Goose & MLA Project Sites – 2024 Annual Geotechnical Inspection

Back River Project, Nunavut, Canada

B2Gold Corp.

SRK Consulting (Canada) Inc. ▪ CAPR003105 ▪ April 2025

srk consulting

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Cover Image:
Aerial stitched drone photographs of the Goose Plant and Camp sites, taken September 2024.

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Executive Summary

In 2024, the Back River Project remains in a transitional phase, specifically in a pre-production ramp-up stage. As a result, many of the pads, roads, ponds, and water conveyance (culvert) structures were either in an interim state or not yet completed during the 2024 Annual Geotechnical Inspection (AGI). If the infrastructure and earthworks construction are completed according to the available designs, significant issues are not anticipated at this time All of site's current operational procedures, which were not all know to SRK as part of this inspection, likely will help to further manage risks on site and address many of the observations made of the partially constructed infrastructure.

Observations of the interim state of the construction have been made in attempt to allow for site to improve the final configuration of the earthworks and water management infrastructure, aiming to prevent large-scale permafrost degradation and reduce ongoing maintenance needs.

Figures 1 and 2 show recent earthwork progress at the Goose site, and Figure 10 and 11 show progress for the MLA site. These figures provide a high-level overview and comparison of the 2024 state of work to final design footprints and planned working areas. These figures also highlight some of the ongoing projects that B2Gold Corp is undertaking as Goose transitions from the development to the operational stage, and as the MLA continues to evolve as a port, laydown, and fuel storage and transfer location.

The most critical or time-sensitive observations from the 2024 AGI are summarized in the list below (grouped by area):

1. **MLA – Tank Farm – HDPE liner protection.** HDPE liner was not covered with protective engineering fill in all areas at the time of the AGI site inspection. Some HDPE liner damage was observed.
   - *HDPE liner at the base of the tank farm was protected with the fill material following the physical AGI inspection. HDPE liner damage that was noted was patched and surveyed. The HDPE liner remains exposed at the inner berm slopes which are recommended to still be covered (covered as per the original designs).*
2. **MLA – Tank Farm – Sump installation at the NW and NE corners of the tank farm containment area**. Ponding water was observed at the base of the tank farm, with no sumps installed at the designated locations in the NW and NE corners of the containment area.
   - *This has been acknowledged by B2Gold. Active water management in the tank farm is addressed as part of their tank farm management plans.*
3. **MLA – Tank Farm Fireball Pad – Slopes of the pad are over-steepened**
   - *This has been acknowledged, and it was indicated from B2Gold to SRK that this was incorporated into the construction process. Updated survey information from this area is suggested to be collected to better document this. At this time SRK has not received information to document if these slope grades had been reduced.*
4. **MLA – Camp Pad Extension – Construction approach**. The proposed camp pad extension extends north and has planned dimensions of 210 m x 100 m. At the time of the 2024 AGI, construction of the extension was in progress. A visual inspection indicated that the slopes were

over-steepened and required some final adjustments. To mitigate the risk of slip surface development, it was recommended to construct the pad using 0.3 to 0.5 m lifts from the base upward.

- *This has been acknowledged by B2Gold, incorporated into the construction process, and that pad construction was currently in progress.*

5. **MLA – Erosion at Anchor Pads**. A series of anchor pads has been constructed in 2024. Minor pad erosion was observed at the pads' shoreline and at the areas where the pad blocks a surface water flow path. Ongoing monitoring of this location should be completed to assist in triggering and scheduling maintenance of this area and repair of any ongoing and shoreline erosion. If erosion continues then some additional coarser fill material may be required to be placed at the toe of these pads.
6. **Goose – Echo Diversion – Revisit the constructed berm layout and thicknesses** - identify sections that are below grade or require adjustments to align with the design intent. Complete additional construction as required (increase fill thickness or adjust the current field alignment of the toe of this diversion) to improve the function and performance of the existing Echo Diversion
7. **Goose - Echo – Pit – Revisit the overburden pit slope cladding thickness.** It is suggested to reassess the thickness of cladding that may be required over the overburden pit slopes. The cladding is intended to mitigate thermal erosion and degradation of the overburden material, preventing the formation of erosion gullies. It is recommended that the site evaluate the potential for thicker cladding on the overburden slopes, as the pit is planned to transition into a tailings facility later in 2025. While the Echo Pit is currently in an interim state, the overburden slopes had reached their design extents at the time of the 2024 AGI inspection.
   - *This area is being revisited; a series of monitoring monuments were installed at the overburden slopes on site. SRK was not provided and did not review this data but understood that the B2Gold mining group was championing this monitoring. Additional plans to revisit the overburden pit slope cladding are expected to be revisited as part of the next phase of Echo deposition planning (well in advance of water levels reaching the elevation of the overburden portions of the pit slopes).*
8. **Goose – Umwelt – Pit – Revisit the overburden pit slope cladding thickness.** Similar to the Echo pit comment, it is suggested that the site consider increasing the thickness of the rock cladding of the overburden slopes. The current cladding thickness was found to be less than 0.5m which is not sufficient for thermal protection. The Umwelt pit is currently in an interim state and pit slopes were not complete, not at design extents, at the time of the 2024 AGI inspection. Much of the observed Umwelt cladding is expected to be temporary as the full design limit of the outer Umwelt Pit rim had not been reach by mining activities yet. This is a more proactive suggestion.
   - *B2Gold site staff have indicated that the cladding thickness will be increased to a minimum of 2m over the Umwelt Pit when the final pit slope designs are reached.*
9. **Goose Neck – Culverts – Some of the culvert inlets and/or outlet are covered with material that should be removed to avoid flow impediments**. In addition to the obstructed culvert inlets, site should consider revisiting the Goose Neck Crossing culverts, as sizing of the existing culverts

is not sufficient to accommodate all water during the storm event, therefore additional culverts are required to be installed.

- *In early 2025, the western side of the Goose Neck Crossing all-weather road was widened from 15 m to 30 m. During the preparation of this report, the installation of twinned 600 mm and twinned 900 mm culverts, along with a 1200 mm diameter circular corrugated steel culvert, was in progress. So this area is actively being upgraded now (including much larger culvert installations with better quality control and documentation being created).*
- *The upgrades to this area were a work in progress (half complete) by the time this AGI report was finalized (March 2025). If this construction is not completed before freshet the downstream road fill material that is currently blocking the downstream portions of the newly installed culvert sections should be removed, as to not restrict flow through this area.*

10. **Echo Crossing – Culverts – The culverts appear to be deformed and require repair.** It is recommended to protect the culverts by surrounding them with fine material and ensuring adequate fill thickness above them to prevent deformation caused by heavy equipment traffic. Additionally, several culvert inlets and outlets are obstructed by rock material, which should be cleared to prevent flow restrictions.
    - *B2Gold staff have confirmed that routine maintenance and monitoring programs for watercourse crossings include inspections for blockages prior to the freshet. They will make all culverts clear and operational to support necessary water conveyance. As part of the 2025 pre-freshet preparations, all culverts are scheduled for re-inspection and repair/clearing, as needed, to maintain function. Future repairs and maintenance are still expected in this area.*
11. **Goose and MLA – Airstrips - Monitor and evaluate long-term water management strategies to address flow impediments at the airstrips.** Ponding water and areas of anticipated ice-rich ground have been observed near or intersecting both site airstrips. These locations require careful monitoring, and ongoing maintenance should be anticipated.
    - *Following the initial SRK site inspection B2Gold Site staff have confirmed that at the Goose and MLA that they carry out daily strip checks to ensure the integrity of the airstrip surface and surrounding areas. These checks constitute a portion of the information relayed to the airline companies prior to every landing. These are also used to help inform the site monitoring and maintenance plans.*
12. **Goose Airstrip – SSE end extension requires construction of permanent long-term water conveyance.** The design of the Rascal Diversion Berm should be updated to reflect current site conditions, including the airstrip lighting system and surrounding fill that was constructed in 2024. It should be noted that the initial Rascal Diversion design focused only on fish passing without taking into full consideration future airstrip extension to the south that may partially impeding natural flow pathways. So the original Rascal Diversion design were not expected to be 100% efficient in terms of flow conveyance from the Rascal Lake catchment area. A more permanent long-term water conveyance through portions of the airstrip is expected to be required. The south end of the airstrip should be carefully monitored around and during freshet and during periods of any notable rainfall on site.

13. **Site Wide – Underbuilt Road Thicknesses.** The majority of the roads are typically in the thickness range of 1 m, with some areas thicker and some areas thinner (typically fills at least 0.5 m or greater). This was also noted in the 2023 AGI.
    - *Site has acknowledged this. As part of this AGI a more in-depth review of the road thickness was completed with the available information (see Appendix C). These checks can be used to help refine areas to keep closer and more frequent visual observations on. On site the current priority is to finish the critical pad and infrastructure. After this, likely post the initial mill start up, then additional NPAG material would be planned to build up the road thickness and widths. B2Gold had started to build up some of the all season road alignments (specifically in the Umwelt area) with additional fill thickness post the 2024 AGI site inspection. This process, building up road thickness with time as construction sequencing on site allows, is planned to be ongoing and continue in 2025.*
14. **Site Wide – Complete a update of the site Thermal Monitoring Plan**.
    - *An update to the site Thermal monitoring plan was completed in Q1 2025. Additional discussions in this document are also included about plans for additional near surface (shallow permafrost) monitoring (that would also help to get a better feel for the surface energy balance design assumptions).*

Many additional, typically secondary, or best practice comments, observations, and suggestions were made as part of the AGI. These observations are summarized in the following report text and shown in the appendices.

1 Introduction

SRK Consulting (Canada) Inc. (SRK) was retained by B2Gold Corp. (B2Gold) to conduct a geotechnical site inspection for the active development areas at the Back River Project (Project). The Project is a gold mine project that at a pre-production stage, and is licensed to conduct mining, milling, and associated activities. The site is located in the Kitikmeot Region of Nunavut, about 525 km northeast of Yellowknife. The current areas of active development are the Goose project site (Goose), located approximately 160 km south of Bathurst inlet (Figures 1 and 2), and the Marine Laydown Area (MLA or port area), located on the southern portion of Bathurst Inlet (Figures 11 and 12).

The project is under development now, and much of the licensed infrastructure components are still under active construction as illustrated in Figures 1 and 2. The primary construction activities for the Project started in 2018 and is expected to continue through 2025. The high-level overview of the Back River project development for Goose and MLA sites is shown in Figures 7, 8, 9, and Figures 17 and 18, respectively.

2 Background

This annual geotechnical inspection (AGI) is an annual requirement in response to Part 1, Item 10 of the site Water License 2AM-BRP1831 – Amendment No. 1, issued by the Nunavut Water Board (NWB) on October 15, 2021. The objective of the geotechnical inspection is to ensure that the project's surface infrastructure is performing as intended from a geotechnical perspective and in the context of the project site use. The emphasis is, to a large extent, based on the project's location in a cold climate continuous permafrost area, is ensuring permafrost integrity is considered or upheld, reviewing water management, and looking at more classical geotechnical and civil earthworks development (many of which are in an interim or active in-progress construction stage; site scheduled to go into production later in 2025).

SRK conducted the on-site physical component of the annual geotechnical inspection between September 5 to 10, 2024. A site geotechnical Inspection of the engineered infrastructure at the Back River Project was completed; with a focus on the earthwork components located on the surface was specifically addresses the Goose Property (Figures 1 and 2) and the Marine Laydown Area (MLA) (Figures 11 and 12).

