

Tulsequah Chief Mine

Annual Site Activities Summary - 2025

November 2025

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1.0 Introduction

Teck Resources Limited (Teck) voluntarily undertook field activities at the Tulsequah Chief Mine in 2025, as a continuation of 2024 activities, to characterize site conditions and enable detailed closure and reclamation planning. The plan for this work was developed through open dialogue with Taku River Tlingit First Nation (TRTFN) and the Ministry of Mining and Critical Minerals (the "Ministry"). The following summarizes the work completed during the 2025 field season.

1.1 Location and History: Tulsequah Chief

The Tulsequah Chief Mine site is located approximately 100 km southwest of Atlin, BC on the eastern bank of the Taaltsuxéi Héen (Tulsequah River), approximately 10 km upstream of the confluence with the Taku River, and approximately 65 km upstream from the border with Alaska. Developed and operated by Cominco (a predecessor to Teck) in the 1950s, the Tulsequah Chief Mine has experienced several ownership changes since the 1990s, leading to a series of development and closure plans. The site's most recent owner went into receivership in 2016, after which Teck voluntarily supported the Ministry's remediation efforts for the site. In 2020, the Ministry prepared a conceptual closure report to better understand the options and estimated costs for site reclamation. The Ministry also completed site activities to upgrade site access, with Teck providing financial support for the work. In 2023, Teck began reviewing the 2020 conceptual closure report to identify additional information requirements and investigative studies to support further evaluation and selection of closure options. Teck is now working with TRTFN and the Ministry to develop a detailed closure and reclamation plan.

2.0 Collaborative Governance & Engagement

2.1 Tripartite Agreement & Collaboration

In 2024, TRTFN, Government of British Columbia (BC Government), and Teck collaborated to identify our shared priorities in developing a detailed closure and reclamation plan for Tulsequah Chief. These priorities are reflected in a Memorandum of Understanding (MOU) signed on September 17, 2024, by all three parties.

2.2 TRTFN/Teck Engagement

Teck and TRTFN have established both a Steering Committee, with Terms of Reference that outline the shared principles for collaboration and information sharing and a Technical Working Group (TWG), with a mandate to align on technical scopes during the closure and reclamation planning. The TWG acts as the accountable mechanism for synthesis of data interpretations to inform future Steering Committee decisions.

In 2025, the Steering Committee and TWG met regularly to discuss updates from field activities and findings from investigations and analysis.

On May 3, 2025, TRTFN staff, Teck, and the Ministry hosted a community engagement session for TRT Citizens in Atlin. This community meeting was open to the public and advertised on the BC Tulsequah site as well as the TRTFN website.

The 2025 workplan was presented and the hosts received feedback from the Citizens about priorities and concerns. Feedback received by Teck, TRTFN and the Ministry continues to inform future work planning and engagement.

2.3 Atlin Community/Teck Engagement

Events were also hosted by Teck, TRTFN staff, and the Ministry in Atlin on May 3, 2025, for the public and local businesses to support communication of planned 2025 field activities.

2.4 BC Government/Teck Discussions

Teck and the Ministry continued discussions throughout the year regarding regulatory considerations for site investigations and development of a detailed closure and reclamation plan.

2.5 Alaska

In February 2025, Teck participated in meetings with the BC Government and Alaskan officials as part of the BC-Alaska Bilateral Working Group to better understand transboundary interests in the Tulsequah Chief site. Information on these meetings, including meeting summaries, can be found at <https://www2.gov.bc.ca/gov/content/industry/mineral-exploration-mining/bc-alaska-transboundary-waters>.

3.0 2025 Field Season

Work plans for the 2025 field season were developed in collaboration between Teck and TRTFN for implementation between early May and late September. Due to a tragic incident unrelated to work at the Tulsequah Chief Mine, our helicopter air service provider was delayed in supporting mobilization to the remote site. Field operations ran between June 2nd and September 20th.

3.1 Safe Access

Due to the geography of the area and steep mountainous terrain, the site is currently only accessed by air with a twin-engine helicopter and fixed wing airplane via a gravel airstrip.

