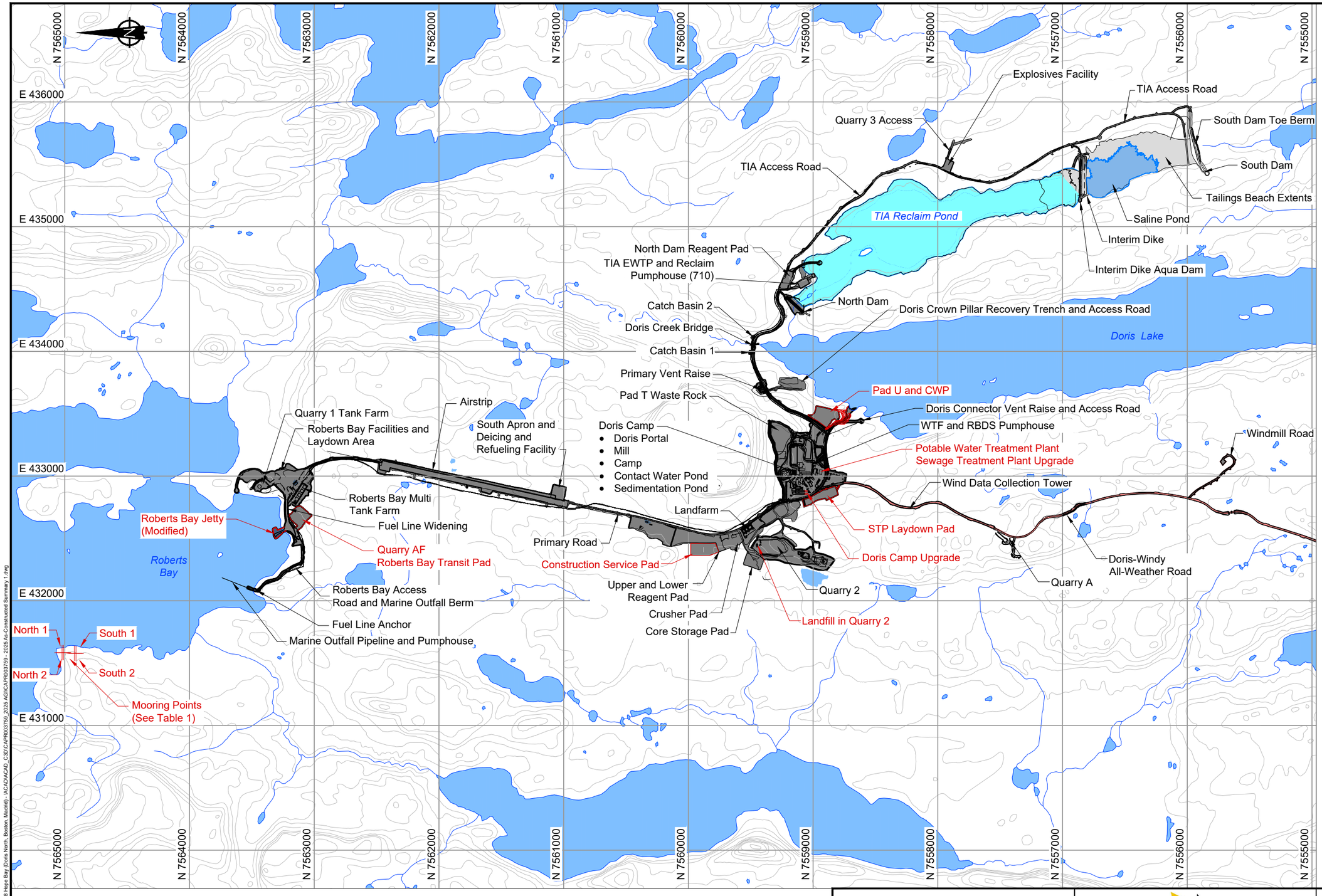


Photo 15: Water flow path downstream (southeast) of the historic lined area 2 (BOS-2)

Photo 16: Boston historic tank farm

srk consulting	AGNICO EAGLE	2025 Site-Wide AGI
Job No: CAPR003066	Hope Bay	**Boston Inspection**
		Date: February 2026 / Approved: PDL / Photolog: **10**

Attachment 2 Doris and Madrid Overview Figures



LEGEND

- Existing As-Constructed Infrastructure
- 2025 As-Constructed Infrastructure
- Disturbed Tundra Extents
- Tailings Beach Extents
- TIA Reclaim Pond

NOTES

1. All units are in meters unless otherwise specified.
2. Contours are shown at 10.0 m intervals.

REFERENCES

NAD83 CSRS UTM Zone 13.
2025 As-constructed linework derived from drawings provided by Client.

Known Points

Table 1

ID	Northing	Easting
North 1	7565021.85	431583.71
North 2	7565010.92	431583.94
South 1	7564909.55	431577.05
South 2	7564923.58	431578.96

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SRK JOB NO.: CAPR003759

FILE NAME: CAPR003759 - 2025 As-Constructed Summary 1.dwg

AGNICO EAGLE

Hope Bay

2025 Annual Geotechnical Inspection

Doris Area 2025 As-Constructed Summary

DATE: February 2026

APPROVED: PDL

FIGURE: 1

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N 7555000
N 7554000
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N 7549000
N 7548000
N 7547000
N 7546000
N 7545000

E 436000
E 435000
E 434000
E 433000
E 432000
E 431000

Patch 7 Exploration Road and Pads
Patch Lake
Doris Lake
Madrid to TIA Road
Emulsion Plant Pad
Vent Raise Access Road
Naartok East CPR Laydown Pad
Madrid North Portal Pad
Sump 1
Madrid North Contact Water Pond
Madrid All-Weather Access Road
Quarry D
Overburden Pile Regraded in 2020
Naartok East CPR Overburden Stockpile
Madrid North Waste Rock Pile
Madrid North Waste Rock Pad
Sump 1B
Reclaimed Old Windy Camp
Quarry B
Doris-Windy All-Weather Road
Fresh Water Intake
Windy Lake

LEGEND

- Existing As-Constructed Infrastructure
- 2025 As-Constructed Infrastructure
- Disturbed Tundra Extents

NOTES

1. All units are in meters unless otherwise specified.
2. Contours are shown at 10.0 m intervals.

REFERENCES

NAD83 CSRS UTM Zone 13.
2025 As-constructed linework derived from drawings provided by Client.

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srk consulting

SRK JOB NO.: CAPR003759
FILE NAME: CAPR003759 - 2025 As-Constructed Summary 1.dwg

AGNICO EAGLE

Hope Bay

2025 Annual Geotechnical Inspection

Madrid North Area 2025 As-Constructed Summary

DATE: February 2026
APPROVED: PDL
FIGURE: 2

Attachment 3 Boston Overview Figure

Notes:
1) Imagery provided by Agnico Eagle, collected by aerial drone around the end of summer 2022 overlayed on an image from 2021.

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Job No: CAPR003759

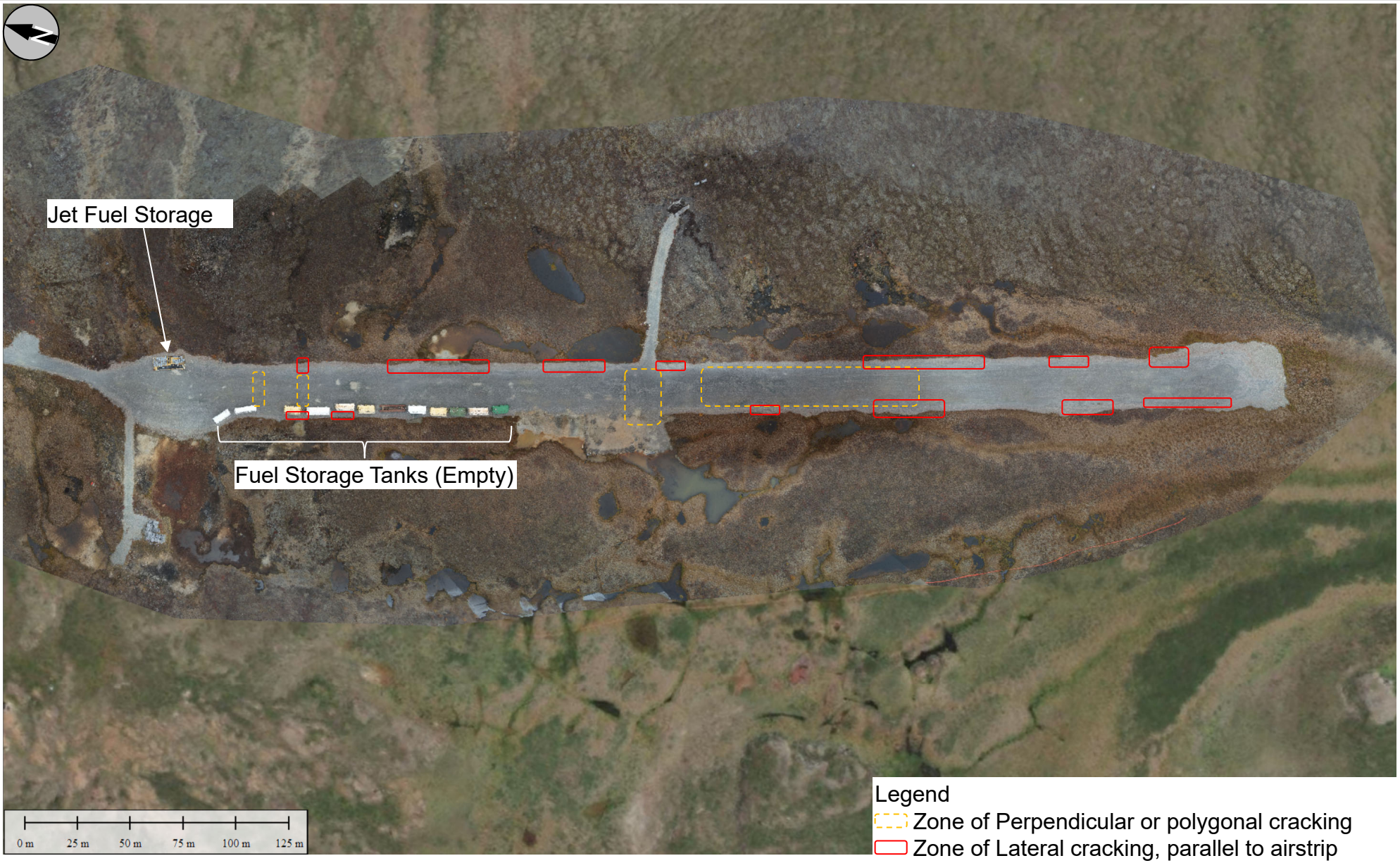
AGNICO EAGLE

Hope Bay

2025 Annual Geotechnical Inspection
Boston

Boston Camp and Tank Farm Overview

Date:	Approved:	Figure:
December, 2025	PDL	1



Notes:
1) Imagery provided by Agnico Eagle, collected by aerial drone around the end of summer 2022 overlayed on an image from 2021.

srk consulting	AGNICO EAGLE	2025 Annual Geotechnical Inspection Boston
		Boston Airstrip
Job No: CAPR003759	**Hope Bay**	Date: December, 2025 / Approved: PDL / Figure: **2**

Attachment 4 Doris Inspection Observations

Table 1: Doris Inspection Observations and Recommendations

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Doris Diversion Berm (North of Pad T and Camp Pads)	▪ Minor undercutting of the downstream side of berm was observed along the access road, due to snow clearing, and the geotextile protecting the diversion berm geomembrane is exposed in a few areas. ▪ Tension cracking and thaw settlement of thermal protection layer toe on upstream side of the berm. ▪ Minor differential settlement observed near upstream side of west diversion.	▪ *Overall, the structure is in satisfactory condition.*	▪ *N/A*
		▪ Cover exposed diversion berm geotextile. Consider reestablishing the design slope and/or establishing practices to limit further cutback of the downstream berm during snow clearing and grading.	▪ 2023-AGI-23
		▪ Consider methods to limit future migration of waste rock to the upstream side of the diversion berm.	▪ 2023-AGI-24
Pad T Waste Rock Pile	▪ No significant changes have been made to the Pad T WRP in the past year, waste rock which noted to be displaced beyond the diversion berm was relocated to the south side of the berm. ▪ No changes to past recommendations.	▪ The stability of the pile should be reassessed following resumption of operations or if any significant changes occur before that time. ▪ If material from Pad T is to be used for other works on site, the material should be sourced from the south pile crest, currently the steepest portion of the slope, in an effort to further reduce the height and slope of the pile and incrementally increase the factor of safety.	▪ 2023-AGI-25
7.5ML Tank Farm	▪ Similar to previous inspections, minor rock spalling from the highwall was noted, signage is present to warn personnel of the hazard. ▪ No new undercutting of liner slopes or formation of tension cracks was observed. ▪ The rock high wall was inspected by an SRK geotechnical engineer (rock mechanics) on October 14, 2024. (SRK 2024[3])	▪ Review and implement recommendations provided by SRK geotechnical engineer (rock mechanics). Summarized below: – *At the start of all work and access to the area, conduct a pre-entry examination, ensuring the area is safe for observations/work* – *Document trigger levels and create a Trigger Action Response Plan (TARP) that considers the potential of rocks to dislodge from the highwall.* – *Establish an inspection frequency:* – *Routine inspections – monthly during summer months, or when work is occurring in the area.* – *Drone imagery should be considered for routine inspections to capture images for record keeping purposes and get closer to the Roberts Bay highwall and safely conducting a detailed inspection of the benches.* – *Risk mitigation in cases of elevated rockfall risk will likely require the draping of rockfall mesh.*	▪ 2024-AGI-07

[3] SRK Consulting (Canada) Inc, 2024. Hope Bay Fuel Tank Highwall Visual Inspection, Presentation, CAPR003065, December 19, 2024.