The purpose of the 2024 AGI was to document the physical condition of these structures based on visual observations and to provide geotechnical assessment and to provide suggestions for improvement. The physical inspection focused on noting potential signs of physical instability such as erosion, differential settlement, cracking, sloughing, or bulging of material, thermal degradation, seepage, etc. All operational procures and all planned work scopes, which were or may have been in place on site, were not know to SRK at the time of the inspection and therefore may not have been full factored in this AGI. SRK has attempted to comment and consider all the information that was available to them for this reporting. This AGI inspection is documented in the photographic compilation provided in Appendix A for Goose and Appendix B for the MLA. The primary purposes of the photolog are to show the site progress and development at the time of the inspection and summarize the conditions observed during the site inspection. A review of the available monitoring and instrumentation data associated with these structures is also included and discussed further in Section 5.1. The end of this memo then summarizes observations based on the 2024 AGI site visit and data review.

3 2024 Annual Geotechnical Inspection

The Back River site continues to be in a period of transition, in a pre-operation ramp up stage. This means that many of the pads, roads, ponds, and water conveyance (culvert) structures were at an interim state and / or were not yet fully completed at the time of the 2024 Annual Geotechnical Inspection (AGI). As the site approaches initial production many of the in-progress infrastructure has been improved or brought closer to a final arrangement.

Observations of the interim state of the construction have been made in attempt to allow for site to improve the final configuration of the earthworks and water management infrastructure, to avoid larger scale permafrost degradation, and / or to minimize larger ongoing maintenance requirements.

3.1 Overview

A site visit was carried out as part of the 2024 annual geotechnical inspection (AGI). The site visit was carried out by John Kurylo, MSc, PEng, and Anna Timchenko, PhD, E.I.T. from SRK Consulting, between September 5th and September 10th, 2024. John and Anna first arrived in Goose where they spent two days (September 5th and September 7th). Partly through the day of September 8th, they flew to the MLA, where they spent an additional two days (September 8th and September 9th). Finally, they went back to the Goose site around noon on September 9th and continued and finished the remainder of the Goose site inspection. SRK ended their site visit at Goose site, from September 9th to September 10th. Access to the site for all inspections was fly-in / fly-out (via plane) based on the remote location. A trip from Goose to MLA was done by helicopter. Weather conditions during the inspection were sunny and cool with periods of light winds and precipitation. A photo logs showing an overview of the September 2024 inspection are provided in Appendix A for Goose and in Appendix B for the MLA.

At the Goose area, the inspections were focused on the water management infrastructure and, at the time, the portions of the camp pad and partially completed tank farm (three of the five planned tanks erected) and processing plant site. The portal and decline area as well as the rock pit slopes (at Echo and Umwelt) were outside the scope of this inspection (inspection did not focus on any direct mining elements) and were not looked at or included as part of this AGI; only surface infrastructure was inspected (Figure 3). The inspection of the Airstrip, Exploration Camp, Echo Pit Overburden Slopes, Umwelt Pit Overburden, Echo Waste Rock Facility (WRSA), culverts, access roads, tank farm and processing plant site foundations, Camp Contact Water Pond and Primary Pond Dam footprints were carried out by pickup truck. Frequent stops were made for physical (on foot) inspections. A series of site images and helicopter access was available at the time of these inspections. To complement the ground inspections, isometric drone images and surveys of the Primary Pond Dam footprint, Camp Pad and Processing Plant Site, Echo Pit with WRSA, Umwelt Pit and Airstrip were provided by B2Gold after the site visit.

At the MLA, the inspections were focused on the access roads, pads, airstrip, and the partially completed tank farm (three of the five planned tanks within the Phase 2 and Phase 3 tank farm designs

were erected at the time of the inspection and the fourth and fifth tank construction were in progress) (Figure 12). All inspections at the MLA were completed on foot (the entire site was walked over).

Following the site visit, B2Gold was able to provide some aerial images of MLA infrastructure, which were also reviewed as part of the 2024 AGI. The following list the additional data that was provided after the site visit:

For Goose:

- Drone survey of the Primary Pond Dam, survey completed on July 1st, 2024.
- Drone survey of the Echo Tailings Corridor progress, survey completed on November 12th, 2024.
- Drone survey of the Plant Site, survey completed on September 30th, 2024.
- Drone survey of the Airstrip, survey completed on September 15th, 2024.
- Drone survey of the Exploration Camp and adjusted area, surveys completed on June 6th, 2024 and June 9th, 2024.
- Drone survey of the Echo Pit and Echo WRSA, surveys completed on October 10th, 2024 and December 28th, 2024.
- Drone survey of the Umwelt Overburden Stockpile, surveys completed on July 20th, 2024 and October 22, 2024.
- Drone survey of the Goose Lake Barge Access Road, survey completed on July 30th, 2024.
- High resolution satellite image of the Goose Site from July 14, 2024.

For MLA

- Drone survey of the MLA site (compiled), survey completed on June 2nd, 2024.
- Drone survey of the Fuel Offload Pads, survey completed on September 7th, 2024.
- Drone survey of the Lower Laydown Area, survey completed on September 9th, 2024.
- Drone survey of the Old Mag Road, survey completed on June 9th, 2024.
- Drone survey of the Old Pipeline Road, survey completed on July 7th, 2022.
- Drone survey of the Fuel Pipeline Road, survey completed on June 6th, 2024.
- Drone survey of the Tank Farm, survey completed on August 24th, 2024.
- Drone survey of the Cam Pad and Camp Pad Extension, surveys completed on November 7th, 2024.
- Tank Farm as-built survey performed on October 7th, 2024.

This document provides a summary of the conditions observed and resulting inspection observations. Table 1 and Table 2 provide a summary of the inspected components for the Goose and MLA sites respectively.

Table 1: List of Inspection Components at Goose

Component	Inspection Item	Photo Reference (Appendix A, C, D, and E)
Instrumentation	Primary Pond Dam GTCs[1)] Previously installed GTCs (no data collected starting from 2017)	Appendix A, Figures 22 and 27 Appendix A, Figures 22 to 26
Mining Infrastructure	Goose Quarry Echo Pit[2)] Umwelt Pit[2)]	Appendix A, Figures 59 to 61 Appendix A, Figures 36 to 38 and Appendix E Appendix A, Figures 89 to 93
Containment Structures	Echo Overburden Stockpile[2)] Echo Waste Rock Facility [2)] Crusher Stockpile Goose Tank Farm[2)] Ore Stockpile Pond Umwelt Overburden Stockpile[2)] ROM Pad and Ore Stockpile[2)] Echo Treatment Plant	Appendix A, Figures 48 to 51 Appendix A, Figures 43 to 45 Appendix A, Figures 59 to 61 Appendix A, Figures 113 to 115 Appendix A, Figures 65 to 67, 72 to 73 Appendix A, Figures 116 to 118 Appendix A, Figures 102 to 105, 106 to 107 Appendix A, Figures 39 to 42
Infrastructure	Primary Pond Dam[2)] All-Weather Road: ■ Goose Neck Crossing ■ Echo Crossing ■ Gander Crossing Echo Diversion Echo Haul Road Goose Barge Access Road Camp Pad and Camp Pad Extension[2)] Mining Operations Pad Processing Plant Pad[2)] Airstrip and access road Explosives Access Road and Emulsion Plant Pad[2)] Exploration Camp Access Roads and Pads at Llama Lake	Appendix A, Figures 94 to 97 Appendix A, Figures 98 to 101, 28 to 30, 52 to 52, 46 to 47, 108 to 109, Appendix C Appendix A, Figures 98 to 101 Appendix A, Figures 28 to 30 Appendix A, Figures 52 to 53 Appendix A, Figures 31 to 35 Appendix A, Figures 62 to 64, Appendix A, Figures 54 to 56 Appendix A, Figures 79 to 88 Appendix A, Figures 74 to 78, 57 to 58 Appendix A, Figures 68 to 71 Appendix A, Figures 9 to 21, Appendix D Appendix A, Figures 119 to 120 Appendix A, Figures 2 to 8 Appendix A, Figures 110 to 112

Notes:

[1] GTCs – Ground Temperature Cables.

[2] Was under construction during the time of the 2024 AGI.

Table 2: List of inspection Components at the MLA

Facility	Inspection Item	Photo Reference (Appendix B)
Instrumentation	Previously installed GTCs (no data collected starting from 2017) New installed GTS cables at MLA Tank Farm	N/A
Containment Structures	MLA Quarry Tank Farm[2)] Former Temporary Fuel Containment	Appendix B, Figures 11 to 17, 28 to 29 Appendix B, Figures 30 to 31
Infrastructure	Shoreline Pad Freight Storage Pad Camp Pad and Camp Pad Extension [2)] Roadways (Former Explosives Storage Access Road) MLA Airstrip and Airstrip Extension (NW end) [2)] Anchor Pads Fuel Offload Access Road	Appendix B, Figures 22 to 23 Appendix B, Figure 4 Appendix B, Figures 2 to 3, 5 Appendix B, Figures 32 to 34 Appendix B, Figures 6 to 10 Appendix B, Figures 18 to 21 Appendix B, Figures 24 to 27

Notes:

[1] GTCs – Ground Temperature Cables

[2] Was under construction during the time of the 2024 AGI

3.2 Limitations

The annual geotechnical inspection completed by SRK (as part of this scope of work / memo) includes only engineered infrastructure on surface; a geotechnical inspection of the underground mine and associated underground infrastructure was planned to be completed by other consultants and is outside the scope of this report.

SRK's review does not include an assessment of the structural integrity of any buildings and bridges. SRK would highlight potential structural concerns based on observations during the AGI if they were immediately apparent; however, an assessment of structural integrity would need to be completed by a suitably qualified Structural Engineer if / as required. Thus, the focus on the observations in this report is primarily around water management (specifically looking at the infrastructure), thermal, and geotechnical infrastructure performance (focus more on the earthwork related elements).

4 Design and Operation Considerations

Back River Project is located within a zone of continuous permafrost with the permafrost being up to 570 m below ground surface (bgs). The active layer depth ranges from approximately 1 to 4 m bgs (with an average thickness around the site of approx.1.5 m bgs), with the greatest active layer depths occurring in areas with thin soil veneers above bedrock. Due to the presence of salinity in some surficial groundwater, the active layer can take up to 60 days to freeze in some areas from the time when the mean average air temperature drops below 0°C.

In general, overburden soils are frozen from mid-October to the beginning of June. Overburden reaches its maximum (warmest) seasonal temperature between the middle of August and the middle of September, at which point the average air temperature starts to decrease and freeze up begins (SRK 2019).

Prior to detailing the specific observations (as outlined in Sections 5 and 6), SRK would like to reiterate several overarching design and operating principles as they relate to geotechnical stability, design and performance while specifically focusing on maintaining permafrost integrity at the project site. Note that many of these comments were noted in the 2023 AGI as well so this is a simplified list. The 2023 AGI report should be consulted for a more detailed description and discussion on these points (SRK 2024).

- **Underbuilt (lower fill thickness) Pads and Roads**
  - Minimizing Permafrost Degradation: Pads and roads are designed to protect permafrost using specific thermal criteria. Insufficient fill thickness can lead to thermal erosion, requiring costly maintenance or remediation. Less trafficked areas or areas with stable ground (absence of ground ice) may need minimal coverage and may be ok in the current configuration.
  - Current Status: Most roads are partially built, with fill thicknesses ranging from 0.5 m to 1 m. Some areas are nearing design thickness, especially around the MLA Tank Farm, Echo Pit, and Goose Camp. Maintenance needs will depend on underlying ground conditions.
  - Thermal Monitoring: A thermal monitoring plan was submitted in 2024, with updates expected in 2025. Areas near surface water flow paths and infrastructure edges require closer attention and monitoring to ensure that any massive ground ice in the foundation is not being degraded.
- **Consideration of Heated Building on Rockfill Pads**
  - Heat Impact on Permafrost: Heated buildings can deepen the active layer, potentially degrading ice-rich permafrost and causing settlement. Designs should account for heat transfer to the ground.
  - Mitigation Measures: Options include situating buildings on bedrock, elevating them for airflow, adding insulation, or using thermosyphons in extreme cases. Current practices, such as elevating camp buildings on wood cribbing, align with these recommendations. Typically at Goose for larger or critical infrastructure (specifically around the plant site) it was seen that the approach to place foundations on engineered fill constructed over bedrock was typically deployed on site.