Work conducted during 2024 indicated that the historic Shazah camp near the airstrip was unfit for habitation because of mould. As a result, in 2025 Teck re-established a temporary 20-bed camp to support field activities (Figure 1).

To mitigate the risk to workers of unforeseen rockfall, Teck scaled and removed loose rocks from rocky slopes along the site access road, work areas, and the temporary camp.

To maintain safe access to the site, Teck worked with Atlin Tlingit Economic Limited Partnership (ATELP) and Arctic Construction Ltd. (Arctic). Their work included regular compaction of the airstrip to enable safe fixed-wing plane operations, and they replaced two rotting bridge decks to maintain access to the southern end of the site (Figure 2). They also maintained the on-site equipment owned by ATELP and Arctic.

Rock samples were taken from material that will be used to armour the riverbank near the airstrip in 2026. These samples were tested to determine if they would generate poor quality water; testing confirmed that these rocks are suitable for use.



Figure 1: View of the temporary camp facilities used on site in 2025.



Figure 2: Replacement bridge 8 deck looking north.

3.2 Underground Workings

There are a series of mine portals for five levels of the underground workings, known as the 5200, 5400, 5900, 6400 and 6500 levels. During 2025, the following activities were conducted by Teck to enable safe access into these levels.

Debris was removed from the entrance of the 5400 Level and the rotting timber at the entrance was replaced (Figure 3). The 5900 Level was reinforced using timber and large metal bolts for approximately 100 m into the portal, to the point where it had previously caved in. Loose rock in the 6400 Level was knocked down so it would not fall on workers.

In July, a drone was used to survey and take video in four levels: the 5200, 5400, 5900, and 6400 levels. The drone was able to reach over 400 m into the 5400 Level. It was also able to observe the first dam of the historic passive treatment system in the 5200 Level, which is about 375 m into the tunnel. The dam was observed to be retaining water and is known to be past its design life based on available documentation. Failure of the dam would pose a potentially fatal risk to workers entering the 5200 Level. The drone survey information will be used to engineer the ground support required for safe access to each level.



Figure 3: View of 5400 Level entrance before and after replacement of the timber support, showing the new door and new timber throughout the portal. This work enabled safe access to the 5400 Level entry.



Figure 4: View of the entrance to the 5900 Level with newly installed support timbers and wire mesh.