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		■ Continue to limit vehicle travel in the tank farm secondary containment area, and when vehicle travel is required, care should be taken to avoid driving on the toe of the slopes to prevent over-liner damage.	■ 2023-AGI-27
		■ Examine the updated 2024 LiDAR data to assess cover depth and apply additional crushed material where design thickness specifications are not met.	■ 2024-AGI-08
Pad B	■ A small, excavated area remains under the pipe rack on the east side of the powerhouse. No changes observed. ■ No survey monitoring occurred in 2025.	■ *Overall, the structure is in satisfactory condition.* ■ *Attachment 7 presents a summary of the Pad B survey data to date.*	■ N/A
		■ Consider establishing a new survey pin to replace the displaced PH2 location, particularly if inconsistent readings or issues with GPS reception are noted in future. The new location must be near the southwest corner of the concrete powerplant pad near the crest of the slope where the placed pad fill is thickest.	■ 2023-AGI-28
		Implement survey procedures with recorded control point check shots to provide survey error verification.	2024-AGI-09
Helipad	■ No further sinkholes or issues have been noted at the helipad in 2024 or 2025, and the proactive water management improvements appear to have been beneficial. ■ There was no ponded water on the upstream side of the helipad during the inspection, and minimal water in the sump, while a constant water flow is observed on the downstream side of the helipad.	■ Periodically inspect the area near the sinkhole, including under the nearby buildings, and pump the sump to reduce the water level in the pad. If water ponding is observed upstream of the helipad, consider pumping that water away to reduce the source of waterflow and thermal loading. ■ If additional settlement or sinkholes are observed, implement additional mitigation strategies such as ditching or pumping to decrease ponding water and infiltration into the rock fill at the upslope side of the pad.	■ 2023-AGI-30 (updated)
		■ When high frequency (500 Hz) GPR surveys on the airstrip are completed, consider completing a survey of the helipad.	■ 2024-AGI-10
Contact Water Pond	■ As observed since 2017, the floor of the contact water pond is undulating due to active layer deepening. As a results small ponds form preventing complete drainage of the pond.	■ *The water retention elements of this pond are the underlying permafrost and HDPE liner which is tied into the permafrost. Therefore, to ensure the pond continues to retain water the permafrost tie-in must be maintained.*	■ N/A

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	■ While the pond was nearly empty, water was ponded in the southeast corner of the facility against the thermal protection layer overlying the liner tie-in in what appears to be the regular pumping location. Water was also noted to be flowing along the north edge of the pond floor and flowed into the rockfill along the west side of the facility. ■ Some small tension cracks were noted in the thermal protection layer. ■ Most of the pond floor is bare earth or dead vegetation, coco matting has been placed in some areas, ■ SRK-12-GTC-DH01 continues to be broken, and no readings were obtained in the 2025 monitoring period. AEM has purchased a replacement datalogger to repair this. ■ SRK-12-GTC-DH02 and SRK-12-GTC-DH03 ground temperature measurements indicate similar ground temperatures with slightly warmer minimum ground temperatures in 2025.	■ In order to prevent thermal erosion and thawing of the contact water pond liner tie-in leading to loss of pond containment, backfill the area of ponded water in the southwest corner of the pond with overburden material and establish a pumping location away from the edges of the pond to prevent ponding water (and the subsequent heat transfer) along the thermal protection layer Place overburden in a manner that prevents water from flowing along the thermal protection layer and divert the water flowing along the north edge of the pond towards the pumping location. ■ Replace the broken connector of SRK-12-GTC-DH01 with the new datalogger.	■ 2023-AGI-31
		■ Although minimum monitoring frequency stated in the water license has been met for active cables, consider increasing frequency of readings to maintain resolution of data. Consider installation of a datalogger at SRK-12-GTC-DH02 and SRK-12-GTC-DH03 to increase the resolution of the thermal data collected in this location.	■ 2024-AGI-11
Doris Sediment Pond	■ Several holes and cuts noted in liner, on slope near crest of berm. These are patterned cuts (parallel and perpendicular to the direction of the HDPE roll and appear to be located above the overflow culverts installed in the downstream berm of the pond. ■ Wrinkles and some gaps in liner welds are present in the northeast corner. An inactive discharge hose was located near this location, above the maximum water level.	■ *Overall, the pond is in satisfactory condition, though repairs are needed to prevent the observed defects from getting worse, and to prevent water from leaking through the cuts when the pond is full.*	■ N/A
		■ Inspect the liner for additional defects and confirm elevation of any observed defect is above the overflow culvert elevation. ■ Consider getting the holes and cuts observed in the liner repaired by a specialty liner contractor to prevent the cuts from getting larger.	■ 2023-AGI-32
		■ Due to some holes in the liner above the maximum water level, placement of discharge hoses should be done with care to avoid discharging water into these areas where water may bypass and flow into rock fill below the liner.	■ 2025-AGI-01
Doris Sumps	■ No notable change from previous years. ■ Large wet area with dead vegetation in area of sumps. ■ The sumps were active and dewatered.	■ Take measures to prevent water from ponding on the tundra around the sumps. Monitor for bypass of sumps and backfill around the sumps where needed to direct all water into the sumps. Ensure water within the sumps is pumped down, and when pumping water from one sump to the other, ensure that the discharge pipe is discharging into the sump rather than the tundra near the sump to reduce thermal erosion of the tundra in the area around the sumps.	■ 2023-AGI-33

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Doris Overburden Pile	■ No significant change to the overburden piled in 2025.	■ *Overall this facility is in satisfactory condition.*	■ N/A
Quarry 2	■ Nothing of concern noted.	■ *Overall this facility is in satisfactory condition.*	■ N/A
Landfarm	■ Landfarm is in good condition ■ Some minor over steepening of the toe of the overliner material was observed, which appeared to occur to the level of previous water storage. No changes observed from 2023 inspection.	■ *Overall this facility is in satisfactory condition.*	■ N/A
Doris Pads	■ The mill pad highwall was not inspected due to the difficult access to the area with the mill building and linear infrastructure in the area.	■ *Overall, the pads are in satisfactory condition.* ■ *Site could consider a small expansion of the core storage pad to the south to cover the area of permafrost degradation and ponded water, to prevent long-term ponded water in the area.*	■ N/A
	■ A new construction laydown pad and Sewage Treatment Plant (STP) laydown pad was placed to the west of the Helipad. Initial grading was completed, one area on the west side may see ponding in future years.	■ Adjust the grading of the west side of the newly constructed STP laydown pad to limit ponding and potential flow through the pad.	■ 2025-AGI-02
Doris Creek Bridge Abutments	■ As noted in previous geotechnical inspections, the gabion baskets which form part of the bridge abutment structure are deformed (and have been since construction), and therefore it is not possible to tell if additional deformations of the gabion wall have occurred. It is noted that this gabion wall only retains road fill and does not structurally support the bridge. ■ No signs of deformation or settlement below the abutment are observed. ■ Ground temperature cable connections are damaged. AEM has purchased a replacement datalogger to repair this.	■ Recommendation made as part of TIA AGI, provided here for ease of reference. – *Repair or replace the ground temperature cable connections to ensure continuity of monitoring of the abutments, as required by the Water License.*	■ 2024-AGI-12
Vent Raise Pad	■ Tension cracking on gravel pad on south side of vent raise toward the rock sump. No notable changes were observed in 2025. ■ Renewed interest from the mining team on the vent raise surface water diversion project. ■ The rock high wall was inspected by an SRK geotechnical engineer (rock mechanics) on October 14, 2024[4].	■ The tension cracks on the gravel pad should be monitored for additional changes.	■ 2023-AGI-36
		■ A potential phased approach concentrating on the area directly upstream of the vent raise and reducing ponding on the vent raise pad were the preferred options for the vent raise surface water diversion project.	■ 2023-AGI-37
		■ Review and implement recommendations provided by SRK geotechnical engineer (rock mechanics).	■ 2024-AGI-13 (see 2024-AGI-07)

[4] SRK Consulting (Canada) Inc, 2024. Hope Bay Fuel Tank Highwall Visual Inspection, Presentation, CAPR003065, December 19, 2024.

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Doris Crown Pillar Recovery Trench (CPRT)	■ Access to the areas is restricted by signage at the entrance road. ■ Two sinkholes are present at the surface of the backfilled trench. The extent has been documented by the 2024 LiDAR. The larger northern sinkhole is approximately 13 meters in diameter and the smaller sinkhole is approximately 5 meters in diameter.	■ Continue to restrict access to the area ■ The sinkholes are conical in nature and area and appear to indicate migration of materials into void space within the backfill. A plan should be made to safely backfill and monitor the area before any general access is re-established	■ 2023-AGI-39 (updated)
		■ Implementation of the vent raise surface water diversions, may reduce the likelihood of further sinkhole formation. Consider increasing the priority of the Doris CPRT surface water diversion berm.	■ 2024-AGI-14
Airstrip and Aprons	■ Airstrip has been undergoing increased grading maintenance which has greatly reduced visible tension cracking on the surfacing material (parallel or perpendicular to shoulders. ■ A second ground penetrating radar survey was completed to identify potential voids within the airstrip fill or foundation (which may progress to sinkhole formation). ■ The results of the ground penetrating radar survey indicate no clear presence of a large void. ■ Anomalies identified were not replicated with successive passes and as such only single point anomalies were identified along the location of the historic airstrip alignment, which is expected to be a more loose fill, and historic photos have indicated substantial tension crack voids along the shoulder prior to widening the airstrip. ■ A reading was collected at the SRK-22 GTC which is located west of the airstrip.	■ *Based on the visual inspection the airstrip appears to be in satisfactory condition; however, visual inspection cannot rule out the formation of sinkholes in the future. Additionally, the placement of crush material limited what could be seen over the surface of most of the airstrip.* ■ Conduct regular visual inspections prior to flights. ■ As noted in previous inspections, the cracking observed along the slopes of the airstrip is expected to be due to thaw settlement. Limiting disturbance to the permafrost on either side of the airstrip and taking steps to reduce the water flowing or ponding along the airstrip will likely reduce the required maintenance. Site can also consider strategic placement of additional fill material at the western toe of the airstrip in areas to limit permafrost degradation and move ponded water further from the toe of the airstrip. ■ Continue dewatering the upstream ponds early in freshet, limiting potential for thaw. ■ Site should continue to limit traffic near the crest and shoulders of the airstrip (particularly outside of the runway lights), especially during the summer and early fall when the active layer is deepest.	■ 2023-AGI-40 (updated)
		■ *Completed: The point reflectors identified by the GPR within the airstrip fill are at depths greater than 1.9 meters, these areas should be inspected and monitored regularly for signs of surface expression. In addition, they should be investigated further using GPR techniques available on site (500 MHz Noggin GPR used to conduct ice surveys for exploration).*	■ *2024-AGI-15*
		■ Monthly monitoring of the thermistor located near the airstrip (SRK-22) should be resumed as part of site wide GTC monitoring, for at least one year, to determine if there are any changes in the ground temperature regime in the area.	■ 2023-AGI-41