  - Monitoring Needs: Structures near pad edges (5–7 m) require careful monitoring. Most critical infrastructure is built on bedrock, but areas with frozen overburden in the foundation would typically be expected to need additional attention ad monitoring.

- **Consideration of Seasonal Active Layer Fluctuations**
  - Vulnerability in Summer: The active layer is deepest in August, making road and pad shoulders more prone to tension cracks and softening. Heavy vehicle traffic should be limited within 1-3 m of shoulders during this period.
- **Consideration of Construction Within the Talik Zones**
  - Challenges: Talik zones (unfrozen ground near lakes or surface water) have lower bearing capacities and higher chance and rates of seepage. This may pose increased risks of settlement or foundation failure or complicate water management. Solutions include overbuilding (thermal cladding), using geosynthetics, driving piles into bedrock, or utilizing thermosyphons in the foundation.
  - Current Observations: No notable construction in talik zones has been observed to date. Additional investigations of the thermal conditions near the future Saline Water Pond (Umwelt Dam) location are still required to confirm the presence of absence of a talik in this area. This is a future consideration.
- **Consideration of the Impacts of Surface Water Flow Paths**
  - Monitoring: Routine inspections, especially during thawing seasons, are critical for roads, pads, and airstrips.
  - Water Management: Redirecting or pumping ponded water away from infrastructure can help preserve permafrost and reduce maintenance.
  - Additional specific considerations: As outlined in Appendix A and Appendix B, tension cracking along sides of the Goose and MLA airstrips and portions of the roads and pads, continues to be noted. This cracking is especially prevalent where any of the pre-existing surface water flow paths have been intercepted by earthworks activities. These cracks in the fill material are not atypical but should be monitored.
    - Specifically, the airstrip(s) shoulders (both Goose and the MLA) should continue to be closely monitored to ensure that any additional maintenance is able to be conducted as required. Routine airstrip inspections should continue to occur year-round by site staff but would be suggested to be increased in frequency over the spring to fall months (around June to November).
      - *Following the initial SRK site inspection B2Gold site staff have confirmed that at the Goose and MLA that they carry out daily strip checks to ensure integrity of the airstrip surface and surrounding area. These checks constitute a portion of the information relayed to the airline companies prior to every landing.*
    - B2Gold should take extra care to consider the location of existing surface water flow paths in the infrastructure plans and earthwork constructions (Figures 4, 5, 6, 13, 14, 15, and 16).

One example of this would again be at both airstrip locations (for the Goose and MLA sites). Due to the long linear nature of the airstrip, they inevitably cross some ephemeral surface flow paths.

- The Goose Phase 1 airstrip extension to the South was completed in October 2023. As this airstrip extends to the south, it intersects some more notable surface water flow pathways /ephemeral streams (Figures 4 and 5, Appendix D). It should be noted that the most southern stream remains mostly undisturbed to allow water movement. The airstrip terminates to the North of most southern stream. Site has confirmed the airstrip will not be extended until upstream diversion infrastructure is built first.
- The Rascal Diversion berm started to be constructed in October – November 2023 but was not completed by the time of the 2024 AGI.
- If a second phase of the airstrip extension moves forward then, in its current configuration, that would extend the airstrip south and cut-off the last existing flow path. The Phase 2 expansion of the airstrip requires The Rascal Diversion berm and a fishway passage channel to be complete in advance of airstrip construction. The site has indicated that the Phase 2 airstrip extension is to still be evaluated to see if this expansion is necessary in the future.
- Ponding water has been noted accumulating along the south west end of the airstrip near the old ephemeral streams crossings. The south end of the Goose airstrip will require monitoring and more permanent long-term water conveyance through portions of the airstrip should be considered by site (dependent on length of airstrip site is targeting).
- At the MLA there is ponding water against the southern-to-southern western edges of the airstrip (Figure 13). B2Gold should monitor these areas (specifically as temperatures annually warm on site from winter to spring to summer conditions). Some consideration should be given to redirecting or trying to push any ponding water further away from the toes of the existing MLA airstrip. This could be done in an attempt to push any thermal degradation further away from the main airstrip fill. Pumping down / removal of any ponded water at the toes of the airstrip in the fall (before winter freeze-up) would increase the cold ambient air and ground heat transfer to help slow down permafrost degradation (reduce thawing rates and slow deepening of the active layer). This increased water management may help to reduce overall maintenance activities at this airstrip.

5 Site Inspection

5.1 Instrumentation

Background

According to the Project Certificate Condition, No. 12 B2Gold must monitor and mitigate impacts from the Project on permafrost conditions relative to project infrastructure, including associated roads, waste rock stockpiles, trails, and quarries. In cases where permafrost degradation has been observed, B2Gold shall report on measures implemented to restore and promote the reestablishment of the surrounding permafrost integrity. During construction, B2Gold shall, on an annual basis, provide information regarding the results of monitoring and identifying any mitigation measures undertaken in fulfillment of this Term and Condition; in the B2Gold's annual report to the Nunavut Impact Review Board. Subsequently, once monitoring has demonstrated that the area(s) assessed are stable, B2Gold has to provide information regarding monitoring results and any updates to mitigation measures every 2 (two) years in the Proponent's annual report to the Nunavut Impact Review Board.

B2Gold has made a progress in this area, developing an initial revision of a thermal monitoring plan in 2023. In 2024, with contributions from SRK, B2Gold continued refining the site-wide ground thermal monitoring plan to align with the terms and conditions outlined in the project certificate. This plan is an evolving and active document (ongoing revisions) that establishes a framework for ongoing monitoring of both background and infrastructure sites, supporting effective management of operational risks associated with permafrost thaw due to climate change and mine development. An update to the site-wide thermal monitoring plan was completed in 2024 to early 2025. The thermal monitoring plan is a stand-alone document and the details of this plan are therefore not included in this AGI memo. This noted, a high level overview of some of the recent GTCs are overviewed below:

- There were forty-two previously installed Ground Temperature Cables (GTCs) at Goose Property and MLA (SRK 2024). The installation of the monitoring GTCs was performed between 2012 and 2017. The last reading for most of the ground temperature cables was from 2017 or earlier. Based on the site inspection performed in 2024, six historical thermistors at Goose and historical thermistors at MLA were compromised (typically removed as part of ongoing site development over these areas) and were removed from the site thermal monitoring plans.
- As part of the Primary Pond design, a detailed monitoring system has been designed and included. A set of vertical and horizontal GTCs was installed in the dam key trench at Primary Pond during the 2023 and 2024 construction seasons. In addition to the Primary Pond GTC installations, two ground temperature cables were installed in 2023 at the Camp Pad area. In summer 2024, new cable this year, a deep vertical GTC monitoring station was installed at the Umwelt Pit. These cables are also included in the site thermal monitoring plans.
- Two vertical ground temperature monitoring stations were installed at the MLA tank farm in the summer of 2024, and data collection began in July. As of October 2024 one vertical cable no longer was able to be read by the datalogger. Troubleshooting is currently underway for this

unresponsive cable. These monitoring cables were also incorporated into the site's thermal monitoring plans.

Observations

B2Gold, in collaboration with SRK, have developed an initial revision of a site-specific thermal monitoring plan. In 2024 B2Gold continued developing the plan. This plan along with the annual report are provided as a standalone report and included as part of the 2025 annual reporting.

During the 2024 AGI, many of the historic Goose thermistor sites were visited, and their status was documented. Troubleshooting and potential data collection from these sites are planned to continue in 2025. The initial phase of the instrumentation audit identified various locations where the historic GTC have been removed or expected to be damaged beyond repair. A closer look into the historic dataloggers also showed that no additional information (typically from 2017 to current) was able to be extracted as most of the historic data loggers as they had no power, no battery, and no salvageable stored memory.

Aside from the GTC / thermal monitoring there is no other geotechnical monitoring data to review, as part of this AGI (beyond monitoring data at the pits that was out of scope to review). Beyond the thermal data, the primary source of additional information is the comparison between ongoing site earthwork and drone surveys (which was reviewed as part of this AGI) and site operational observations and records. It is SRK's understanding that in 2025 B2Gold plans to establish additional thermal monitoring locations, as well as physical survey monitoring locations (survey pins or markers) at the tank farm and MSE wall locations. Once completed, a detailed set of monitoring instrumentation is also planned to be installed at the Primary Pond dam. Any additional monitoring information that becomes available will be reviewed as part of the 2025 AGI.

5.2 Goose Property

Refer to the Appendix A photolog for photos pertaining to the Goose Property inspection. Figures 7, 8 and 9 provide a high-level overview of Sentinel-2 satellite images showing the development of the Goose property from 2016 to 2024.

5.2.1 Goose Quarry

Background

Development of the pit was started in 2021 to provide the Non-Potentially Acid Generating (NPAG) Run of Mine (ROM) material for the site, but since the Echo Pit pre-stripping development was initiated in 2022, there has been no activity at the Goose quarry. As a result, the former Goose quarry is currently being used as a temporary landfill / storage site with long term plans of relocating all temporarily placed landfill material within the limits of a waste dump (as permitted).

Site Inspection Observations

- Similarly to the 2023 AGI, no notable mining activity at the Goose Quarry was observed during the 2024 site visit. The quarry is currently being used as a temporary disposal area for refuse. Refuse material should be periodically cleaned up and consolidated to prevent it from being dispersed by wind.
- There were no observations of large-scale global slope instability in the quarry (from areas that were visible)
- Ponding water was observed at the base of the quarry, which may be partially due to the Echo pit's dewatering process. A pipeline from Echo Pit to the quarry observed during the 2024 AGI site inspection. Water management and closure of this quarry is expected to be required within the next couple years if this quarry is not planned to be re-activated.
    - *SRK was informed that the site plans to investigate closure options further. Closure options will be evaluated to see if the quarry can be backfilled with waste rock, and / or to see if additional water management and removal of the refuse at the location is required.*

5.2.2 Echo Pit

Background

The general Echo Pit area includes the Echo Pit and Overburden Stockpile. The Overburden Stockpile location is located north-northeast of the pit. Echo Pit mining activities began to increase in 2022, with a pause in operations from around July 2023 to November 2023. During the 2023 AGI the mining of the pit was noted to have exposed up to 6 m of soil overburden on top of the bedrock in the south-southwest wall. Open pit mining continued in 2024, exposing 8 to 15 meters of overburden soils along the south and southwest walls. The pit is scheduled for completion on May 30, 2025. The focus on the inspection was on the overburden sections adjacent to or in the upper benches of the Echo Pit.

Site Inspection Observations

- No detailed assessment of the pit walls was performed during the inspection (rock mechanics of the pits outside the scope of this inspection). All observations presented herein are related to the overburden slopes at SSW.
- At the time of the inspection, the south-southwest wall slope was found to be approx. 2.5H:1V, with an overburden wall height of about 8 to 15 m. These slopes have been partly covered with the run-of-quarry rock cladding, varying in thickness from 0.5 to 1.0 meters, though no cladding was present at the crest of the pit. The cladding is intended to mitigate thermal erosion and degradation of the overburden material, preventing the formation of erosion gullies.
- Due to the limited (thin) thermal erosion protection, a set of tension cracks and slope erosion were observed along the south-southwest wall. To improve slope stability monitoring, a series of monitoring monuments were installed on overburden slopes. As evidence of active slope instability (in this case appearing to be slight relaxation from partial thermal degradation of the overburden)

some monitoring monuments were observed to have shifted from their initial positions. SRK was not provided and did not review any Echo pit movement data but flagged this observation to site staff for further evaluation by others.

