Memo

To: Nicolas Courville, Senior Enforcement Officer, Impact Assessment Agency of Canada (IAAC)

From: Jason Carbone, Environmental Supervisor (IAMGOLD)

CC: Genevieve Sulatycky, Manager of Environment, Social, and Governance (IAMGOLD)
Jean-Michel (JM) Giroux, Interim Environmental Superintendent (IAMGOLD)

Date: January 28, 2026

Subject: **IAMGOLD Corporation – Côté Gold Mine**
January 1, 2026, Haul Truck Tire Fire

In accordance with Condition 8.4.3 and 8.4.4 of the Decision Statement issued by the Impact Assessment Agency of Canada (IAAC), IAMGOLD - Côté Gold is providing a written memorandum relating to a fire that occurred on an autonomous 793 CAT haul truck within the open pit at the Côté Gold mine on January 1, 2026. Note that this memo is intended to satisfy the 30-day reporting requirements.

This incident was reported to the Spills Action Centre (SAC) under incident notification 1-PZ52S3 on January 1, 2026.

1. Summary of Incident

On January 1, 2026, regular hauling activities were being completed in the pit with the autonomous 793 CAT haul trucks. An operator within the pit identified smoke coming from haul truck number 407. Shortly after, chunks of rubber began to tear from the tire and a fire was observed. The operator who had observed the fire notified the control room and a site wide stop on haul trucks was initiated. The truck came to a stop within the pit at the bottom of the South Ramp. After preliminary investigation, it appears as though a rock ejector (a metal bar attached to the bottom of the truck box that hangs between the tires to eject any rocks that may get stuck between the tires) was bent due to a large rock that was stuck between the right rear wheels. The bent rock ejector then rubbed against the tire until it contacted the steel within the tire, which ignited a spark and started the fire. Due to the location of the fire within the rear wheel assembly, the onboard fire suppression system was unable to extinguish the fire. A plume of smoke was observed as the truck burned and hydrocarbon staining on the ground was observed.

2. Mitigation of Adverse Environmental Effects

2.1. Immediate Impact Mitigation

Once the fire was identified and the truck was stopped, the control room worked to ensure that all employees and equipment within the pit were at minimum 300 m away from the haul truck in case of a tire blowout. Physical berms were placed at a distance of 300 m around the haul truck to ensure that no workers could re-enter the area. The Emergency Response Team (ERT) was mobilized, but with no on site capability to safely extinguish the fire, it continued to burn and consumed the entire truck. The truck burned throughout the night and into January 2, 2026. A drone flight was conducted on January 2, 2026, and it was determined that ERT could enter the scene to evaluate the situation. Water was used to extinguish the remaining fire, and sand was placed over the tires to stop the tires from re-igniting.

Investigation has been completed and the truck has been moved. Coordination of cleanup of contaminated soil is underway, and an update of cleanup completion will be provided in the 90-day memo.

2.2. Long Term Mitigation

A number of corrective actions have been implemented, or will be implemented prior to April 30, 2026, including:

- All haul trucks were taken out of operation and a thorough inspection was completed before being put back into operation.
- Additional dozers will be put into operation to improve dig face standards.
- Continue to maintain road dig face and road maintenance standards and practices.
- Increase visual truck inspections and observations in the field, especially at dumping and loading locations.
- Launch a general awareness campaign on incident reporting to improve ERT response time through direct employee reporting.
- Conduct an opportunity analysis to obtain an armoured response fire fighting vehicle to allow for safe and timely extinguishing measures.
- Review opportunity to implement emerging technologies such as automated inspections systems that can detect hotspots that internal tire sensors may not register.

- Increased light plants in select areas to allow for better lighting and visuals on trucks.

3. Notification of Indigenous Communities and Federal and Provincial Authorities

3.1. Indigenous Communities

Mattagami First Nation, Flying Post First Nation, Brunswick House First Nation and the Métis Nation of Ontario (represented by the Abitibi Inland Métis Community) were informed of the event on January 5, 2026, via email. No concerns were raised by any of the notified Indigenous communities.

3.2. Provincial and Federal Authorities

The incident was reported to SAC on January 1, 2026, under incident notification 1-PZ52S3. An update was provided to SAC on January 2 and January 4, 2026, once further investigation was complete. In accordance with Condition 31.5 of ECA 2303-DLLJ7A, a written report outlining details of the incident was provided to the designate of the Ministry of the Environment, Conservation and Parks (MECP) District Manager on January 16, 2026. The incident was also reported to Nicolas Courville of the IAAC as an accident/malfunction through email on January 2, 2026.

4. Residual Adverse Environmental Effects

There are no expected residual adverse environmental effects expected from the fire. An AQM65 air sampling station is located approximately 2 km to the northeast of where the fire occurred. There were minimal increases in fine airborne particulates outside of normal background levels. A high-volume air sampler at the same location was running on the day of the fire and indicated normal levels (compared to previous month data) of suspended particulates and metals. No exceedances were observed at either the AQM or high-volume sampler units.

The location of the fire is within the industrial sewage works system of the site. If any residual contaminants remain following clean-up, they will report to the industrial sewage works system which is monitored closely for contaminants of concern. Strict regulatory limits are in place at the final discharge location to ensure that there are no adverse effects on the environment.

5. Implementation of Emergency Response Plan

In response to the incident, Côté Gold implemented emergency response procedures in accordance with its emergency response plan and spills response procedures. Notifications were provided to relevant authorities and Indigenous communities, and prevention and response procedures were implemented.

6. Changes Made to Avoid a Subsequent Occurrence and Implementation of Additional Measures to Mitigate Residual Adverse Environmental Effects

The long-term mitigation measures listed in Section 2.2 will be evaluated and implemented if feasible. Implementation status of the outlined mitigation measures will be discussed in the 90-day report.

7. Closure

Please do not hesitate to reach out for further information.

Regards,

Jason Carbone

Digitally signed by Jason Carbone
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Jason Carbone,
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