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		▪ The design slope of the east side of the airstrip, along the access road, should be reestablished and markers should be placed during winter to prevent additional undercutting of the slope due to snow clearing.	▪ 2023-AGI-42
Doris Roads	▪ Roads were generally observed to be in good condition.	▪ *Overall roads are in satisfactory condition, and nothing more than routine maintenance was noted.*	▪ N/A
Jetty	▪ The jetty was expanded from a single berth to four berths to increase the potential offload rate during sea lift. The jetty construction was nearly complete during the inspection. ▪ Prior exposed geogrid on sea floor has now been buried. ▪ The new Jetty design has a much lower crest elevation to allow NEAS barge ramps to land. However, water is now able to exceed the crest during high tides, and may result in some additional maintenance following storms and prior to sealift.	▪ *Overall this structure is in satisfactory condition.* ▪ *Consider placing lock blocks as temporary wave breaks along the crest (offset in two meters) to limit maintenance requirements.*	▪ N/A
Marine Outfall Berm	▪ Geotextile was exposed at many locations along the south side of the berm and the north corner. ▪ On the north corner of the berm, north of the outfall pipes, riprap is missing from the upper portion of the slope. It appears as though the riprap originally in this location has been relocated to the ocean floor beside the berm. ▪ Wave erosion resulted in minor undercutting at the end of the berm, near the outfall lines.	▪ Monitor area for progressive erosion and armoring loss. ▪ Replace the missing riprap. ▪ Blast matting could serve as temporary protection.	▪ 2023-AGI-43 (updated)
20 ML Tank Farm	▪ The overall condition of the tank farm is good. ▪ There has been some rockfall from the highwall, with the largest pieces measuring approximately 30 cm.	▪ Continue to monitor the crushed rock overliner material and replace material with regular maintenance as required. Crushed rock overliner should be compacted when placed.	▪ 2022
		▪ Review and implement recommendations provided by SRK geotechnical engineer (rock mechanics).	▪ 2024-AGI-16 (See 2024-AGI-07)
		▪ Review cover thickness with new 2024 LiDAR to confirm cover thickness. ▪ Reestablish liner cover where below design thickness.	▪ 2024-AGI-17
Quarry 1 (50 ML) Tank Farm	▪ Overall the tank farm is in good condition with no areas of concern during 2025 AGI inspection.	▪ Review cover thickness with new 2024 LiDAR in conjunction with ground survey to confirm LiDAR elevation are accurate and confirm the cover thickness. ▪ Reestablish liner cover thickness where below design thickness.	▪ 2022-AGI-31 (updated)

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Overburden Pile / Laydown Area and Sediment Berm	■ No concerns observed.	■ Periodically regrade the pile during material placement ■ Only place non-saline overburden on the overburden pile as the containment is limited to sediment containing rock berms.	■ 2025-AGI-03
Roberts Bay Pads	■ No concerns observed.	■ *Overall this facility is in satisfactory condition.*	■ N/A

Attachment 5 Madrid Inspection Observations

Table 2: Madrid North Inspection Observations and Recommendations

Infrastructure	Observations	Recommendations and Comments	Rec ID
Waste Rock Pile	■ Drill cuttings are actively being deposited on top of the waste rock on the northmost side. The cuttings have been consolidated into the central portion of the dump and a cuttings cell has been constructed. These changes are a substantial improvement to cuttings management in 2024 on the Madrid WRP. ■ The waste rock pile appeared to be in good condition. ■ Sump 1 and 1B have been constructed to collect seepage.	■ *Completed: Relocate cuttings placement to the south side of the WRP to direct seepage to the CWP and proposed larger capacity Sump 1.*	■ *2024-AGI-18*
Sump 1	■ Construction was near completion during the inspection. Some remaining thermal cladding placement and installation of ground temperature cables were outstanding. ■ A diversion berm to the north of Sump 1 has been planned but has not yet been constructed. This diversion berm can be constructed if there is a potential contact water flow path which emanates from the toe of the CWP and does not report to the excavation.	■ Complete the thermal cladding and GTC installation as per the design (Planned for 2026). ■ Confirm the future plan for the Madrid North WRP and determine whether the CWP berm will be breached or remain in place as a rock toe berm to the WRP. ■ Establish an OMS manual for Sump 1.	■ 2025-AGI-04
Sump 1B	■ Construction was completed in May 2025. ■ The structure appears to have performed well during the first freshet. ■ Dewatering pumps were active at the time of inspection. No evidence of seepage flow was noted downstream along the previous flow path.	■ Complete the GTC installation as per the design (Planned for 2026). ■ Establish an OMS manual for Sump 1B.	■ 2025-AGI-05
Contact Water Pond	■ Madrid CWP has been designed to be breached once construction of Sump 1 was complete. ■ Fly rock from Sump 1 blasting has perforated the liner. The CWP has a seep through a fracture in the bedrock so the water level has historically never increased more than 0.5 m, however the water level should be monitored to avoid water backing up and flooding the perforated liner, leading to excessive flow into Sump 1. ■ Up to 0.5 m of water was noted on the upstream side of the liner during the inspection. ■ Two survey monitoring events occurred in 2025 (July and September). ■ Where survey data is available, vertical and horizontal displacements for the downstream surface settlement points have increased. This is expected to be at least partially related to blast induced vibration from Sump 1 construction. Total displacements are within 0.35 m since 2019. (See Attachment 7).	■ Increase monitoring frequency of surficial settlement points (Monthly between May and November) to provide better resolution on the displacements observed. ■ Implement a plan for decommissioning of the CWP or repurposing as part of the waste rock piles.	■ 2023-AGI-46 ■ 2025-AGI-06

Infrastructure	Observations	Recommendations and Comments	Rec ID
Sumps	■ The culvert sumps (MMS1-S2 and MMS1-S4) have been replaced by excavated sumps with larger storage capacity (Sump 1 and 1B). The culvert sumps located to the west (MMS1-S1) and east (MMS1-S3) remain, however the sump on the west side will be replaced by Sump 1C.	■ *Complete: Applicable to Culvert Sump 1 and 3 - Consider modifying operational practices such as dewatering the sump into the early winter to minimize water within the sump, and steaming out the frozen water prior to freshet.* ■ *In progress: Where possible, implement the proposed increased capacity sumps to alleviate operational challenges.*	■ *2024-AGI-19*
		■ Site needs to take steps to ensure that the sumps do not overflow.	■ 2023-AGI-47 (updated)
Madrid Portal Pad and Waste Rock Pile Access Road	■ The portal to the underground is flooded, however dewatering efforts in 2025 have lowered the water level to well below the spill point elevation. ■ The access road is in good conditions.	■ *The structures are in satisfactory condition.*	■ N/A
Naartok Overburden Pile	■ Additional fill was placed during the winter from Quarry D stripping. A portion of the slope had slumped, likely due to thawing ice rich overburden or inclusion of snow in the fill. ■ The current working pile is at angle of repose. ■ Some small erosion features such as rills and small gullies observed in the overburden pile. ■ Sediment berm appears to be in good condition, with some water ponding at the toe.	■ *Overburden pile and sediment berm are in satisfactory condition.* ■ *The overall slope should not exceed the design closure slope of 5H:1V to limit final grading requirements.*	■ N/A
Naartok Crown Pillar Recovery Trench (Naartok East Pit)	■ Some minor tension cracks, minor erosion and minor slumping observed on the middle bench. Not a cause for concern. ■ The area has been regraded due to construction of the Naartok Portal ramp ■ No pit water level was collected in 2025; however, the water level remains at approximately 18 masl during the inspection (based on visual markers in the pit). ■ Naartok East Portal development was ongoing during the inspection. ■ Two survey monitoring events were completed in 2025. No substantial changes were observed in comparison to 2024. ■ There appear to be a few loose boulders on the East highwall above the flooded portion of the pit, access to the toe of the slope in this area is not possible in current conditions, so these rocks are not an immediate safety concern. ■ Regular visual monitoring is expected to have occurred as part of the portal construction. ■ Construction activity and long-term mining access within the Naartok East pit highlights the need to maintain the eastern overburden slope in good condition.	■ *From a visual inspection the trench appears to be in satisfactory condition.* ■ *The water level within the trench will reach a seasonal high elevation following freshet. It is critical to maintain dewatering within the pond prior to freshet to limit potential risk to the portal pad and underground workings, as well as thermal impacts to the slope.*	■ N/A
		■ *Complete: Review the water balance and updated stage storage volumes within Naartok pit to ensure adequate storage volume is available to avoid overtopping or flow into the underground portal (22.5 masl).*	■ 2024-AGI-20
		■ Mining operations staff should be trained to complete daily visual monitoring of the overburden slope above the portal ramp.	■ 2024-AGI-21
		■ Ongoing monitoring of the fixed survey points should continue, to monitor the stability of the covered overburden slopes. (Monthly, May to October). ■ Water level peak (post-freshet) within the trench should be maintained below the elevation of the overburden-bedrock	■ 2022-AGI-37 (Updated)

Infrastructure	Observations	Recommendations and Comments	Rec ID
		interface (20 masl) to prevent thawing of the overburden slope and risk to the underground portal.	
Patch 7 Access Road and Pads	■ An access road, drilling and construction pads have been placed between the Madrid Portal Pad and the future Patch 7 site. ■ The road appears to be in good condition and is maintained for regular use by exploration and construction equipment.	■ *No recommendations.*	■ N/A
Saline Water Pond (Quarry D)	■ Under construction during the inspection.	■ Overall blasting approach should be adjusted to meet design guidelines.	■ 2025-AGI-07
Old Windy Camp	■ Some minor remediation has taken place at the camp site. No significant changes from 2024 inspection. ■ Signs of lake scarp erosion were noted. This area should be monitored periodically using visual methods going forward to identify any retrogressive slumping or erosion.	■ *Old Windy Camp is in satisfactory condition* ■ *Erosion control or further maintenance (cocomatting or similar) may be required in the spring to prevent erosion from the exposed overburden.*	■ N/A
Doris-Windy All Weather Road	■ The road between Doris and the old Windy Camp appears to be in good condition, with a few limited areas with tension cracks along the road shoulders.	■ *The road is in satisfactory condition.*	■ N/A
Doris-Windy All Weather Road Bridges and Arched Culvert (in order from Doris to Windy: Culvert 1, Bridge 2, Bridge 3, Bridge 4)	■ The bridge abutments and arched culvert generally appear to be in good condition. ■ SRK was informed that a bridge inspector had been to site in 2025. ■ Some of the large boulders, placed instead of berms where the road fill is thicker than 3 m, on the approach to bridge abutments have been pushed over the edge of the road and no longer act as barriers. The water in Culvert 1 was primarily running along the north edge of the culvert, all vegetation within the arched culvert was dead and the area was primarily exposed soil. ■ The connector for ground temperature cable SRK-10-DWB2 is broken, site staff previously noted that the cable can still be connected to the data logger to collect readings, however data quality is becoming increasingly variable. Replacement of the connector or connection to a datalogger is recommended. ■ Temperatures measured by the bridge thermistors are similar to historic values. Beads 1 and 3 on SRK10-DWB1 gave a few readings that appear to be erroneous.	■ *Bridge abutments are in satisfactory condition, and while some monitoring and maintenance activities are noted there are no pressing geotechnical concerns.*	■ N/A
		■ The ground temperature cable SRK-10-DWB2 should be inspected and the connector replaced or the cable should be connected to a datalogger.	■ 2023-AGI-54 (Updated)
		■ Although minimum monitoring frequency stated in the water license has been met for active cables, consider increasing frequency to maintain resolution of data.	■ 2024-AGI-22

Attachment 6 Boston Inspection Observations

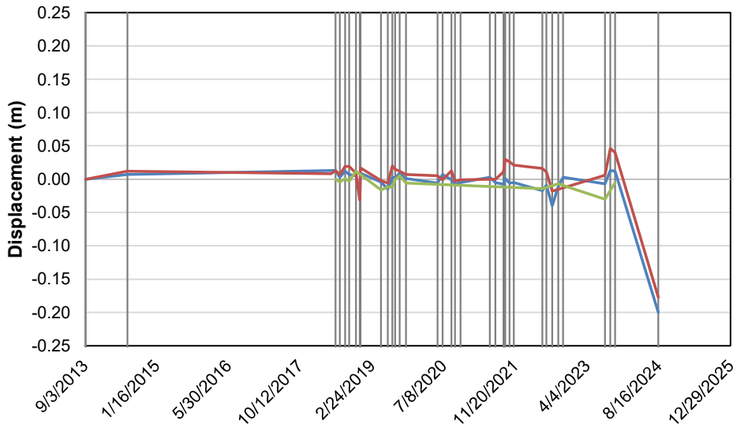
Table 3: Boston Inspection Observations and Recommendations