- The development of the pit was continued after the inspection was completed (pit development actively in progress). Prior water levels in the Echo Pit reaching elevations near the base of the overburden, SRK suggests that the thermal cladding designs for the Echo pit slope be revisited and consideration given to increasing the cladding thickness to a minimum 2 m until a time that the slopes would be 'buttressed' with in-pit tailings. Additionally, it is recommended to cover the slope crest with run-of-quarry rock to enhance stability and prevent additional thermal erosion or deepening of the active layer, specifically for the overburden material along the south-southwest wall.

Please refer to the 2023 AGI memo (SRK 2024) for the thermal objectives for the rock cladding of the overburden pit slopes.

5.2.3 Echo Overburden Stockpile

Background

The overburden stockpile is used to store overburden material mined from the Echo Pit. Construction of the Stockpile was commenced around 2022. The overburden soil continued to be hauled to the stockpile in 2023 and the beginning of 2024 during the periods when the Echo pit mining operations resulted.

Site Inspection Observation

- Similar to the observations in the 2023 AGI memo, most slopes on the exterior of the stockpiles showed signs of sloughing and relaxation, likely due to the high water content of thawed materials. This indicates the stockpile formed during the winter when the overburden soil was frozen, consisting of blocky frozen material with entrained or massive ice in some areas. Compaction was not effective in this frozen state, leading to ongoing thaw and settlement, which remained evident during the 2024 AGI.
- The ponding water was observed in areas at the toe of the stockpiles. This is likely in part from the release of water from the overburden soil due to the high ice and water content as the outside layers of the stockpile thaw in the warmer months. Monitoring of ponding water should be incorporated into the site overburden stockpile management plans.
  - *In 2024 SRK was informed that the site has an overburden stockpile monitoring program, and that is in place and also looks at water ponding at or around any toes. This overburden monitoring program was not provided and not reviewed as part of the 2024 AGI.*

5.2.4 Echo Waste Rock Facility (WRSA)

Background

The updated feasibility study (UFS) completed in 2021 (Sabina 2021) described the Echo WRSA design. This included an initial smaller phase where the Echo WRSA was constructed South of the Echo pit (runoff from the WRSA first reporting to the pit footprint). This UFS also shows a future stage where the Goose and Echo WRSA were combined and placed over and around the Echo Pit. Specifically, the waste from the Echo Pit development was planned to be placed behind and south of the Echo Pit. The future waste from the Goose Pit development was then planned to be placed over the Echo WRSA, and over the Echo Pit in future years of operation (including a notable amount of buttressing fill to the North of the Echo Pit).

Phase 1 of the Echo WRSA has been constructed specifically for the Echo Pit waste (constructed to the South of the Echo Pit). The Echo WRSA designs include an offset of approximately 50 m from the Echo Pit to avoid interaction with the initial tailings deposition within the pit, and to have a further offset from the overburden slopes, done in part to avoid any excessive loading of those overburden slopes within or immediately adjacent to the Echo Pit. The proposed design for the Echo WRSA will involve the placement of waste rock on existing ground, within the established WRSA footprint. There is no pre-stripping planned within the dump footprint, as this would accelerate foundation permafrost degradation and increase sediment and water management requirements. Therefore, the waste rock is placed directly over the (snow cleared) tundra.

Construction of the Echo WRSA was initiated in the spring of 2024. The existing offset from the open pit crest is 45 to 50 m. By the time of the 2024 AGI inspection, the first bench of the WRSA was constructed.

Site Inspection Observation

- Waste rock slopes were observed to be over-steepened (approx. 1.5H:1V) compared to the recommended 1.7H:1V or shallower (SRK 2023). These slopes should be monitored and may require some slope regrade to maintain the waste rock dump global stability. Or future waste dump development may be required to be modified or to add in additional benches to ensure stability requirements are achieved as the dump height increases.
- The natural pond within the designated footprint of the Echo WRSA was partially backfilled with a lift of waste rock material without prior dewatering. It was recommended to place a thin lift of waste rock and temporarily pause further placement. During the winter construction season, once the water between rock particles has fully frozen, waste rock placement would then resume (around November 2024) to effectively encapsulate the water-rock conglomerate. This approach ensured there were a lower potential for a slip surfaces being created and helping to reduce the risk of ongoing water accumulating at the base of the WRSA.
    - *B2Gold has informed SRK that the material was placed in thin lifts before winter, allowed to freeze, before continuing the WRSA expansion (as per stability recommendations).*

  - *SRK reviewed aerial images of the Echo WRSA taken in September, October, November, and December 2024. These images show that a thinner lift of waste rock was placed over the ponding area in late September. No work was conducted in this section during October, and material placement resumed later in November when the average ambient temperature was -14.5°C. This area should be a location that is considered to receive additional monitoring in the future to ensure that ongoing or long term foundation settlements are not occurring (from mechanisms such as permafrost thaw).*

- A landfill was identified at the edge of the southeast side of the Echo WRSA, within a 50 m zone and outside the final designed footprint. To reduce the risk of global WRSA slope instability, it was recommended to encapsulate the landfill within Echo WRSA (ideally towards the center / further offset from the edges of the waste rock pile). Additionally, all material placed outside the designated WRSA footprint should be pulled to maintain the intended waste rock dump configuration.
  - *SRK was informed that in 2025 the site (B2Gold) plans to remove the material placed outside the designed Echo WRSA footprint and relocate this material inwards. This area should be revisited as part of the 2025 AGI.*
- Waste rock placement on the western side of the facility was observed to be close to, or at or slightly onto the diversion berm. This has leading to some areas of ponding water and, as a result, is promoting thermal degradation at the facility's toe in some areas.

5.2.5 Echo Diversion

Background

The Echo Diversion Berm was designed with a 2 m thickness of rock fill, and some upstream lower permeable material at the toe, in order to encourage freeze back of permafrost and to promote the active layer raising to within the base of the berm. This would be done to help reduce the foundation seepage, through the active layer, and below the berm. During larger storm events, larger overland flows would result which then would be accommodated by this diversion (and diverted away from the Echo mining area (less potential for larger volumes of contact water to manage). The diversion berm was designed with shallow grades (at the downstream toe, usually within approximately 1 to 5%) to ensure a minimum freeboard of 0.3 m was maintained during the 100-year, 24-hour peak design flow. The Echo Diversion started to be constructed in 2022 and 2023. No notable work appeared to have been completed at the Echo Diversion in 2024.

Site Inspection Observations

- A comparison of the available / current layout drawings and as-constructed survey information of the Echo Diversion Berm revealed discrepancies between the two (alignment not the same in all areas). This has result in ponding water and ineffective water diversion in some areas (specifically along the more southern extents of the diversion). It is suggested that the Echo Diversion be revisited to identify sections that are below grade or require adjustments to align to improve the function and match the design intent for this structure. Particular attention should be given to areas

where the upstream toe slopes that are inwards from original layout design lines (specifically looking at these areas to minimize ponding and provide more diversion of surface water). Areas with shallower upstream slope should also be looked at in more detail to ensure that the design berm crest widths and minimum thicknesses are maintained.

- The thickness of the diversion berm typically varies from 0.8 m to 1.5 m; i.e. not yet at design thickness in all areas. This lower thickness, combined with the use of overburden-rich material for construction, has resulted in thermal erosion of the diversion berm in areas. Maintenance activities (additional fill and some regrading) are suggested to be completed for this diversion.
- In some sections, the waste rock from Echo WRSA was found to be pushed to or in selected areas onto the berm. Material in these areas should be pulled back to reduce the risk of the dump slope instability (specifically for shallower and more surficial slumping type failures that may result in waste rock material upstream of the Echo Diversion berm).

5.2.6 Echo Haul Road

Background

The Echo Haul Road connects the Echo Crossing to the Echo Pit. Originally constructed in 2022, the road was widened during the 2023/2024 winter season from 12 to 17 meters to accommodate CAT 777 haul trucks.

Site inspection observation

- Ponding waters was observed on both sides of the road embankment with elongated cracks appearing at the crest of the embankment in areas where water had accumulated.
- The Mining Equipment Laydown area located on the eastern side of the Echo Haul Road measures approximately 50 m x 170 m and is used for storing haul trucks and other mining equipment. This laydown area blocks natural water pathways at the northeast corner, leading to water accumulation at the toe of the pad and beneath the fill material.
- Some cracks were observed at the crest of the pad, aligning with the locations of ponding water. It is recommended to monitor the pad and haul road slopes and edges, remove equipment from affected areas, and ensure that no equipment is parked within 1 m of the embankment edge.

5.2.7 Goose Tank Farm

Background

The design of the Goose Tank Farm was done by Sacré-Davey Engineering Inc. A detailed review of the tank farm design was not completed as part of this scope of work and the comments in this section are based primarily on visual inspection and review of the available drone data. The initial design of the Goose Tank Farm comprised a row of four fuel tanks, with capacities ranging between 10 and 15

million (M) liters (L). In 2023, the design of the tank farm was upgraded and an additional tank 15ML was decided to be constructed.

The construction of the containment area commenced in the summer of 2021. The foundation of the facility was excavated into the bedrock (tanks on bedrock), surrounded by a bermed area up to about two meters in height. The tank farm area includes a geosynthetic liner system (High Density Polyethylele or HDPE liner covered with geotextile).

Goose Tank Farm was constructed in three phases. The earthworks component of Phase 1 (Tank 4 - 10 ML and Tank 2 – 15ML) was completed in the summer seasons of 2021. In the summer of 2022, the first tank (10ML) installed at the western side of the containment area. By September 2023, the containment facility for the second fuel tanks has been constructed, including the HDPE liner element. The assembling process of Tank #2 was in progress at the time of the 2023 field inspection. Both tanks were built on pedestals with a minimum of 1 m thickness that typically appear to extend a minimum of 1 m beyond the toe of the fuel tank.

Construction and earthworks components of Phase 2 (Tanks 3 and 1) took place in 2023 and 2024. Both tanks were erected in 2024. In June 2023 the decision was made to install 5th tank (Phase 3). B2Gold engaged SRK to conduct the bedrock foundation checks for Phase 3 construction (SRK 2025). Earthwork for Phases 2 and 3 was in progress during the 2024 AGI site inspection. By February 2025, the containment facility for Tanks #3, #1 and #5 has been constructed.

Site Inspection Observation

- Phase 1 (Tanks #4 and #2) of the Tank Farm was completed and Phases 2 and 3 (Tanks #3, #1, and #5) were under construction during the annual inspection. Tanks #4 and #2 had been completed and had fuel in them while Tanks #3, #1 and #5 were under construction. This tank farm is in progress and was inspected in an interim state.

  The observations made in the 2024 AGI were consistent with those documented in the 2023 AGI memo.

- The inner and outer slopes of the containment berm appear to be oversteepened in areas. This had led to the observations of minor cracking in some areas of the berm. There is no concern about an overall berm stability at this stage. However, cracking is expected to be a result of the oversteepened slopes.

- There is limited overliner crush (or bedding material) that has been placed over the liner in the Phase 1 Goose Tank Farm. The engineering crush fill was not yet placed over the installed HDPE liner. Specifically the inner slopes of the tank farm still showed exposed liner, as well as areas around the bottom of the pedestal for Tank #4. The HDPE liner remains exposed, causing a high risk of puncturing and potential damage. The overliner fill thicknesses should be surveyed and checked as part of the as-built checks and documentation. It is suggested that as part of the overliner thickness checks that the design thicknesses be reviewed, with consideration of the expected vehicle loading, and when in doubt the geosynthetic supplier should be contacted to confirm that manufacturers specifications (confirm the minimum cover over the liner to protect from vehicle traffic).