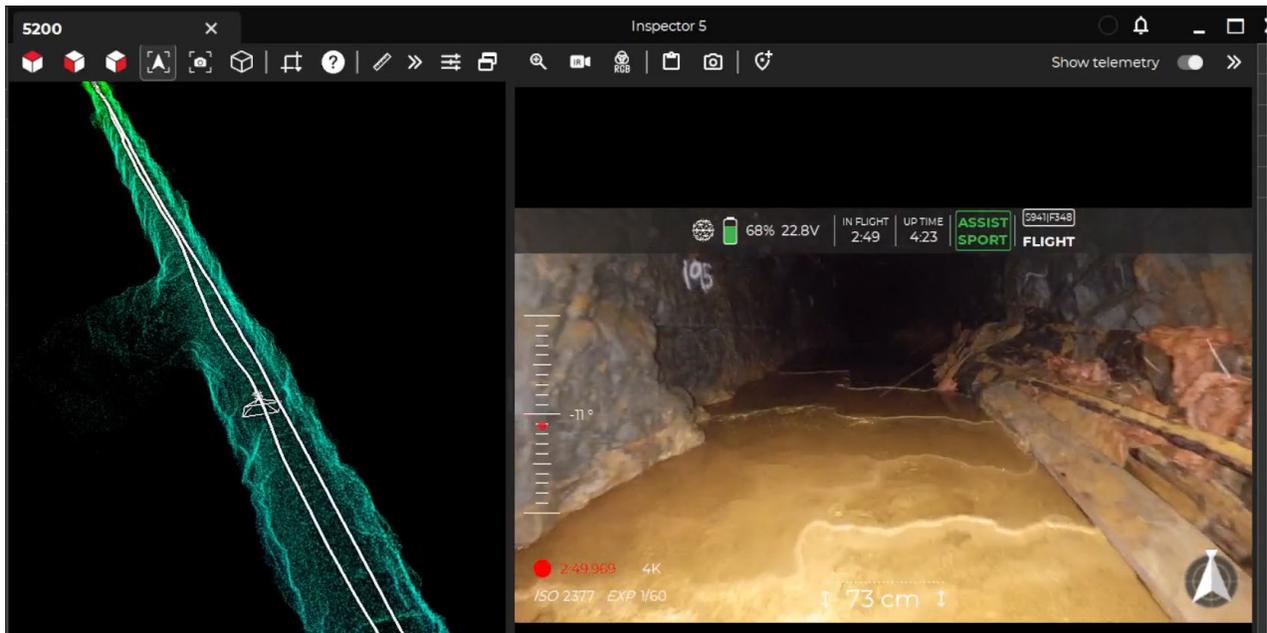


Figure 5: Image obtained from drone in 5200 Level showing the survey data on the left and the video footage on the right.

3.3 Sediment Management

To reduce additional sediment entering the river during underground activities at the portals, Teck had sediment fencing and straw wattles installed (Figure 5). At the end of the field season, the sediment fencing was removed so that it won't enter the Taaltsuxéi Héen during spring runoff. A summary of the activity and resulting learnings will be prepared over the 2025-2026 winter in preparation for the 2026 field season.



Figure 6: Sediment and flow control outside the 5200 Level portal.

3.4 Surface Water and Sediment Sampling

Surface water sampling of mine water and the Taaltsuxéi Héen was conducted by Teck monthly from June to September at 36 locations in the valley (Figure 6). The TWG supported the identification of these sampling locations, and TRTFN staff attended the sample collection activities in August and September. In addition to water quality samples, sediment was collected during June and September from routine sediment sampling locations.



Figure 7: Water quality sampling on the Taaltsuxéi Héén

3.5 Contaminated Sites Assessment

Teck collected soil samples from many areas; from the airstrip through to the barge landing area near the Taku River, to check for potential contamination by petrol, diesel, oil, and other liquids so that identified contamination may be remediated during closure execution.

3.6 Waste Management

During the 2024 field season, TRTFN identified hazardous waste left on site by previous operators, which Teck collected and safely contained while developing an appropriate disposal plan with TRTFN. In 2025, a portion of this legacy waste was removed, including 253 fuel drums, 106 vehicle batteries, and 28 garbage bags of bottles and cans. Additionally, all waste generated during the 2025 field season has been removed from site.

3.7 Bat Monitoring

Monitoring equipment was installed at the underground portals to assess if the underground is being used as overnight roosts or for winter hibernation by bat species. The equipment will remain in place for about 18 months to gather comprehensive information. This will allow us to plan for appropriate closure of the levels, should bats be found to use the underground areas.



Figure 8: Bat monitoring equipment at the 6400 Level portal.

3.8 Climate Change Assessment

A climate change study was conducted to understand how the climate may change at Tulsequah Chief Mine over the next few decades, particularly temperature, rain, and snow. The results of this study are expected toward the end of 2025 and will inform preparation of durable long-term engineering solutions for closure of the site.

4.0 Next Steps

Results from the above noted sampling and assessments are expected in the fall 2025, with final reports following. Those 2025 field findings will be reviewed by the TWG, and shared with the Steering Committee, the Ministry, and TRT Citizens during the annual Spring Update Event. The 2025 aquatic monitoring report will be published on the TRT website.

As outlined in the MOU between TRTFN, BC Government, and Teck, quarterly meetings will be established between MOU representatives to align on progress and priorities for future site work.

In preparation for the 2026 field season, Teck will collaborate with TRTFN to align on the 2026 workplan, contracting requirements, employment and training opportunities, and community and Citizen engagement efforts. Additional regulatory engagement and permitting will be required for certain proposed activities, including in-stream work to repair a critical bridge and some culverts, and to reinforce riverbank armoring at the airstrip.