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Airstrip	■ Extensive tension cracking, some settlement and slope relaxation along the airstrip shoulders likely caused by permafrost thaw of the underlying foundation. ■ Airstrip surface undulating with some ponding near the edges. ■ Some minor cracking observed in the center of the airstrip (away from edges), these cracks appear random in direction. ■ Water ponded along the edge of the airstrip and permafrost degradation, in line with previous observations. ■ AEM has established a policy to not use the Boston Airstrip. The previous recommendations under 2022-AGI-16 are closed.	■ *These cracks have been observed in prior years, and no significant change was observed in the 2025 inspection.*	■ N/A
		■ *Completed: Prior to landing any aircraft on the runway, the aircraft operators should conduct their own assessment of the runway conditions (in terms of functionality) and make recommendations for maintenance.* ■ *Conduct visual inspections of the airstrip each year during the annual geotechnical inspection. Consider collection of high resolution aerial imagery to provide comparison against the past aerial imagery.*	■ *2022-AGI-16*
Historic Tank Farm	■ The outer slope of the containment berm remains over-steepened and minor cracking is also observed on the berm. There is no concern of an overall berm failure, however cracking is expected to be a result of the over-steepended slopes and overliner slippage. ■ Water has ponded on the liner, up to 0.2 m is visible at the time of inspection. ■ SRK understands these tanks are not planned to be used.	■ This has been observed in prior years and would be repaired by rebuilding the fill to the design slope. Consider addressing this at a time when future maintenance or equipment support at Boston is available.	■ 2022-AGI-18
		■ The tank farm should be dewatered annually after freshet, and following and dewatered periodically though the summer to maintain a low water level.	■ 2025-AGI-08
Lined Water Management Pond	■ The liner on the southwestern side of the outer slope and crest of the containment berm is exposed. ■ The pond was being drained at the time of inspection.	■ Cover exposed edges of the HDPE liner (SW corner) so that it is not damaged, and so it is anchored and not picked up by wind. ■ Place some additional material on the downstream (specifically on the ENE side of the bunded area) to stabilize the slopes. ■ Inspect the pond annually before using this lined pond to determine a maximum temporary operating level. This maximum level should be based on observations of the top liner elevation and the liner seam elevations.	■ 2022-AGI-19
Historic Lined Areas	■ Historic lined areas near the east edge of the overall pad are no longer used. Both ponds are compromised and have damage to the berms and liner. ■ Lined area 2 contained a shallow pond and the lined area 1 to the north was mostly dry, containing sediments.	■ The historic lined areas should be decommissioned (i.e. breached and graded over) to mitigate the risk of pond overtopping when future maintenance or equipment support at Boston is available.	■ 2023-AGI-22
Temporary fuel storage	■ The pad area, temporary fuel tanks and secondary containment (installed in 2022) are in good condition. ■ The secondary containments which contain jet fuel drums were dewatered and hydrocarbon filter drains have been installed.	■ *Fuel storage appears in good condition.* ■ *Inspect the containment monthly during the summer during Boston Maintenance work, to confirm the containment is dewatered and the hydrocarbon filter drains are in place and operating correctly.*	■ N/A

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Thermal Erosion Gully	■ No significant changes to past observations. Vegetation growth through the coco matting appears to be increasing on the upper banks, slopes and within the gully. The gully may be incrementally deeper as the coco matting is suspended over the flowing water more than observed in prior years and material is deposited at the end of the slope which could be a sign of gradual erosion.	■ Continue to visually monitor the area carefully and implement permanent remediation if degradation becomes excessive. Remediation may be deferred until Phase 2 Boston mining commences or until long term closure. ■ Future remediation of this area should consider backfilling this depression with overburden material to create a positive surface expression, or another tundra revegetation strategy. This will help to limit erosion.	■ 2022-AGI-17 (updated)

Attachment 7 Survey Monitoring Data and Dashboards

Vertical Displacement



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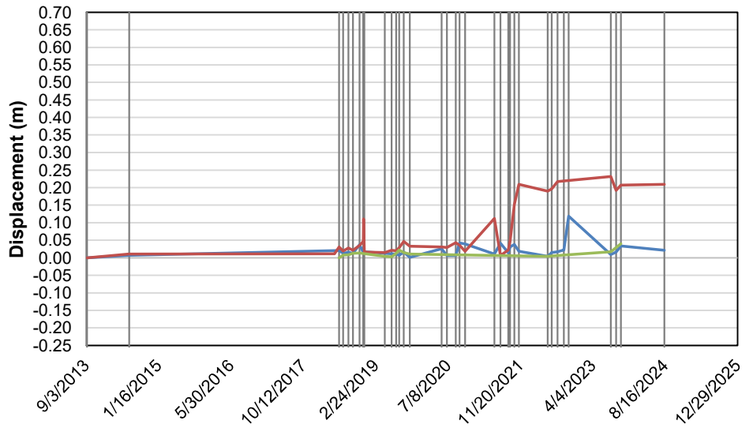

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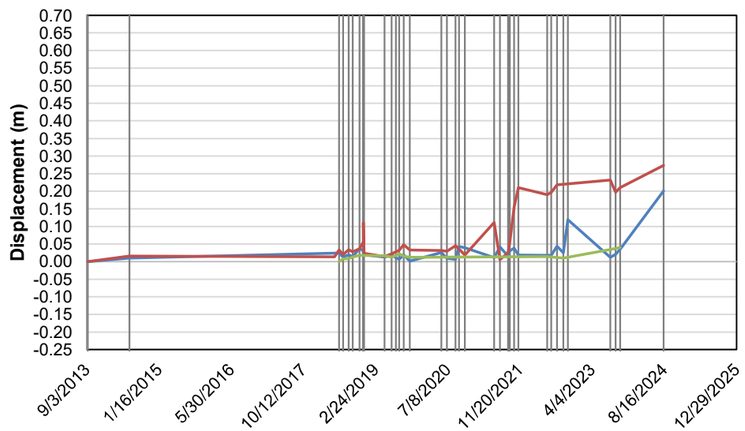
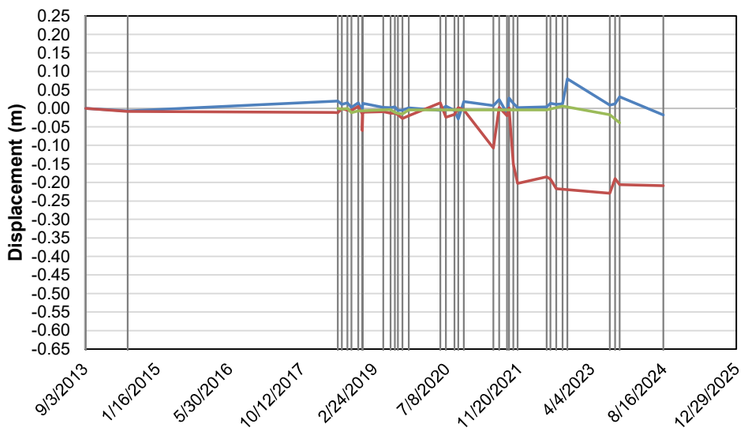


LEGEND:

- PH1
- PH2
- CP1
- Survey Date

Change in Easting



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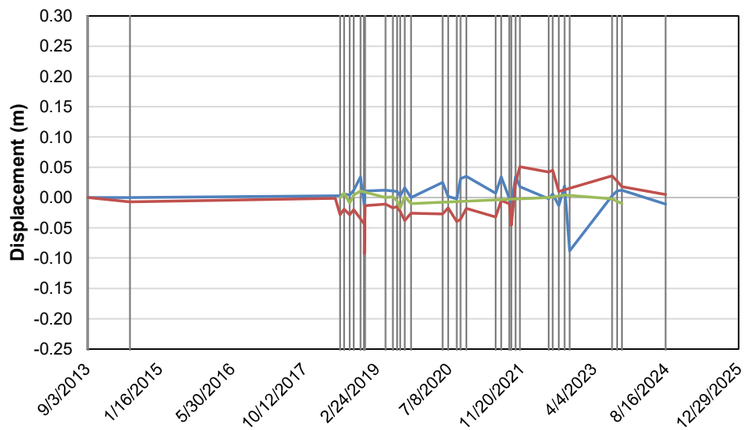
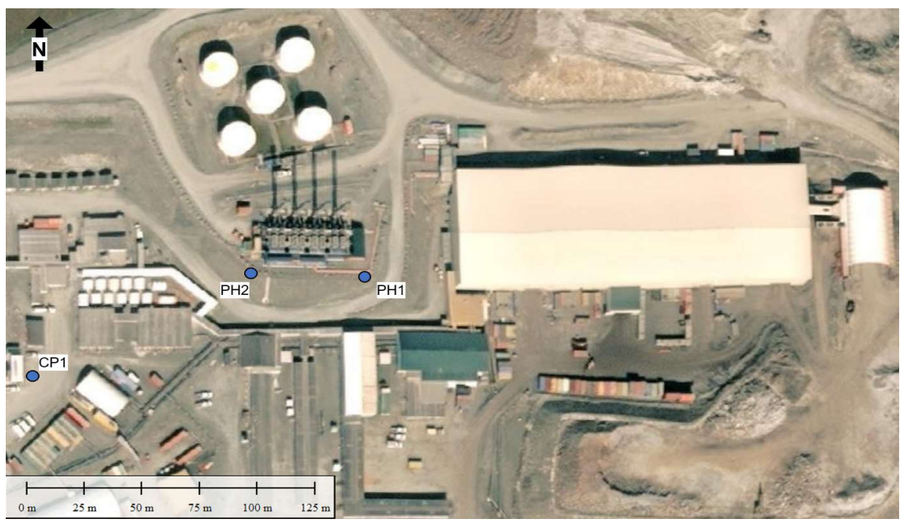


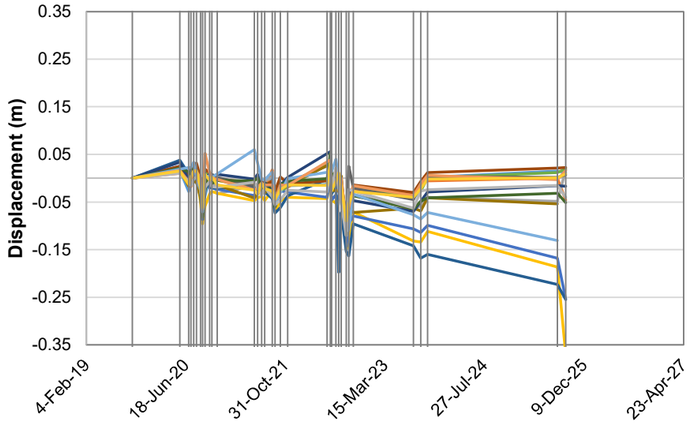


NOTES:

1. CP1 corresponds to a control point (rock bolt in bed rock) that used as a check/secondary base point
2. PH2 is leaning at about 30 degrees to the west. This is assumed to have occured in 2021, when the observed shift (primarily horizontal) occured.

srk consulting	AGNICO EAGLE	**Pad B**
Job No: CAPR003759	**Hope Bay**	**Survey Monitoring Points Displacement Timeseries**
	Date: December 2025 / Approved: PDL	Figure: **1**

Vertical Displacement



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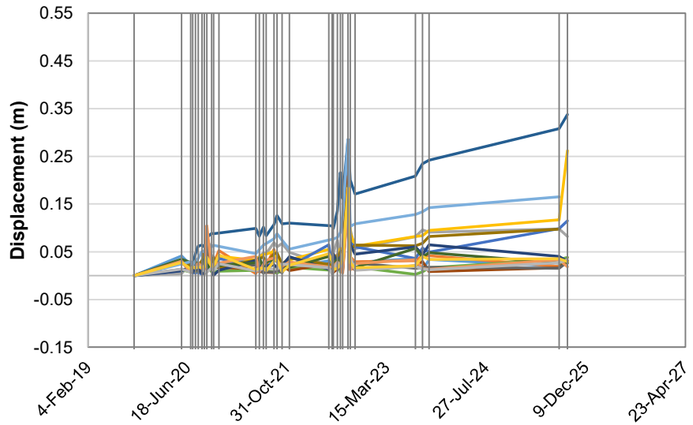