- HDPE liner was found not to be well anchored at the southern and western berm crests of the Phase 1 tank farm secondary containment, during the inspection tour. The top liner in the southern and western berm crests is expected to be further anchored before the Tank Farm is completed. Comments specific to the Phase 1 portion of the tank farm.
- The final anchoring and top elevations of the liner should be surveyed as part of the as-built survey pick-ups and this information should be reviewed.
- The containment area (Phase 1) had some water over the base in areas during the inspection. This likely was due to some of the recent rainfall on site around the time of the inspection. Active pumping was not noted at the time of the inspection.
  - *It is SRK's understanding that this is on sites radar and plans have already been made for this ongoing operational and maintenance support.*
- Phase 2 and Phase 3 area was in progress, only pedestals were constructed at the time of the inspection. No berms for Phase 2 and Please 3 were constructed that time. The completed Tank Farm is expected to be checked during the 2025 AGI.
  - *B2Gold confirmed that the construction of the containment area for Phase 2 and Phase 3 was completed in the winter of 2025.*

5.2.8 Echo Treatment Plant

Background

Echo Treatment Ponds were constructed in the Summer of 2024 at the northwest side of Echo pit. The Echo Treatment Ponds were built as an integral part of the Echo Treatment Plant to handle contact waters pumped from an open pit. The installation of the treatment plant (a set of various tanks and portable treatment units) was not completed by the day of the site inspection. The facility consists of six containment ponds lined with geomembrane material (HDPE), used for water storage, settling, and treatment.

Site Inspection Observations

- Some sections of the liner are displaced or lifted, potentially due to wind, settlement, or improper anchoring. A set of liner rips was observed on the slopes and berms. The liner displacement should be addressed to ensure full containment and prevent leaks.
- Based on the visual inspection, outer and inner slopes of the ponds were found to be over-steepened. Unsuitable (too coarse) material was used on the berms overliner for the geomembrane anchoring.
- As-built survey of the installed liner should be performed to determine containment volume of the treatment ponds.

- No spillway was observed at the Echo Treatment Plant site. For effective treatment, a spillway needs to be designed and constructed to prevent overtopping and manage stormwater events due to freshet or extensive rains on site.
  - *B2Gold confirmed that starting September 2024 Echo Treatment Ponds have not been used. The ponds will be decommissioned in 2025.*

5.2.9 Ore Stockpile Pond

Background

The Ore Stockpile Pond (OSP) was designed to capture run-off from the ore stockpile. Containment was planned to be achieved with a fully lined pond footprint. Construction of the pond was initiated in 2022. The OSP HDPE liner installation was in progress at the time of the 2022 AGI inspection. The HDPE liner placement was predominantly finished in the summer of 2023, before the 2023 AGI was performed. No additional construction activities took place in 2024. It is unknown to SRK if further construction activities are planned for this pond or how this pond will be ultimately utilized.

Site Inspection Observations

The observations from the 2024 AGI were consistent with those recorded in the 2023 AGI memo, with no updates or improvements made to the facility in 2024. During the warmer months, approximately 80% of the pond area remained dry, with ponded water – likely from precipitation events – limited to the northwest (which seems to be the lowest) corner of the pond.

- Most of the liner at the base and inner slopes and crest of the containment berm are exposed (this appears to be as per design).
- The exposed HDPE liner can easily be damaged. Overliner material appears to have been placed in select routes (maximum fill thickness appears to be 0.3 m) to allow for smaller vehicle traffic (maybe only a skid steer) into and out of the base pond area. Exposed liner is also more prone to degradation and folding / warping over time from ultraviolet (UV) or solar radiation. It is expected that some maintenance of this pond, and or removal of sediment accumulating in this pond over time would be required.
  - It is suggested that any routes over the liner that will be used for vehicle access or maintenance be well denoted and the overline thicknesses in these areas checked (to ensure adequate cover thickness).
  - Also, consideration should be given to if there are long term benefits to cover all of the exposed liner (to protect from solar impacts and assist with sediment removal and longer term maintenance activities).
- The HDPE liner is not well anchored on its southern side / extents.
- Liner damage was observed in several spots around the inspected area (specifically along the back / southern end where the liner tie-in to the tundra and toe of the ore stockpile pad and access road). An investigation is needed to inspect the condition of the geotextile and HDPE liner. Repairs

should be completed to the liner system (specifically at the back or southern end) before this pond construction is finalized.

- The inspection of the eastern and southern berms showed some HDPE liner bends and settlements of the berm crest that may lead to the OSP containment volume reduction.
- Based on visual inspection, the pond base has two low points that may require the installation of two pumps. The decision on pump installation should be made by the design company following a review of the as-built survey.
- During the 2024 inspection, a safety berm approximately 1.2 m high was observed on the southern side of the pond. Constructed from blasted bulk material, this berm likely prevents contact water from the ROM pad and ore stockpile from draining into the pond. No culverts or other drainage systems to convey the contact water from the ROM pad to the OSP were identified during the inspection.
- Piles of uncompacted overburden-rich material mixed with landfill debris (including metal, wood, and plastic) were observed on the western side of the OSP. Drone imagery from the winter of 2024 indicates that the laydown area was used for snow collection from the Plant Site and a section of the all-weather road located north of the OSP.

5.2.10 ROM Pad and Ore Stockpile

Background

The initial design of ROM pad was done in 2023. In 2024 B2Gold, the design of the ROM pad was updated to increase the capacity of the ore stockpile. The designed elevation of the ROM pad was 308.6 m and side slopes were at 2H:1V. Construction of the ROM pad was initiated during the 2023/2024 winter season and continued during the time of the 2024 AGI.

Site Inspection Observations

- A visual inspection indicates that most of the ROM pad is constructed on exposed tundra. However, the southern end was built on an overburden lift approximately 1.5 meters thick. This area is likely susceptible to additional differential settlement and should be monitored closely.
- The slopes of the ROM pad appeared to be oversteepened (approx. 1.5H:1V). The surface of the ROM pad is found to be uneven and not well compacted, which may lead to the ore loss.
- Ponding waters were observed at the southern toe of the ROM pad. It was recommended placing a thin lift of waste rock and temporarily pause further construction of the ROM pad in this area. During the winter season, once the water between rock particles has frozen, construction of the ROM pad should resume (around November 2024) to effectively encapsulate the water-rock conglomerate. This approach ensures that no potential slip surfaces are developed, eliminating the risk of water accumulating at the base of the pad.
  - *B2Gold confirmed that the material was placed in thin lifts before winter, allowed to freeze, and then used to continue the pad construction to the south.*

- The seacan laydown area west of the ROM pad has experienced significant differential settlement. The pad consists of loose, overburden-rich material, likely placed during winter without proper compaction. Drone data indicates that seacans were stored on the pad between March and May 2024. Since May 2024, ponding water has been observed at the toe of the ROM pad and the adjacent laydown area. To mitigate further settlement, it is recommended to clear the seacans, compact the existing fill, and place another 2 m of the engineering fill in thin compacted lifts to ensure stability.
- No drainage system was observed to collect and divert contact waters towards the OSP.

5.2.11 Primary Pond Dam

Background

The Primary Pond dam was designed as a frozen foundation dam to limit water and heat transfer to the foundation. The water retention capabilities of the dam rely on an impermeable HDPE liner that is incorporated in the dam fill and key trench (key trench is 'keyed' into the permafrost foundation). The Primary Pond Dam is designed to have a crest elevation of 314.5 masl, with a maximum height of 9 m. The downstream slopes of the dam should be graded at 2.5H:1V (or gentler), and the upstream slopes at 4H:1H. The centerline of an overflow spillway crosses the dam embankment approx. at Sta 0+775. This spillway is designed to safely route potential flow over the dam in the event of a larger flood event. The foundations of the Primary Pond dam will consist of permafrost bedrock and frozen overburden (in some areas ice rich overburden).

During 2024 AGI the construction of the Primary Pond Dam was in progress. Construction of the dam started in December 2022 and was paused for the summer season in May 2023 (paused to limit the impacts of summer temperatures on the foundation). During the 2023 construction season, the majority of the spillway, and the key trench sections from Sta 0+450 to Sta 0+750 were blasted. After the bulk rockfill was removed, the key trench was lined with an HDPE liner and backfilled, typically to or above the original ground surface elevations, with the engineering fill. In May 2023, a minimum winter cover started to be placed to protect the key trench and ice-rich foundation material from the thawing during the summer season. In winter 2024, the key trench construction between Sta 0+50 and Sta 0+450 was completed. During the spring and summer 2024, the dam shell was partly constructed and a top liner was placed between Sta 0+50 and Sta 0+280. In the 2024/2025 winter season, the Primary Pond dam is planned to be completed.

Site Inspection Observations

- During the 2024 AGI, the construction of the Primary Pond Dam was still underway. Based on the visual inspection, the site conditions for the Primary Pond Dam construction appeared satisfactory.
- The placement of the top liner and backfilling activities were inspected. Based on the visual observations, the top liner appeared to have some depressions approximately between Sta 0+150. It was recommended to conduct an as-built survey of the upstream slope and dam crest of the exposed liner and compare it to the designed parameters.

  - *B2Gold confirmed that prior to backfilling the HDPE liner, an interim survey was done. A section of the liner was pulled back, and additional fill was placed underneath to bring it up to the design grades.*

- Ponding water was observed along the downstream toe of the dam. To mitigate future ponding and prevent thermal erosion, all exposed tundra disturbed by construction activities should be covered with a minimum of 1 meter of fill material. At approximately Sta 0+325, where ephemeral stream flow was observed prior to the dam construction, the fill material thickness should be increased to a minimum of 1.5 meters.
- Spillway sizes were developed by routing the Inflow Design Flood through the pond, then widening the spillway base width to meet freeboard design criteria. The spillway upstream and downstream side slopes were selected to be 10H:1V and 5H:1V, respectively, to enable trafficability and maintenance over the spillway section that intersects the main dam structure. The longitudinal slope of spillways through the dams was assumed to be 1%. In the current condition, the slopes are over steepened in many areas and will need to be revisited before construction is finalized at the spillway (many areas with approx. 1H:1V slopes). No improvements have been done at spillways since the 2023 AGI. This area is in progress and will be revisited as part of the next phase of the Primary Pond construction.
- The slopes of the Primary Pond barge excavation are clad with ROQ to prevent thermal degradation and sloughing of the overburden material. However, cladding was not completed prior to the 2024 freshet season, and current armoring thickness on the excavated slopes is approx. 1 m. It is recommended to increase the cladding thickness to a minimum of 2 m.

5.2.12 All-Weather Road

Background

All-weather and access roads (AWRs) are considered private roads under the exclusive administration and control of B2Gold. Working from west to east:

- The current Goose all-weather road, from the forward camp located to the south of Llama Lake to the laydown area at Camp Pad, is approximately 2.5 km long and approximately 15 m wide (road width is variable as it is in the process of being constructed). The road was built primarily in 2021 with sections being upgraded or expanded in 2022.
- The section of the all-weather road (approximately 2.4 km long) that connects the Echo Crossing to the laydown area at the northeast corner of Camp Pad was constructed primarily in 2019. In the summer of 2024, a section from the ROM pad to the north corner of the Camp Pad was widened from 15 m to 25 meters.
- Additionally, the roadway linking the Exploration Camp to Echo Crossing was completed in or before 2017 and spans a length of about 2.1 km.

Site Inspection Observations

AWR segment between the Forward Camp (at Llama Lake) and the laydown area at Camp Pad

- The thickness of the road is observed to be typically less than 1.5 m (current road thickness typically varies from 0.4 to 1.5 m). A series of smaller depressions ranging from 0.3 to 0.6 m deep were observed; within the road boundaries from the forward camp to the Goose Neck Crossing.
  - *B2Gold confirmed that maintenance was carried out in October 2024 on the AWR section from the northern end of the Primary Pond Dam to the Forward Camp Pad. Low road depressions were filled with blasted rock material, increasing the overall road thickness.*
- A small pond, approx. 20 m by 20 m in size was observed on the eastern side of the AWR near the northern extent of the forward camp to store the cutting remaining after the exploration drilling. The berms surrounding the pond are composed of overburden material. Visible cracks and voids have developed along the berms, indicating potential instability. Further assessment and reinforcement may be necessary to prevent erosion or failure.
- Some tundra disturbance with some ponding water, spanning a width of 15 to 25 meters, has been noted on the downstream (south) side of the AWR. As mentioned in the 2023 AGI report, this disturbance appears to be in part from the thawing of snow piles that were deposited during the previous winter seasons.
- A small pond, approx. 50m by 25 m in size, was observed from the downstream side of the AWR to facilitate the exploration drilling that occurred during the 2023 summer season. This pond appeared to be within a 25 m zone from the crest of Umwelt pit. Area around the pond remained untouched since 2023 is highly disturbed and eroded. The ‘berms’ around this area were temporary and not engineered (appeared to be a temporary drilling measure). As it was mentioned in the 2023 AGI memo, it is expected that this area is going to be covered as part of the road widening and future construction in this area. A release of water from this area could have higher erosive and thermal erosion potential to the surrounding and downstream tundra areas. As a result, this is an area suggested to be checked in on and monitoring in future inspections.

AWR segment between Echo Crossing and the Camp Pad

- This road segment is adjacent to the shoreline of Goose Lake. The road segment between Camp Pad and Underground Mine Portal (Portal) was widened in 2024 and is used as a haul road.
- The side slopes of the road embankment are typically at 1.5H:1V. The segment of the road between Echo Crossing and Portal has thicker fill that appears to exceed 3 m in areas. The side slopes in this area specifically would be expected to reduce slightly over time. These slopes should be monitored and may require some offset for vehicle traffic from the outside edge, and / or some slope regrade may be required in sections as part of ongoing maintenance activities onsite.

AWR segment between the Exploration Camp and Echo Crossing

- No change since the 2023 AGI: the thickness of the embankment is observed to be less than 1.5 m in areas with over-steepened slopes in areas. The surface of the road closer to the exploration camp was undulating in many sections.

During the 2024 AGI, several segments of the AWR were observed to be in active construction and development, which is typical for a site still in its pre-operational stage. The 2023 AGI memo recommended completing as-built surveys of the AWRs to better define completed areas, verify design grades and widths, and identify sections still under construction. Since SRK was not provided with as-built data, the 2024 AGI assessment compared the 2024 drone imagery with LiDAR surveys from 2012 (original ground) and 2023 (when some AWR segments were under development). The preliminary road embankment thickness results are presented in Appendix C. Additionally, Section 4 outlines key considerations for 'Underbuilt (lower fill thickness) Pads and Roads.'.

5.2.13 Goose Neck and Echo Crossings

Background

Multiple culvert crossings are required to maintain surface water drainage pathways across, and allow for storm event peak flows to bisect, the access and haul roads at the Goose Property. The Goose Neck and Echo Crossing culverts are non-fish-bearing, typically ephemeral, streams. Culvert conveyance was designed for these locations.

At Echo Crossing five single Ø600 mm HDPE culverts appear to have been installed to facilitate water passage beneath the all-weather road that connects the Processing Plant area and the Exploration Camp. An additional Ø600 mm HDPE culvert was installed beneath the all-weather road along the eastern slope of the haul road connecting Echo Pit and the all-weather road.

Based on IFPs, the Goose Neck Crossing was designed to be a series of twined 600 mm diameter circular corrugated steel culverts with a corresponding Manning’s roughness of 0.024 modeled in HY-8 (U.S. Department of Transportation Federal Highway Administration Culvert Hydraulic Analysis program). The upstream extent of the Goose Neck Crossing is wide and flat which will provide attenuations of storm water inflows during large precipitation events. Culverts were designed as circular culverts placed in compacted fine-grained engineered fill according to the appropriate manufacturer’s specifications. At Goose Neck Crossing the road elevations were also set so that the low point in the road would not be traveled on during larger storm events and would overtop for storm events larger than the 1:50 year event. In 2022 five single Ø600 mm HDPE pipes were installed at the Goose Neck location by site staff due to their ability to better conform to the coarse and undulating fractured rock foundation conditions around this area. As-built information was not available to review for the culverts and the site inspection notes are based on visual inspections.

In early 2025, the western side of the Goose Neck Crossing all-weather road was widened from 15 m to 30 m. SRK was asked to develop a set of IFC drawings for the new culvert installations and inspect the foundation preparation. During the preparation of this report, the installation of twinned 600 mm and twinned 900 mm culverts, along with a 1200 mm diameter circular corrugated steel culvert, was in progress.

Site Inspection Observations

All the following comments relate to the condition of the Goose Neck Crossing before modifications began in 2025. During the 2024 AGI site visit, no changes in the Goose Neck Crossing's condition were observed compared to the 2023 AGI.

- The thickness of the fill material typically varies from 0.8 to 2.5 m. Some boulders greater than 0.8 m in diameter are observed at the toe of the road. Some overburden material is also observed at the toe of the road in areas (it is unclear if this is from annual snow clearing or from some of the construction material used for this portion of the road).
- The embankment slopes are over-steepened in many areas (approx. 1H:1V range).
- Five culvert outlets were inspected at Goose Neck Crossing. Two culverts were found to be functioning properly at the time of the inspection, but three culverts were slightly damaged, or the inlets or outlets of the structures were covered by blasted rock material (road fill or material relaxed from the slopes).
  - *B2Gold confirmed that any existing culverts exposed during the installation of the new culverts will be removed, while the remaining 600 mm HDPE pipes will be plugged and buried beneath the embankment.*
- Location of the existing culverts does not match the designed location. No fine material around the installed culverts was observed during the 2024 AGI. Sizing of the existing culverts is not sufficient to accommodate all water during the storm event. Therefore, additional culverts are required to accommodate storm events.
  - *In December 2024, SRK was retained by B2Gold to develop a set of IFC drawings for the new Goose Neck Crossing culverts and to perform a geotechnical site inspection of the foundation preparation. During the development of the present report, Goose Neck Crossing was in the construction phase.*
- The main area of ephemeral stream flow, at the time of the 2024 site inspection, was found at the Goose Neck Crossings after the last culvert is placed (furthest to the south). Most of this flow was noted to be within the fractured rock or slightly below the ground surface in that area at the time of the inspection. This area could be, opportunistically visually monitored around (before and slightly after) freshet to see if this location should be considered for the installation of future additional flow measures (e.g. culvert or rock drain).
  - *A twin 600 mm culvert will be installed at the ephemeral creek location.*
- Two culvert locations were inspected at Echo Crossing. At one location, five culverts appear to have been installed to facilitate water passage beneath the all-weather road that connects the Processing Plant area and the Exploration Camp. An additional culvert was installed beneath the all-weather road along the eastern slope of the haul road connecting Echo Pit and the all-weather road.
- Culvert inlets on the east side of Echo Pit haul road are blocked with the rock material used for the road construction. Culvert inlets on the eastern side of Echo Pit haul road are partly blocked. Two

culverts on the eastern side are elevated by approx. 0.5 m from the toe of the road embankment. No fine material around the culvert was observed.

  - *B2Gold confirmed that remediation measures will be implemented at the culvert locations in 2025*

- Upon inspection, ponding water was noticed around both the inlet and outlet of these culverts. Increased ponding water levels were detected at the inlet of the culvert buried in areas beneath the toe of the road fill. Note that flow was still going through these areas but was partly impacted by material that has sloughed or been graded off the top of the road over the culvert inlets. Maintenance of the culverts should be expected to be required prior to the 2025 freshet.

5.2.14 Gander Crossing

Background

Gander Pond outflow stream, located north of the Goose Airstrip is required to maintain fish passage. Before 2023, this crossing included a temporary bridge, which is planned to be upgraded to a more permanent structure. In the summer of 2023, two large-diameter culverts and one smaller-diameter culvert were installed. The upstream extent of the Gander Crossing is flat and wide, which, according to design, will provide attenuations of stormwater inflows during significant precipitation events. The downstream side of the Gander Crossing is clad with rounded-shaped cobbles to protect it from erosion. The Gander Crossing was under construction during the 2023 AGI site visit. Completion of the culverts was done in Fall 2023. It should be noted that as-built surveys of the constructed works were not reviewed as part of this AGI. During the 2024 AGI, the circular corrugated steel culverts and the engineered fill used for their protection were inspected.

Site Inspection Observations

- Surface flow was observed entering the center of the large arches. It is recommended to construct a small berm between the twinned culverts to direct the flow into the culverts.
- The interior of the culvert was inspected, revealing minor damage to the metal, likely caused during installation. The condition of the metal should be routinely monitored, and if further damage is observed, repair measures should be implemented, such as increasing the fill material above the culverts to provide additional protection.
- Ponding water was observed at the outlet, causing some tundra disturbance. It is recommended to regrade the area and apply fill material to promote water flow toward the lake and prevent further disturbance.

5.2.15 Camp Pad and Camp Pad Extension

The access road to the Camp pad footprint was built in late 2020. The camp pad construction was started around spring 2021 and finished in February 2023. In the spring of 2023, some surfacing material (1” crush) was placed to even out the top pad surface prior to the dorm (camp building)

installations. Phase 1 of the main camp construction took place from April to July 2023, followed by the completion of Phase 2 in the spring of 2024. In March 2024, the southwest corner of the camp pad was extended to build access around a set of tents installed in the area. In the fall of 2024, the camp pad was further extended to the north in preparation for the future warehouse and recreation center construction. Additional dorms (Phase 3) are planned to be constructed in 2025.

SRK typically inspects the slopes of the camp pad during the AGI, focusing mainly on larger-scale instability or potential thermal degradation at the pad's toes.

Site Inspection Observations

- The main camp pad area and slopes are overall in good condition. Some ‘pockets’ of overburden material were observed in the pad, but most of these overburden areas appear to be encapsulated with the rock material (ROQ/ROM).
- The southern slope of the pad, based on the visual inspection, is approx. 2.5H:1V, and the height of the slope is around 2.5 m.
- The concrete strip footings for the future tent buildings are constructed on fill crush. Minor gaps and voids were observed between the tent footings and the pad surface, with the largest gap measuring 7 cm. Many of these tent structures are fairly tolerant of differential settlement.
- The area around the discharge point on the southern side of the pad was inspected. The oversteepened slopes surrounding the metal box installed at the toe of the pad may lead to falling rocks, which could potentially damage the discharge setup.
- The western slope of the pad, based on the visual inspection, is approx. 2H:1V and the height of the slope is about 5 m. At the northwest corner of the pad, the materials and seacans are placed within 1.5 m from the crest of the pad.
- The overall slope of the northern side of the pad, based on the visual inspection, is approx. 2H:1V and the height of the slope is about 5 m. The top 1.5 m of the pad are slightly over-steepened in areas and reach 1.5H:1V. Where possible, seacans and any temporary structures should be offset further from the top crest / edges of the camp pad. This is most relevant in the areas adjacent to the sections of the pad that have side slopes greater than 2H:1V and in areas where the original ground below those sections appears to be more ice-rich.
- During the 2024 AGI, the northern camp pad extension was under construction. The extended pad features slopes of approximately 1.5H:1V, composed of overburden material about 3 to 3.5 meters high. This silty material, sourced from the Umwelt Pit, is prone to significant settlement and cracking. To mitigate the risk of differential settlements and slope failures, it is recommended to buttress the overburden slopes with rock fill. Additionally, within the 5-meter zone, a 3-meter thick layer of rock material should be placed over the overburden. Since the camp pad extension exceed 2 m in height, the slopes should be reduced to a 2H:1V. Once the pad is fully constructed, it is advisable to monitor all future foundations and buildings in the area.
  - *B2Gold confirmed that thickness of the overburden material won’t be greater than 3.5 m, and the overburden fill will be encapsulated with the ROQ/ROM of minimum 2 m thick. Site further*

clarified that the overburden has typically been capped with a minimum of 2m of ROQ/ ROQ material to help promote the raising of the active layer into the fill and for thermal protection in the warmer months. Follow this initial capping an additional minimum meter of 1m of ROQ/ROM was indicated to be planned to further place over this area to complete the area to the final pad grades and achieve the recommended 3m fill thickness.