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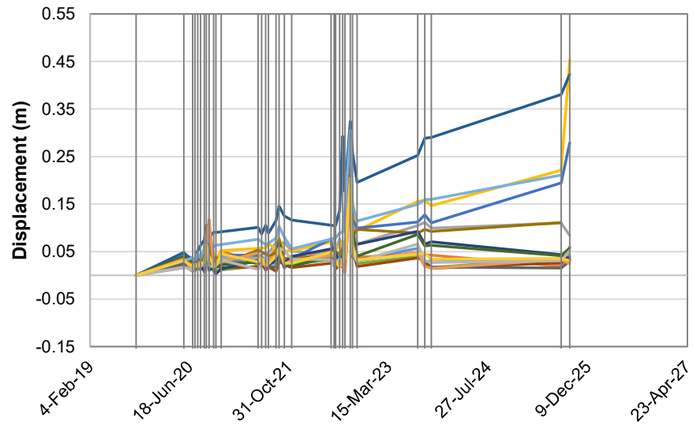
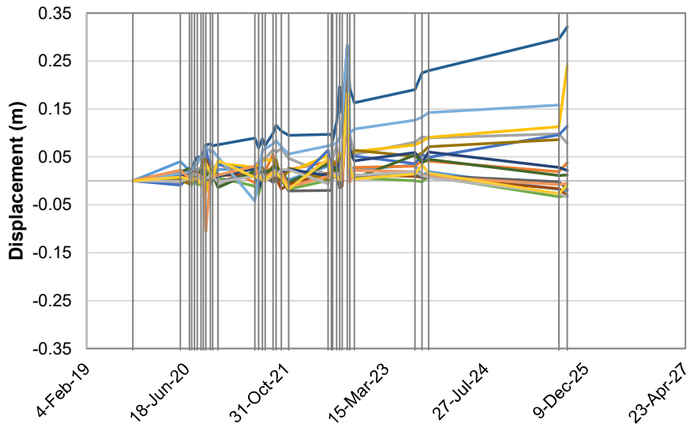


Change in Easting



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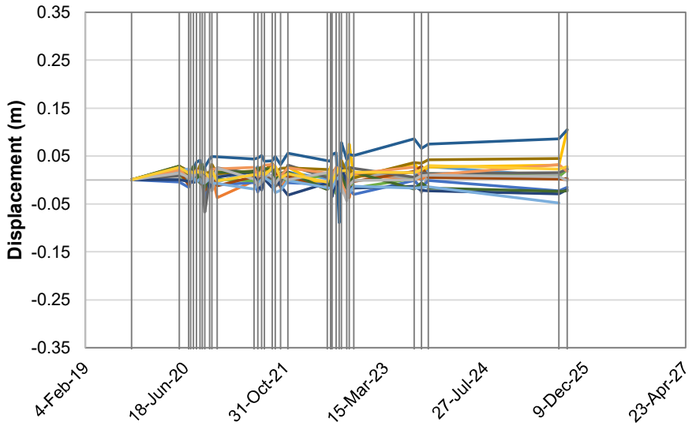

LEGEND:

- CWP-SSP-01
- CWP-SSP-02
- CWP-SSP-03
- CWP-SSP-04
- CWP-SSP-05
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- CWP-SSP-07
- CWP-SSP-08
- CWP-SSP-09
- CWP-SSP-10
- CWP-SSP-11
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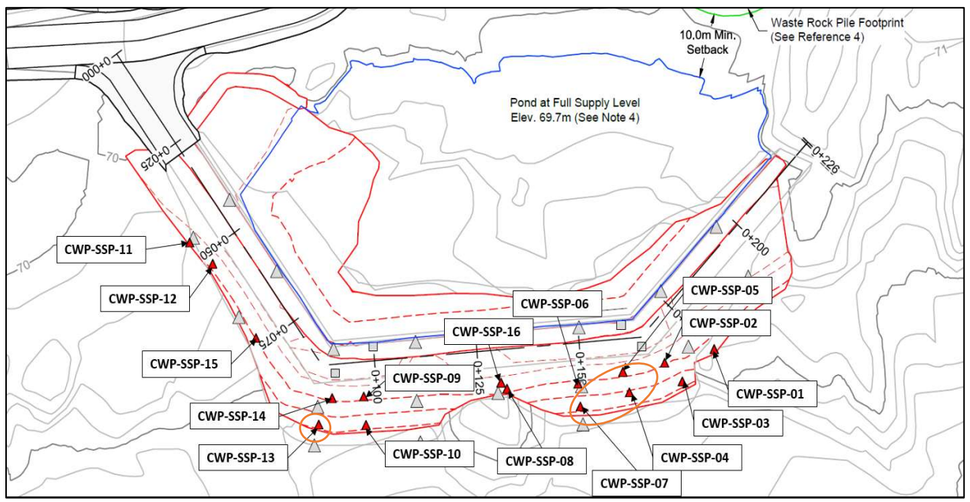
- CWP-SSP-15
- CWP-SSP-16
- Survey Date

NOTES:



srk consulting

Job No: CAPR003759

AGNICO EAGLE

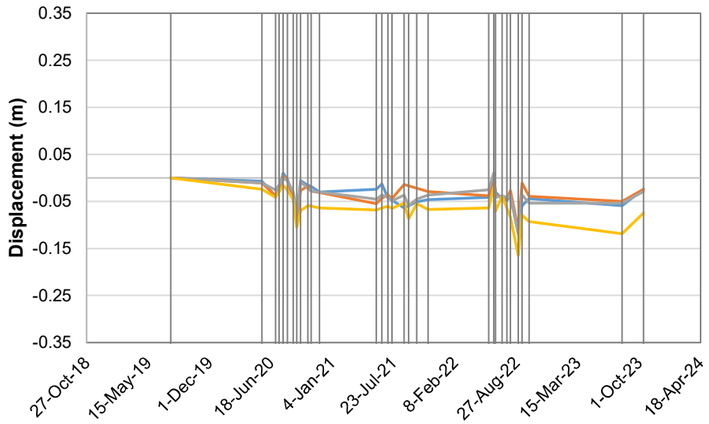
Hope Bay

Madrid CWP

Surficial Settlement Monitoring Point (Rock Bolt) Displacement Timeseries

Date:	Approved:	Figure:
December, 2025	PL	2

Vertical Displacement



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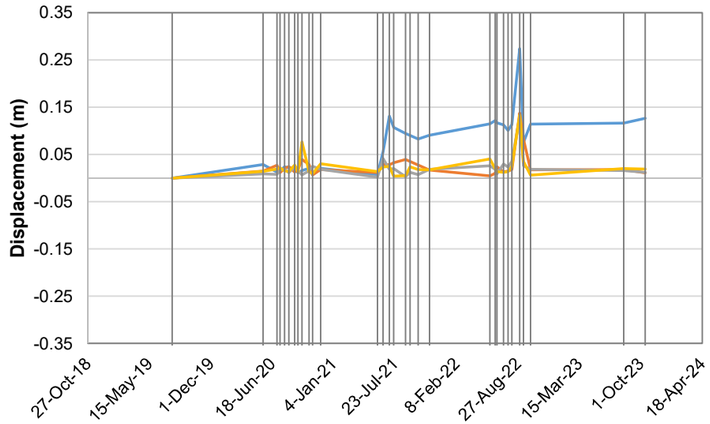

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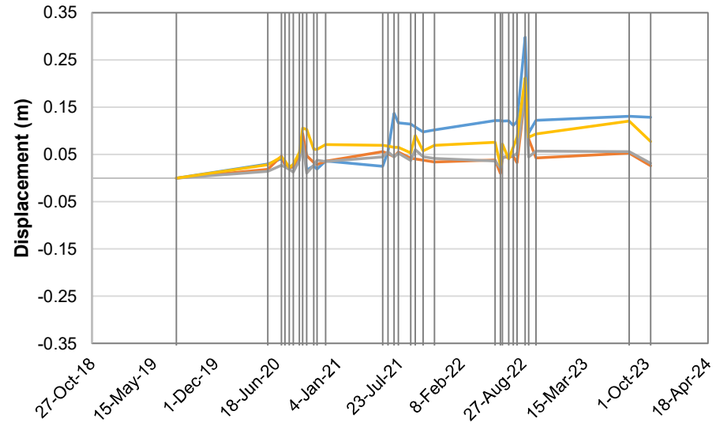
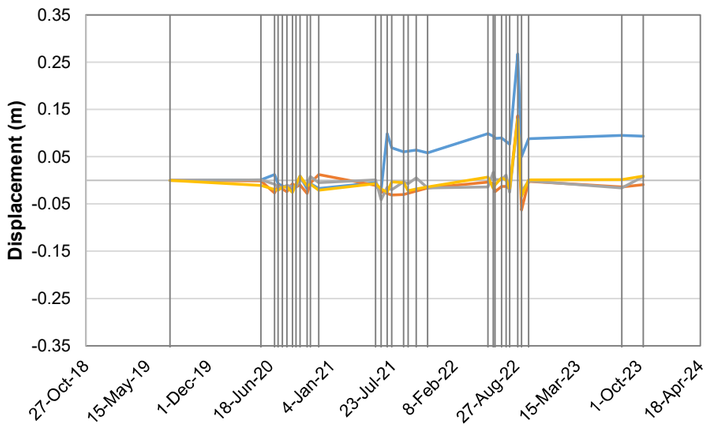
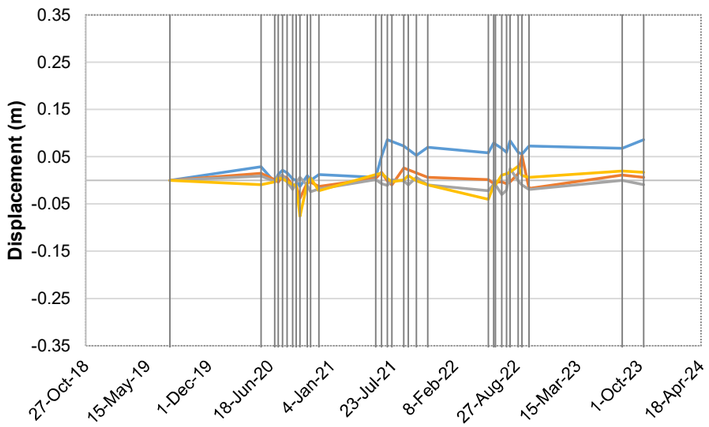


Change in Easting



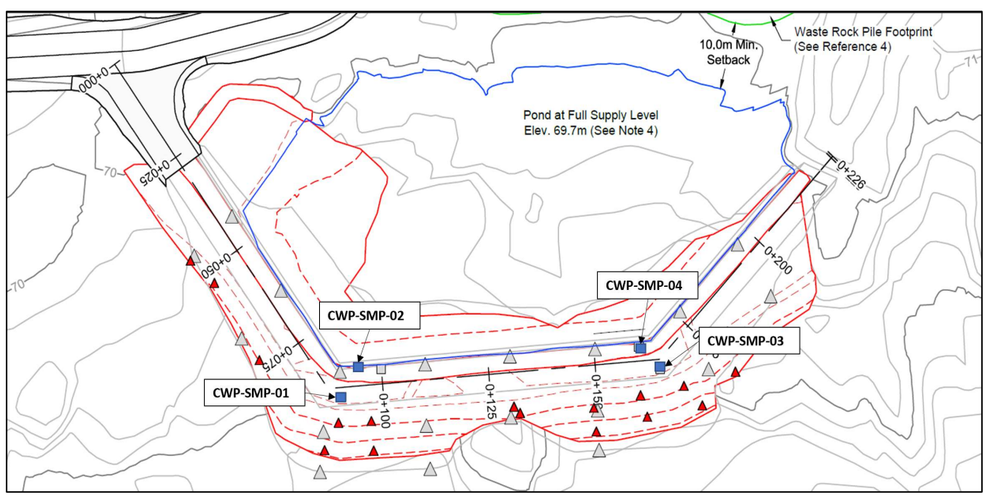
Change in Northing



LEGEND:

- CWP-SMP-01
- CWP-SMP-02
- CWP-SMP-03
- CWP-SMP-04
- Survey Date

NOTES:



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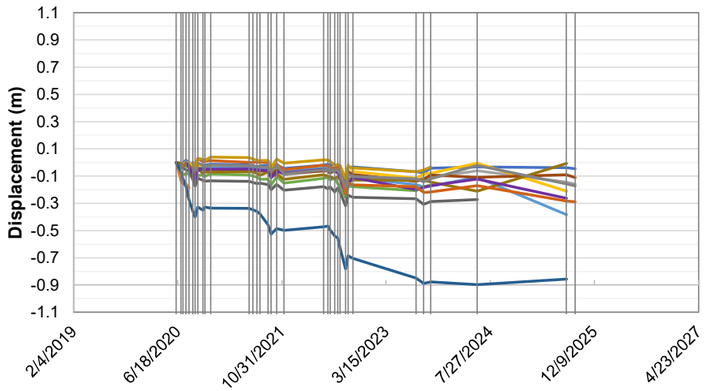
Hope Bay

Madrid CWP

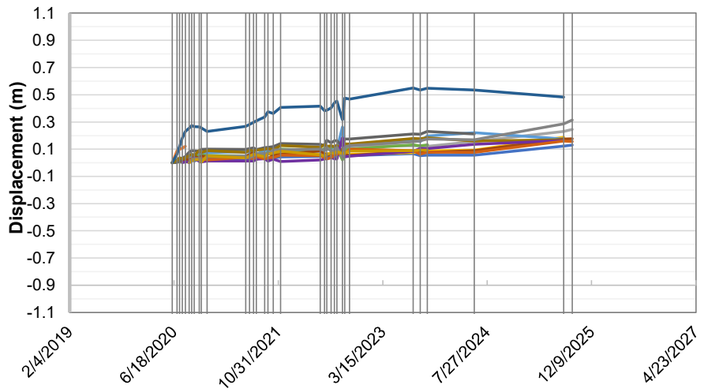
Settlement Monitoring Plate
Displacement Timeseries

Date:	Approved:	Figure:
December, 2025	PL	3

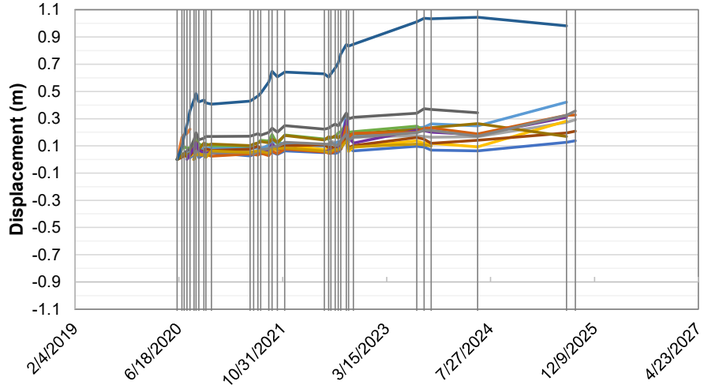
Vertical Displacement



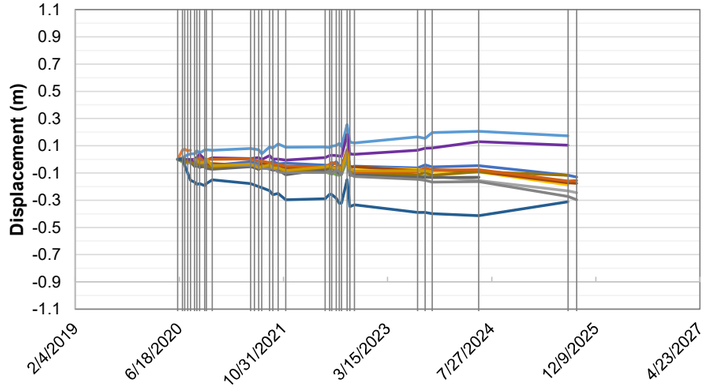
Horizontal Displacement



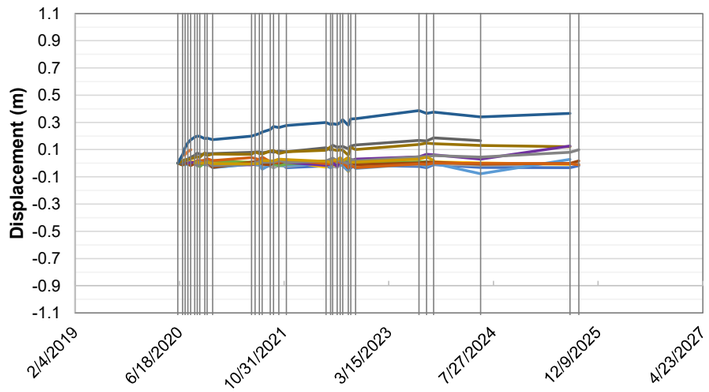
Total Displacement



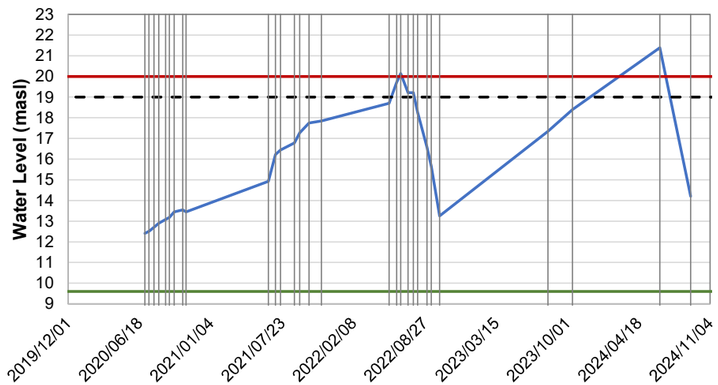
Change in Easting

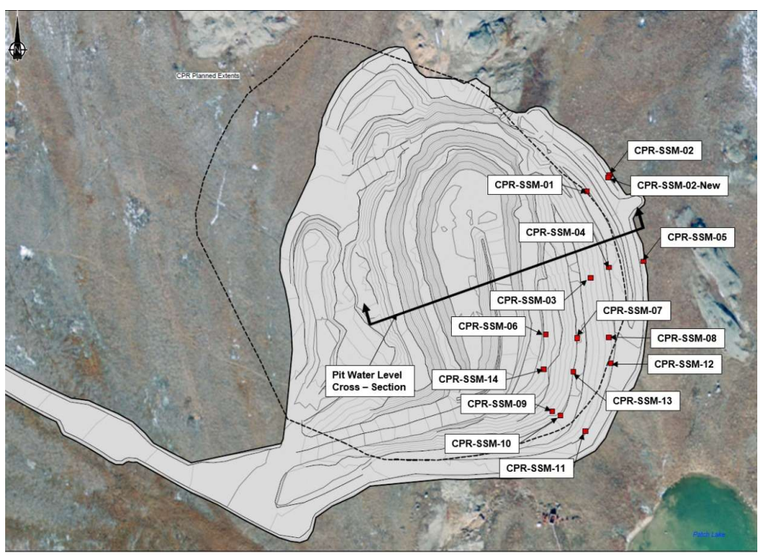


Change in Northing



Pit Water Level





LEGEND:

- CPR-SSM-01
- CPR-SSM-02
- CPR-SSM-02-New
- CPR-SSM-03
- CPR-SSM-04
- CPR-SSM-05
- CPR-SSM-06
- CPR-SSM-07
- CPR-SSM-08
- CPR-SSM-09
- CPR-SSM-10
- CPR-SSM-11
- CPR-SSM-12
- CPR-SSM-13
- CPR-SSM-14
- Survey Date

NOTES:

No Pit Water Level data are available in 2025.

- Water Level
- Maximum Allowable Water Level (Phase 1)
- Minimum Overburden Elevation (Phase 1)
- Pit Lowest Elevation (Phase 1)

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Naartok East CPR

Surficial Settlement Monitoring Point Displacement Timeseries

Date:	Approved:	Figure:
December. 2025	PDL	4

Attachment 8 Ground Temperature Cable Data

Roberts Bay Jetty Plan View

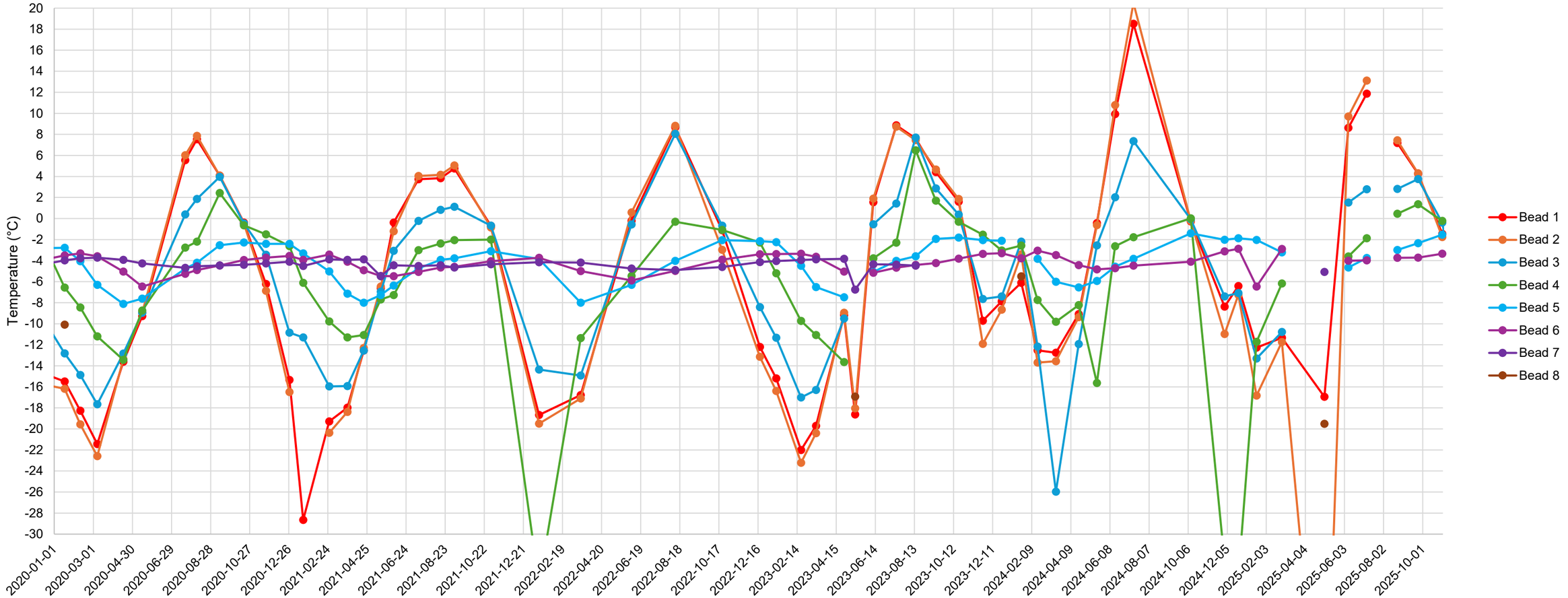
Doris Creek Bridge Plan View

Doris Contact Water Pond Plan View

Note: Imagery sourced from ESRI World Imagery, except for the Doris Contact Water Pond, which was provided by Agnico Eagle (2021).

srk consulting	AGNICO EAGLE	Hope Bay Site-Wide – 2025 Annual Geotechnical Inspections
Job No: CAPR003759	Hope Bay	**Roberts Bay and Doris Infrastructure Thermistor Locations**
		Date: December 2025 / Approved: AN/PDL / Figure: 1