- Where possible, seacans and any temporary structures should be offset further from the top crest / edges of the camp pad. This is most relevant in the areas adjacent to the sections of the pad that have side slopes greater than 2H:1V and in areas where the original ground below those sections appears to be more ice rich.

5.2.16 Processing Plant Pad

Background

The foundation of the processing plant pad was blasted in 2022 to expose the bedrock. The processing Plant, Truck Shop, Light Vehicle Maintenance Shop, Power Plant, a Dome for a Fine Ore Stockpile and other related facilities are all being built, or were in progress at the Processing Plant Pad during the 2024 AGI. Construction of the Processing Plant and related facilities' foundation was in progress during the 2024 AGI.

Site Inspection Observations

Processing Plant

- Construction operations were actively underway at the Processing Plant site during the site inspection. Most of the buildings were erected by the time of the site visit, and all work was currently focused on the interior of the Processing Plant, Truck Shop, Light Vehicle Maintenance Shop and Power Plant. The Plan Site Pad is generally in a good condition and will be revisited during the 2025 AGI.

Southern Slope of the Pad

- This area has been upgraded since the last inspection. More ROQ/ROM material was placed and compacted. It was a temporary pad expansion area.
- The material stored on this pad is within 1-1.5 m from the slope crest in areas. The slope angle of the southern side plant pad (south of the tank farm pad is approximately 2H:1V).
- This area is currently used for material storage (laydown) and maintenance of this southern pad area and slope will likely be required in the future.

Fine Ore Stockpile MSE Wall

- MSE wall was under construction at the time of the inspection. Only a few rows of the reinforced soil, track strips and baskets were placed. It is recommended to perform visual inspection of the vertical walls and check for signs of bulging, cracking or deformation. It is also recommended to develop a MSE wall monitoring program.

– *B2Gold confirmed that following the completion of the Fine Ore Stockpile MSE wall a monitoring program is planned to be drafted and implemented for this area.*

5.2.17 Mining Operations Pad

Background

The Mining Operations Pad includes the area of the open pit mining operations team, the temporary maintenance shop at the laydown area, and the underground mining operations team. It was constructed in 2022 and is still being expanded. The pad's thickness ranges from 0.5 to 3 meters, with the thinnest sections placed over the bedrock outcrop. The thickest section, located across the AWR, was constructed in early 2024 and is currently used as a laydown area for the maintenance shop.

Site Inspection Observations

- It was observed that some of the maintenance buildings are installed on exposed tundra.
- Materials and seacans located too close to the pad crest.
- The maintenance shop pad was extended to the south in the summer of 2024. A 600 mm HDPE culvert was found to be installed at the natural stream location. Inlet of the culvert was found to be damaged, which causes water to pond at the southern toe of the pad. The culvert outlet was not found during the inspection. It can be assumed that the outlet is buried under the pad and blocked.
- A laydown area north of the AWR was constructed in early 2024. The berm heights range from 4 to 7 m, with slopes that are over-steepened at approximately 1.4H:1V. A 1.2-m-high safety berm has been installed along the northern edge of the laydown area. It is recommended to avoid storing heavy materials in this area and to monitor the side slopes, as they are expected to settle and relax over the next few years following construction.

5.2.18 Goose Barge Access Road

Background

Goose barge access road was constructed in the Summer of 2024. The design was done by B2Gold and was not reviewed by SRK. The as-built survey was not provided to SRK for review. The total length of the access road is approximately 285 m, with a width of approx. 4 m, The average height of the road embankment is approximately 1.5 m.

Site Inspection Observation

- The access road embankment is newly constructed and generally in good condition. However, some sections of the access road have over-steepened side slopes, which should be adjusted to a 2H:1V.

5.2.19 Goose Airstrip and Access Road

Background

Construction of Goose Airstrip resulted in and before 2016. In August 2020 the northwest end of the airstrip was extended. Subsequent extensions and widening activities were undertaken in 2022 and 2023. The airstrip extension at the southeast end of the airstrip was completed in November 2023. It should be noted that the southern extension of the airstrip is in a low lying area with numerous natural small ponds and ephemeral stream flow paths. The constructed berm is approximately 1 m to 4.5 m (NW end) thick.

In the summer of 2024, more work was done at the airstrip, adjusted areas: two airstrip lighting pads on the west side of the airstrip at both sides were under construction during the site inspection, a pad at the eastern side of the airstrip was built to accommodate a Boeing 757. In 2024, the updated lighting system was completed.

It should be noted that no updates on the Rascal Diversion construction were made since the 2023 AGI was performed.

Site Inspection Observations

- The access road is underbuilt, with the embankment thickness ranging from 0.4 to 1.0 meters and averaging 0.6 meters. Ponding water was observed along both sides of the road, contributing to thermal degradation at the toe of the road. It is recommended to increase the road thickness to a minimum of 2 m.
- A significant improvement in the airstrip maintenance was observed during the site visit.
- Similar to inspections since 2022, tension cracks parallel to the crest of the airstrip were observed along the shoulders of the airstrip, outside the main running surface (outside of the airstrip lighting), and on the edges of the airstrip lighting pads. With more cracking observed in areas where the toe of the airstrip was wet or the airstrip slope was steep.
- SRK's review of the airstrip focused on identifying distress of the airstrip embankment and changes in the natural terrain based on the available imagery data and visual inspections.
- Water was noted to have ponded along the edge of the airstrip and has initiated some localized permafrost degradation. This is in line with previous years AGI observations. A new airstrip lighting pad at the southwest end of the airstrip blocked the natural water pathway that led to a water accumulation at the toe of the airstrip. Note that areas of the foundation of the airstrip (specifically in the most southern ends) are expected to have higher foundation ice contents (based on geomorphological, visual inspection, and aerial photo review). So some degradation in the South end of the airstrip should be / is expected.
- Water flows, and large natural surface water features were noted along the southeast side of the airstrip as the Rascal Diversion berm, which is meant to control the water, was not yet constructed. No engineered drainage conveyance (through the airstrip) had to be implemented during the construction phase at the southeast airstrip extension (September - November 2023).

- Ponding water observed during the 2024 AGI can potentially lead to ongoing thermal degradation and may contribute to the airstrip settlements and formation of depressions.
- If thermal erosion leads to removal of ice in the foundation this could more readily lead to bridging of the overlying fill material that later leads to the formation of depressions.
- Ongoing maintenance is currently expected to be required on the airstrip, with increased frequency and more frequent monitoring suggested on the southern extents (for the areas that have been constructed post 2021).
  - *Following the initial SRK site inspection B2Gold Site staff have confirmed that at the Goose and MLA that they carry out daily strip checks to ensure the integrity of the airstrip surface and surrounding areas. These checks constitute a portion of the information relayed to the airline companies prior to every landing. These are also used to help inform the site monitoring and maintenance plans.*

The airstrip shoulders should continue to be closely monitored to ensure necessary maintenance is carried out to preserve the airstrip's integrity. Offsets of up to a few meters, depending on location, should be maintained to prevent equipment or aircraft from encountering soft shoulders. This is especially critical between May and November when the active layer is deeper and more prevalent, and in areas where ponding water is observed near the airstrip toes.

The design of the Rascal Diversion Berm should be updated to reflect current site conditions, including the existing and new airstrip lighting system pads. It should be noted that the initial Rascal Diversion design focused only on fish passing without taking into consideration the airstrip extension to the south and passage / divert all the water flow that comes from Rascal Lake.

Aerial drone imagery should be captured during snow-free months to document the airstrip’s current state and track permafrost changes near the airstrip toes. The imagery should consist of a series of vertical (downward-looking) shots combined into an orthomosaic for detailed analysis.

5.2.20 Explosives Access Road and Emulsion Plant Pad

Background

The design of the emulsion plant pad and access road was done by B2Gold. Construction of the explosive access road was initiated in Q4 2022. During the 2023 AGI, the road was still undergoing construction. Completion of both the emulsion plant pad and the access road was done in October 2024. The Emulsion Plant Pad was under construction during the 2024 AGI. Due to restricted access at the time of the inspection, no visual assessment was conducted. The area is scheduled for a follow-up visit during the 2025 AGI. The following observations are based on a review of available aerial photographs and drone imagery.

Site Inspection Observation

- The road embankment thickness varied from 0.4 to 1.5 m. The slopes of the embankment are oversteepened (approx. 1H:1V).

- *B2Gold has communicated plans to remediate and improve the condition of this road in 2025*

Consistent with comments from last year's inspection, there is still no confirmation of whether culverts or drains were installed where the access road intersects ephemeral surface flow pathways. If coarse rockfill is present in these areas, it is likely not a concern, as flow can pass through the road. However, if the road in these sections was constructed with finer fill material or has a thin fill thickness that settles into the tundra, additional work may be required. It is recommended to inspect this road next summer, during or after freshet, to determine whether water ponds in these lower-lying areas.

5.2.21 Exploration Camp

Background

An exploration camp was constructed around or before 2016 to support exploration activities at the Goose property. The camp includes tents and wooden cabins for site personnel, as well as core logging and cutting shacks, an office, a warehouse, an incinerator facility, a camp kitchen with a dining area and food storage, a garage/equipment shop, a small tank farm, and washing facilities.

Since the last AGI, minor improvements have been made across much of the area, including additional work on the core storage laydown areas and around the installed tents and buildings. However, future plans or remediation efforts for the exploration camp area remain unclear to SRK.

Site Inspection Observations

All observations presented herein were similar to the 2023 AGI with minor positive changes noted.

- During the inspection, permafrost degradation was observed at the exploration camp footprint. This is not a new observation and has been seen in past inspections. The larger depression and accumulation of surface water is noted behind the incineration and drill shack area (southeastern extents of the exploration camp).
- The area within the future Main Pit was inspected. A significant permafrost degradation was noted around all historical exploration drillholes.
- Ponding water was observed at the historical core sample location on the eastern side of the AWR. The core sample boxes are stacked directly on exposed tundra, with no fill material present in the area.
- A new laydown area was constructed in the summer of 2024 on the western side of the AWR. The pad is approximately 1 meter thick, built with ROQ, and topped with a 0.3-meter lift of surfacing material. Elongated cracks were observed at the crest of the pad, aligning with the location of ponding water at the toe. It is recommended to monitor the pad slopes and ensure core boxes are stored at least 1 m away from the crest.
- The outer slopes of the fuel containment berm remain oversteepened and minor cracking is observed on the berm. There is no concern of an immediate overall berm failure, however cracking

is expected to be a result of the overstepped slopes and overliner slippage. Some ongoing maintenance is expected to be required if this area is planned to continue to be used.

- There was ponded water in the tank farm at the time of the 2024 AGI. The water level should be monitored after each freshet or after any significant precipitation event and managed to avoid overtopping. This is specifically relevant if any fuel is stored in this location. It is SRK's understanding that most fuel storage at Goose has now shifted to the purpose-built Goose Tank Farm locations (at the Goose plant site).

5.2.22 Umwelt Pit

Background

The general Umwelt Pit area includes the Umwelt Pit and Umwelt Overburden Stockpile. Umwelt Pit mining activities began in February 2024. During the 2024 AGI the mining of the pit was noted to have exposed up to 5 m of soil overburden on top of the bedrock in the north and northeast walls. Open pit mining continued in 2024, exposing 5 to 7 meters of overburden soils along the south and southwest walls. The pit is scheduled for completion in 2027.