SRK-JT1-09

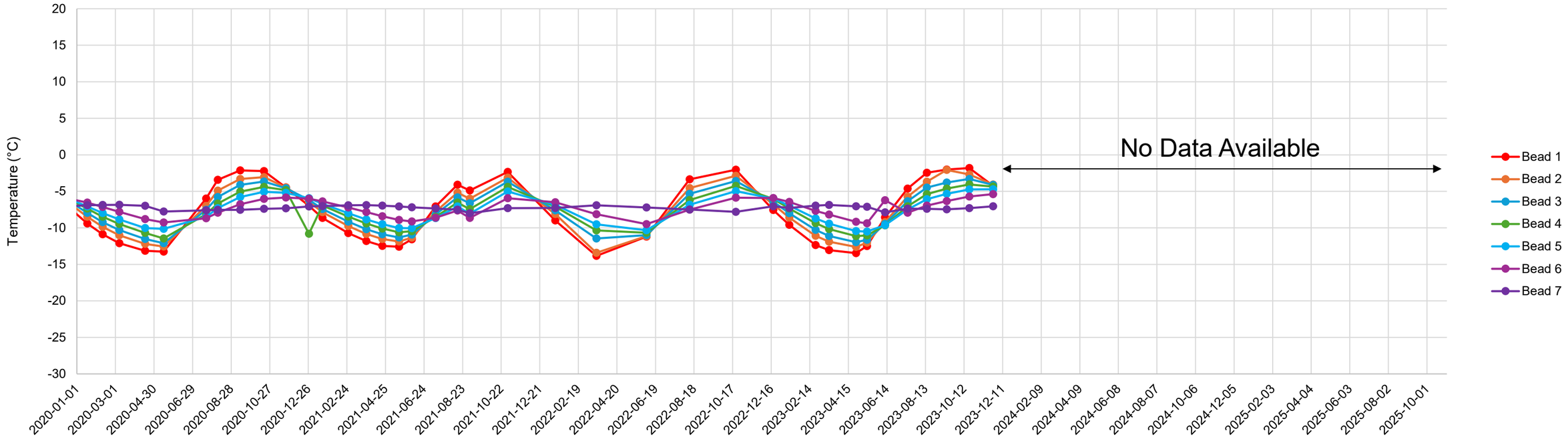


Notes:

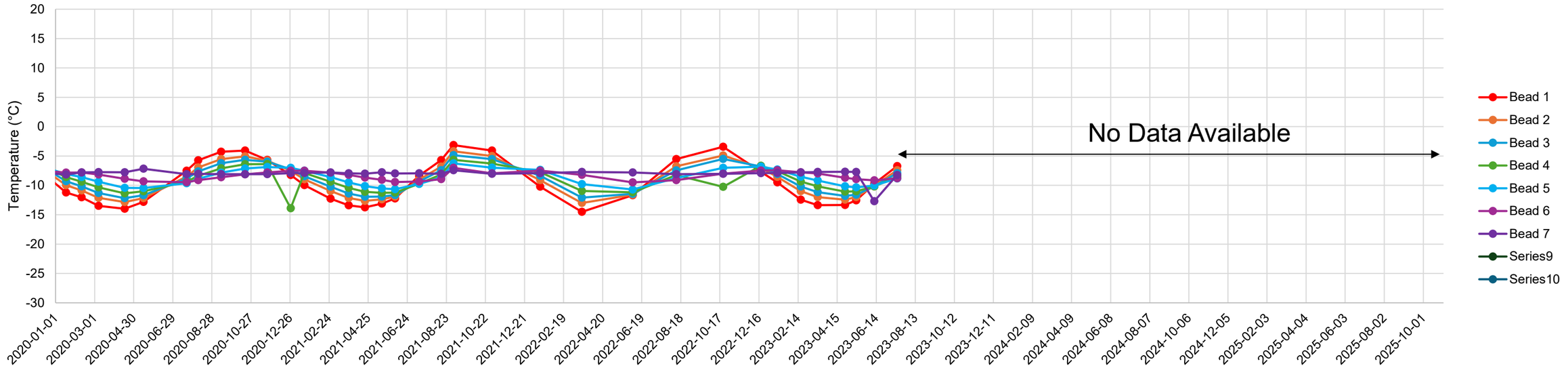
1) Data is presented for the past five years, between January 2020 and November 2025. Data records began in 2009.
2) For cable SRK-JT01-09, data collected in May 2021 was resistance corrected (from 3,000 to 2,252 Ohms). Data collected in May 2023 is not presented due to poor quality.
3) Data from beads 3, 4, 5, and 6 was not downloaded in May 2025.
4) Data were not downloaded in July 2025 due to construction.

srk consulting	AGNICO EAGLE	Hope Bay Site-Wide – 2025 Annual Geotechnical Inspections
		Roberts Bay Jetty Thermistor SRK-JT1-09
Job No: CAPR003759	**Hope Bay**	Date: December 2025 / Approved: AN/PDL / Figure: **2**

SRK10-DCB1 (Doris Bridge West)



SRK10-DCB2 (Doris Bridge East)



Notes:

1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2011.
2) Cable SRK10-DCB2 (Doris Bridge East) was noted to be damaged after July 2023.
3) Cable SRK10-DCB1 has no data available since November 2023.

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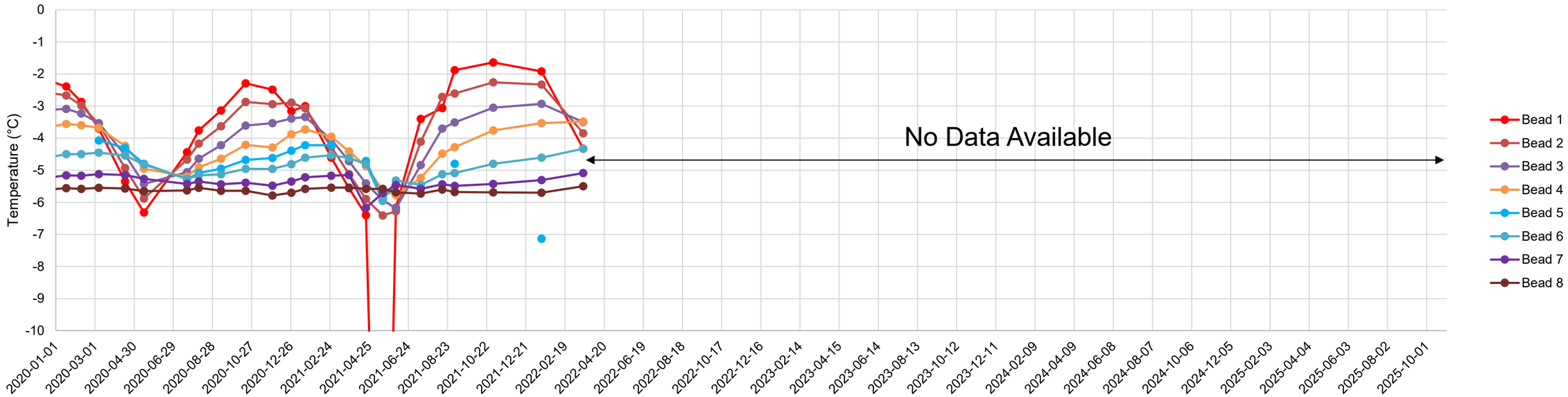
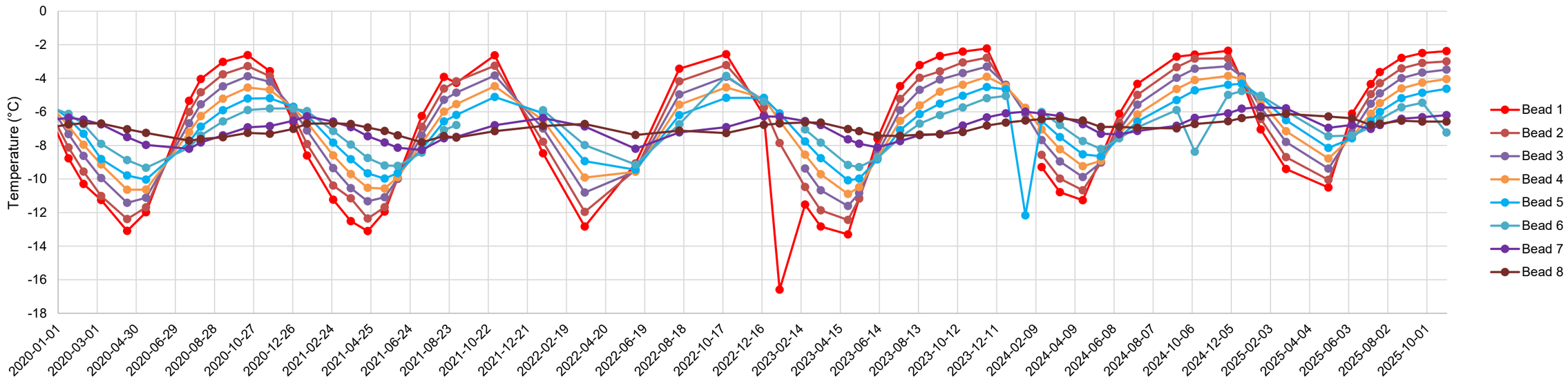
Job No: CAPR003759	Hope Bay	**Doris Bridge Abutment Foundation Thermistors**
		Date: December 2025 / Approved: AN/PDL / Figure: 3

SRK-12-GTC-DH01



SRK-12-GTC-DH02



Notes:

1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2012.
2) Cable SRK-12-GTC-DH01 was noted to be damaged after March 2022.
3) For cable SRK-12-GTC-DH01, data collected in May 2021 were resistance corrected (from 3,000 to 2,252 Ohms).
4) For cable SRK-12-GTC-DH02, data collected in May 2021, December 2022, March 2023 and July 2024 were resistance corrected (from 3,000 to 2,252 Ohms).
5) The May 3, 2025, data for SRK12-GTC-DH02 (Bead 1), was corrected from positive to negative.

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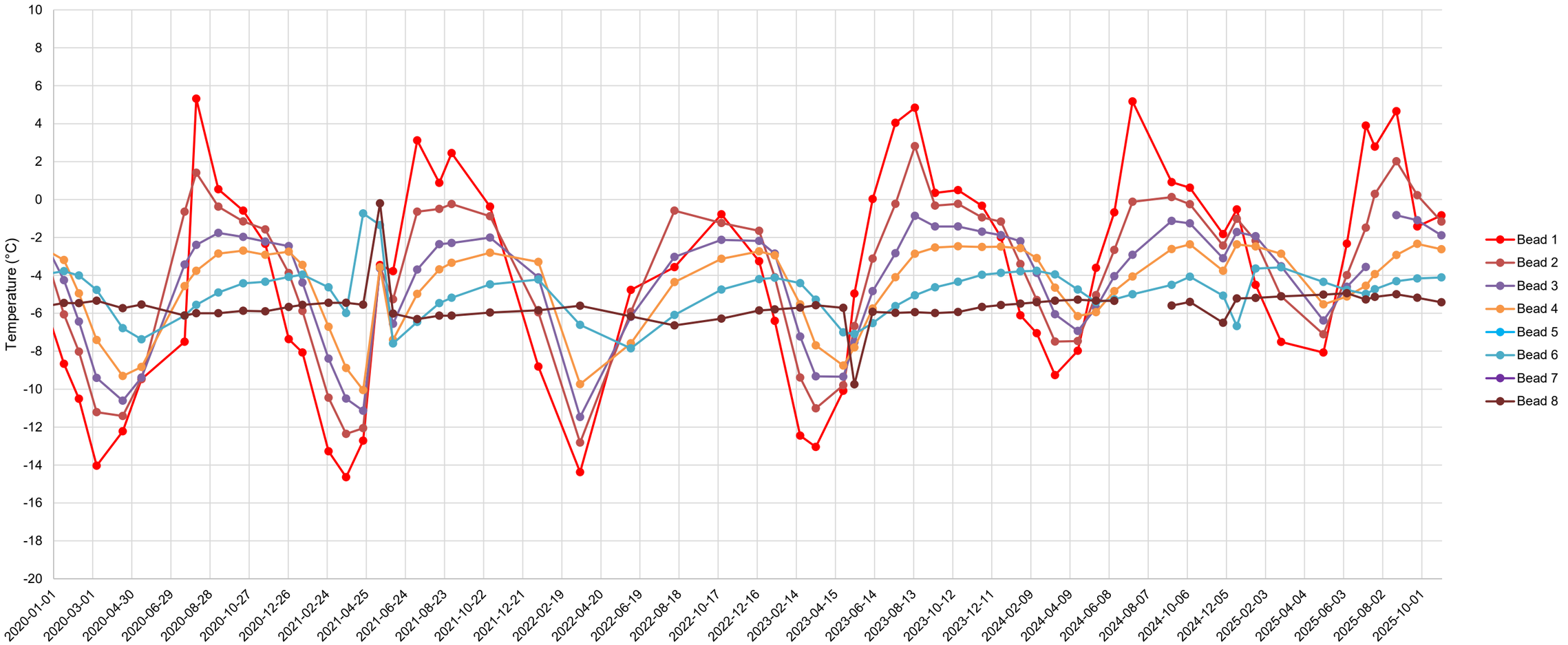
		Doris Contact Water Pond
Job No: CAPR003759	**Hope Bay**	Date: December 2025 / Approved: AN/PDL / Figure: **4**

SRK-12-GTC-DH03



Notes:

1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2012.
2) For cable SRK-23-GTC-DH03, data collected in May 2021, Dec 2022, Mar 2023 and July 2024 were resistance corrected (from 3,000 to 2,252 Ohms).

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		Doris Contact Water Pond
Job No: CAPR003759	**Hope Bay**	Date: December 2025 / Approved: AN/PDL / Figure: **5**

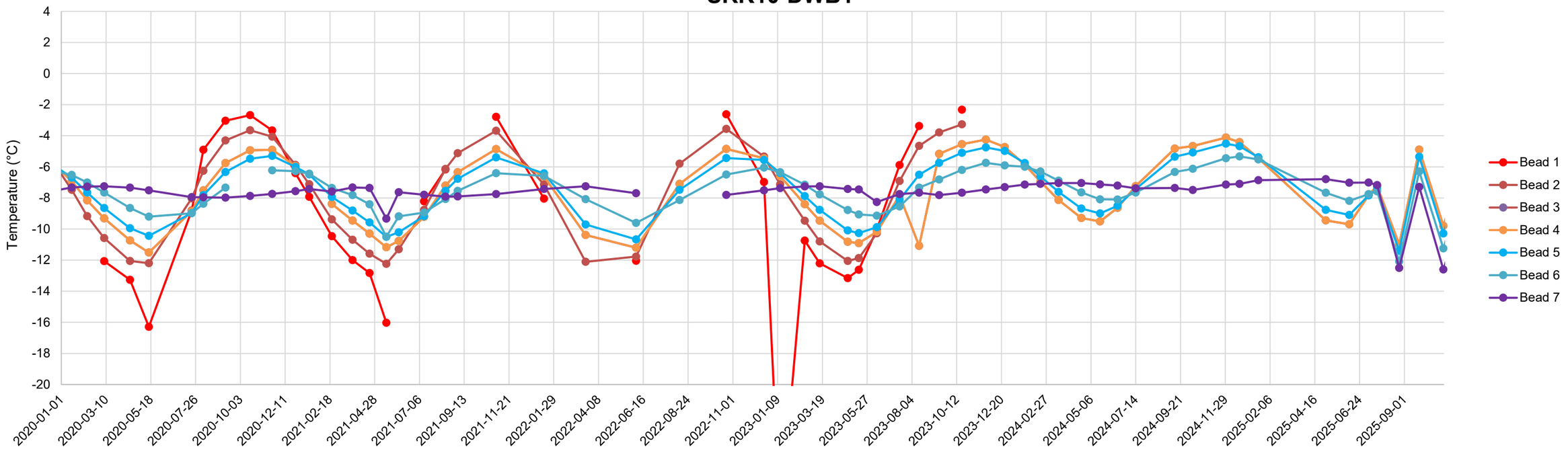
Madrid AWR Bridge 2 and 3 Plan View

Madrid AWR Bridge 4 Plan View

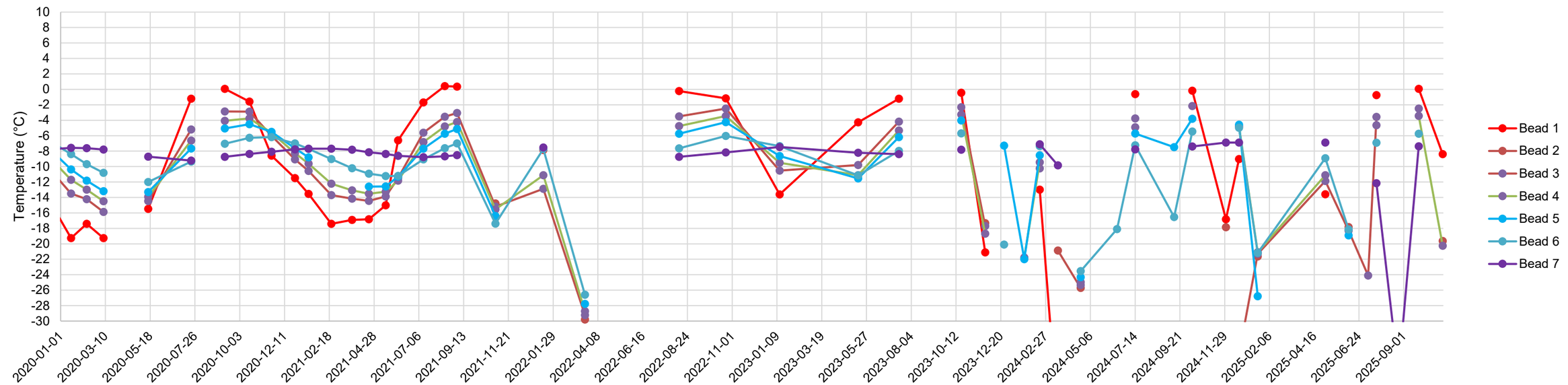
Notes: Imagery sourced from ESRI World Imagery.
1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2012.
2) After September 2021 some of the data collected are of poor quality.
3) Beads 1-2 are offline since 2023 for SRK10-DWB1

srk consulting	AGNICO EAGLE	Hope Bay Site-Wide – 2025 Annual Geotechnical Inspections
		Madrid All-Weather Road
Job No: CAPR003759	**Hope Bay**	Date: December 2025 / Approved: AN/PDL / Figure: **6**

SRK10-DWB1



SRK10-DWB2



Notes:

1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2012.
2) After September 2021, some of the data collected were of poor quality for SRK10-DWB2.
3) Beads 1-2 are offline since 2023 for SRK10-DWB1.
4) For SRK10-DWB2, data was not collected in April and August 2020; June 2022; and August and September 2023.

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Job No: CAPR003759	Hope Bay	**Madrid All-Weather Road Bridge 2 and 3**
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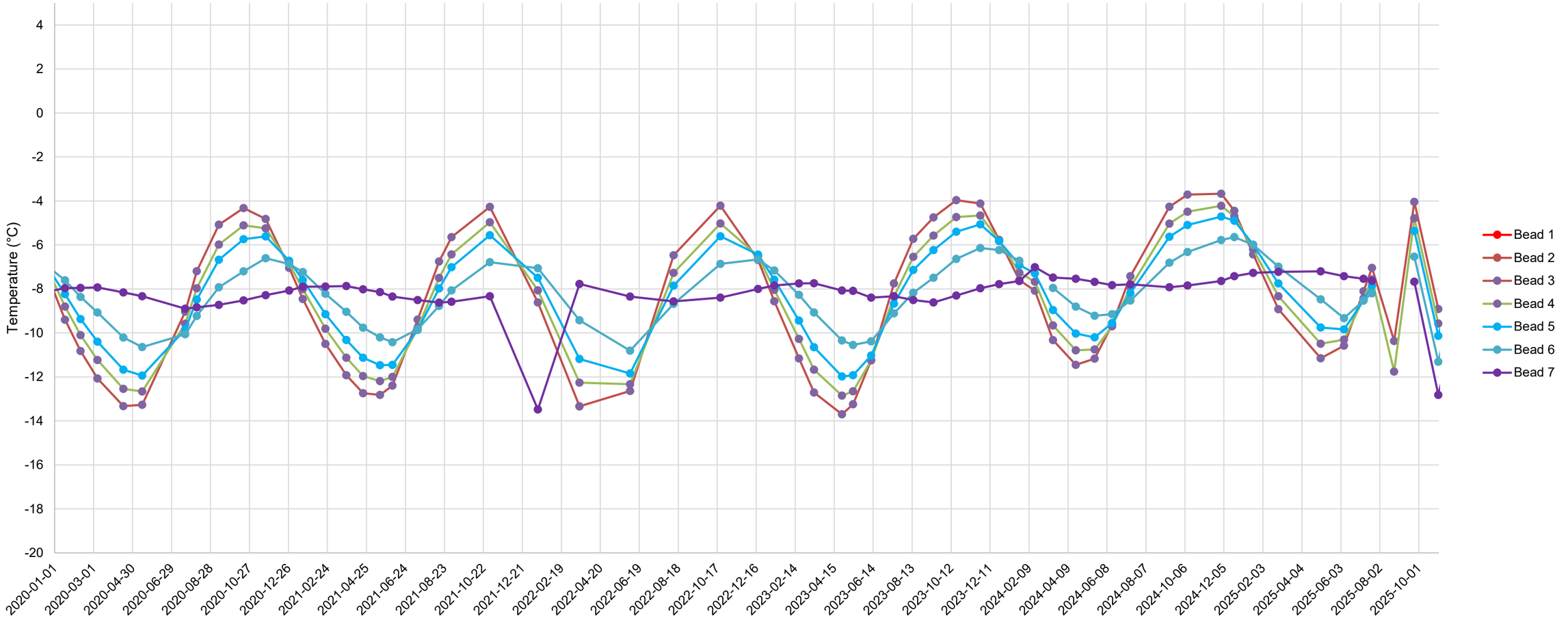
SRK10-DWB3



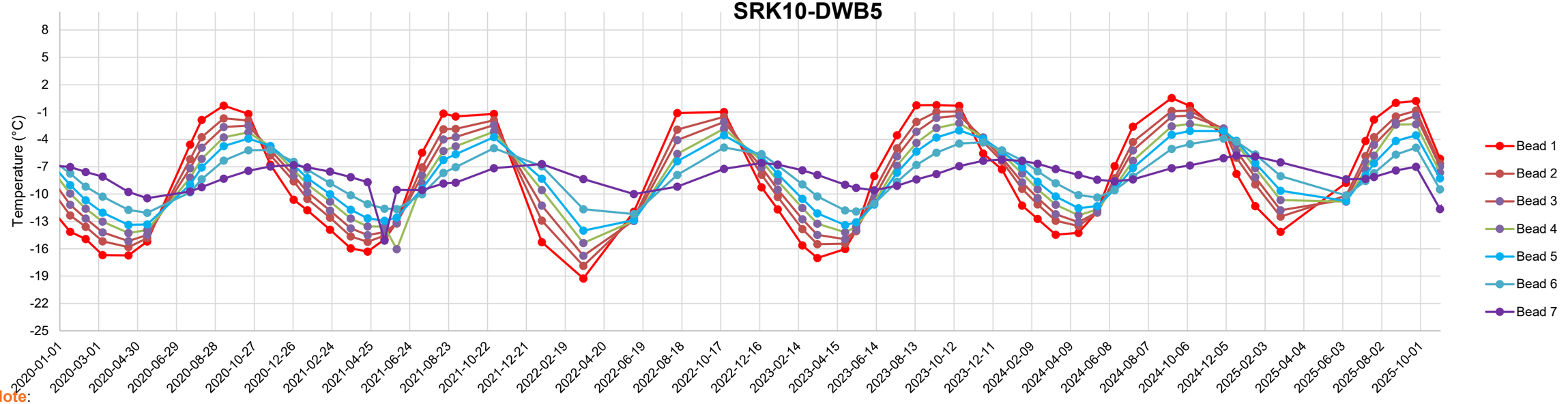
Notes:

1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2012.
2) Beads 1 and 2 have no data available, except for one reading from bead 2 in March 2022.
3) For cable SRK10-DWB3, data collected on June 8, 2025 (Bead 6) were resistance corrected (from 3,000 to 2,252 Ohms).

srk consulting	AGNICO EAGLE	Hope Bay Site-Wide – 2025 Annual Geotechnical Inspections
Job No: CAPR003759	Hope Bay	**Madrid All-Weather Road Bridge 2 and 3**
		Date: December 2025 / Approved: AN/PDL / Figure: **8**

SRK10-DWB4

SRK10-DWB5



Note:

1) Data is presented for the past five years, between January 2020 and December 2025. Data records began in 2012.
2) In SRK10-DWB4, beads 1 and 2 have almost no data, except for three data points total for the period.
3) For cable SRK10-DWB5, data collected on August 24, 2025 (Bead 4) were resistance corrected (from 3,000 to 2,252 Ohms).

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Job No: CAPR003759	Hope Bay	**Madrid All-Weather Road Bridge 4**
		Date: December 2025 / Approved: AN/PDL / Figure: **9**