Site Inspection Observations

- No detailed assessment on the pit walls was performed during the inspection (rock mechanics of the pits outside the scope of this inspection). All observations presented herein are related to the overburden slopes at NNE walls of the pit.
- The overburden slopes were found to be degraded, with a series of deep cracks and voids, exceeding 1 meter in depth, observed at the crest of the pit and within a 10-meter zone from the crest. Deposition fans were noted at the toe of the berm, where material was being washed away due to thermal erosion and deposited on the flat surface at the berm's base.
- The NNE overburden slopes were covered thermal cladding in April 2024, which was measured to have an average thickness of 0.3 m. No cladding was observed at the crest of the pit. It is recommended to cut back the eroded walls and protect the slopes and pit crest with a minimum 2 m of rockfill. This will help to reduce the thermal degradation of the walls.

5.2.23 Umwelt Overburden Stockpile

Background

Umwelt Overburden Stockpile is located southeast of the Umwelt pit. The design of the Umwelt stockpile was done by B2Gold. SRK was not involved in the design and any other checks for the facility. During the 2024 AGI, the Umwelt Overburden Stockpile was under development and was inspected from the air only (overview from the helicopter). Additional checks were done by reviewing the set of drone and aerial images provided by B2Gold.

As it was already mentioned, Umwelt Pit mining activities commenced in February 2024, followed by the initiation of the overburden stockpile in March 2024. Although the Umwelt overburden stockpile was not visited during the 2024 AGI, the construction of the dump was visually inspected during site visits conducted in the summer of 2024 and further analyzed using aerial imagery and drone surveys.

Site Inspection Observations

- The placement of overburden material began on the western side of the stockpile footprint and progressed eastward. The primary focus was to deposit material in the lowest elevation areas and over small natural shallow ponds.
- The berm heights range from 3 to 6 m, with side slopes varying between 1.5H:1V and 2H:1V. It is recommended to monitor slope stability, particularly in areas where ponding water is observed and along natural water pathways. As the overburden material was placed during winter, the stockpiles are expected to exhibit signs of slope sloughing and relaxation in the spring as the frozen material begins to thaw.
- Drone imagery from the summer of 2024 shows ponding water at the toe of the overburden stockpiles. This is likely due to water release from the overburden soil, which contains high levels of ice and water, as the outer layers thaw in the warmer months. Additionally, the ponding water may also result from the release of water from natural ponds that were backfilled with overburden soil during March and May 2024. It is recommended to collect water samples from these ponded areas to evaluate water quality parameters such as TSS, salinity, and ammonia. Based on the sampling results and observations during the next freshet, further water or sediment management measures, such as a filtering berm or silt fencing, may be considered at the toe of the stockpile.

5.2.24 Access Roads and Pads at Llama Lake

Background

The set of single lane access roads and areas leveled for pads was built in 2023 to support winter road construction and the fish out and future dewatering of Llama Lake. No updates or improvements on those pads and roads were observed during the 2024 AGI. All the comments are consistent with the comments, provided in the 2023 AGI memo.

Site Inspection Observations

- It was observed that the tundra was disturbed at various locations along the access roads due to equipment movement. These areas are expected to be covered with road fill material as the road is widened to its design width, which will help mitigate the damage.
- Access roads and pads generally have a thin fill layer, ranging from approximately 0.4 to 0.8 m in thickness. The primary construction material consists of ROQ with some overburden content, primarily fine sand (estimated to be 10–20% of the material composition).

- Road and pad edges were observed to be oversteepened, with approximate side slopes of 1H:1V based on visual inspection. Evidence of tension cracking, settlement, and slope relaxation was noted along the edges of the roads and pads. Monitoring and potential stabilization measures may be required in these areas.

5.3 MLA Site

The MLA property began development in 2017. All infrastructure, including the airstrip, roadways, and pads, was constructed using Run-Of-Quarry (ROQ) material sourced from the MLA Quarry Area (currently the MLA Tank Farm area). This blasted material typically contains a significant sand content, which creates a more tightly packed top surface. However, due to its finer, sand-rich gradation, the material is more prone to settlement over the project's lifespan and is more vulnerable to erosion.

By the time of the 2024 AGI, the MLA area was functional but still in a transitional and developing phase. The area continues to evolve as a port location used to bring in supporting equipment, supplies, and buildings for the Back River project. Similar to the Goose area, many of the findings in the Annual Geotechnical Inspection focus on aspects that should be continuously monitored. Specific considerations regarding ponding water have been noted to mitigate potential thermal impacts on the underlying permafrost as the MLA port construction and associated infrastructure progress.

For further details, refer to Appendix B for the photolog related to the MLA site inspection. Figures 17 and 18 provide a high-level overview of Sentinel-2 satellite images showing the development of the MLA site from 2017 to 2024.

5.3.1 MLA Quarry Tank Farm

The design of the MLA Tank Farm was done by SRK Consulting. Construction of the tank farm was performed in three phases. The containment area (Phase 1) for fuel tank No.1 (a tank capacity of 10M liters, a height of 12.2 m, and a diameter of 33.5 m) was completed in 2021. Based on the information provided by B2Gold prior to the construction, the area was excavated to expose the underlying bedrock / blasted rock surface. The berms and the base of the containment area are made impervious using an HDPE liner. The secondary (Phase 2) portion of the MLA tank farm was constructed in 2022 and 2023. Specifically, additional liner was placed at the MLA tank farm (for the Phase 2 portion) in 2023. During Phase 2 construction phase fuel tank No.2 (a tank capacity of 15M liters, a height of 12.2 m, and a diameter of 41.1 m) and fuel tank No.3 (a tank capacity of 18.34M liters, a height of 15 m, and a diameter of 41.82 m) were erected and a pedestal for fuel tank No.4 (a tank capacity of 20M liters, a height of 15 m, and a diameter of 45 m) were built. Construction of the Phase 3 was conducted in 2024.

The typical fuel tank foundation consisted of a pedestal with a minimum thickness of 1.0 m, which is underlain by a bedrock foundation. A minimum 1 m shoulder (pedestal offset) was built around the perimeter of the fuel tank, and the slope of the pedestal was designed at 2H:1V. In the summer of 2023, a first buttress (35m in length, 1m in height, a berm width of 3m, and 2H:1V slopes) was constructed to provide support for the southwestern slope of the pedestal tank No.2. In addition to the buttress, the southern slopes of the pedestal were modified to reduce steepness, resulting in current

slopes of 2.5H:1V. Further buttressing of the pedestals for the other tanks (Tanks #3 and 4) was later completed in the summer of 2024. These extended tank pedestals (buttressed pedestals) were constructed to compensate for and account for the lower interface friction angle from the smooth HDPE below the tanks, and also due to the reduced expected angle of internal shearing resistance of the material (as the gradation of the pedestal materials had a higher sand content than originally outlined in the technical specifications). The pedestal for tank No.5 was constructed in the summer of 2024. A minimum of 2m shoulder was built around the perimeter of the tank and the slopes 2H:1V. In addition, a buttress with a berm width of 1.7m and 2.5H:1V was built at the northwest side of the tank.

The containment facility for tanks No. 2, 3, and 4 was built and lined with HDPE liner in 2023. Two types of HDPE liners were used at the MLA Tank Farm: smooth and textured. The smooth liner was placed in areas at the base of the containment area, while the textured liner was used on the berm slopes. From discussions with site staff this was done primarily to assist the liner installers working on the slope during the HDPE installation and Quality Control testing. Available on-site engineering fill (blasted and sorted material) was used for backfilling of the base and later the above liner components.

At the time of the 2024 AGI site inspection, two fuel tanks No.4 and No.5 (a tank capacity of 18.34M liters, a height of 15 m, and a diameter of 41.82 m) were erected, but not completed. A liner installation for Phase 3 was also in progress during the site visit.

Site Inspection Observations

- As outlined in the 2022 and 2023 AGI notes, the east-southeast (ESE) quarry area – loose material (previously drilled and blasted) still exists in this area, and this is one of the current sources for additional fill material for the MLA construction activities if / as needed.
- Engineering fill was placed at the base of the facility, but the berms were not fully covered with fill material at the time of inspection. So, in many areas the nonwoven geotextile that covered the HDPE liner was still exposed on the slopes. This also has been observed during the 2022 and 2023 AGIs.
- The western and northern inner and outer slopes of the containment berm were observed to be over-steepened in areas (approximately 1.5H:1V). Minor cracking was also noted on the area of the berm. There is no concern of an overall berm failure, however cracking is expected to be a result of the over-steppened slopes and overliner slippage. All HDPE and geotextile, including on the berm slopes, should be covered as per the original design drawings. This would be done to help protect the liner system (from equipment as well as from solar radiation) and to assist with reducing the over liner material slippage; overliner material slippage if left longer term, could lead to liner wrinkles which increase seepage potential or in extreme cases lead to ripping of the liner.
- Northeastern and eastern inner slopes are not covered with geotextile and are not backfilled or covered with engineering fill. To avoid liner damage, it is suggested that priority be given to placing the overliner fill within the containment area.
  - It should be noted that during the 2024 inspection, a backfill of the inner slope of the southern berm was initiated. The liner backfill was performed using sand, which is prone to erosion. It is recommended to buttress sand with coarser material.

  - Based on the as-built data review, Phase 3 berms were covered with fill material, but the berms for Phase 1 and Phase 2 still remained exposed.
- During the inspection there was ponding water accumulated in the northwest, northeast, and southwest corners of the Tank Farm containment area.
- There was no cap for the underliner drainage pipe at the southwest corner of the Tank Farm, near Tank No. 2 sump location. It is suggested that this pipe be covered when not being used to limit any additional water ingress below the liner system.
- The drainage pipe positioned at the northeast corner may not be able to collect all accumulated water effectively due to the bottom elevation of the pipe within the Tank Farm area. During months where ambient air temperatures are consistently above -5^{o}C this area should be closely monitored and frequent pumping should be expected to be required as part of ongoing operations and maintenance activities in spring to fall months.
- No monitoring system to observe the pedestal settlements were installed at the time of the 2024 AGI. it is suggested to install settlement monitoring (e.g., monitoring of survey monuments and fixed settlement points, survey markers on the tanks for total station surveys) on and around the tanks and pedestal. This will help to track the performance of the tank pedestal and the underlying foundation. This additional monitoring could be incorporated into the site monitoring programs and could be used for early warning and help plan future maintenance (if / as required). This comment was also in the 2023 inspection report.
- A liner damage was observed at the toe of the SW corner of the containment area.
  - *B2Gold confirmed that liner damage was fixed. As-built survey of the patches and seams was provided.*

5.3.2 Former Temporary Fuel Containment

Background

This area was used for temporary fuel storage during the initial development of the MLA property (from 2018 through 2021). Previously, there were multiple Enviro Tanks (fuel tanks) that had been placed in the area. The majority of these tanks have been removed / pulled out of this area. There is still one Insta-Berm section (and corresponding three empty tanks) left at this location that are planned to be removed. SRK understands that this area is in the process of being decommissioned. It is suggested that a more formal remediation plan, or increased monitoring plan to better monitor the disturbance, be developed for this area once the tanks and remaining insta-berm structure are removed.

Site inspection Observations

- There is no longer any traffic in or around this area.
- The tanks in this area were placed on a very thin fill and / or directly on the tundra. Given the low-lying nature of this area and its tendency for greater surface water retention, as well as expected higher ground ice contents and natural ground saturation, increased ponding water and permafrost

degradation were noted during the 2024 AGI. Similar observations were noted during the 2022 and 2023 AGIs, with slightly increased magnitude of water ponding and settlement into the tundra noted in 2024.

- Permafrost degradation was observed at the spot where the fuel tanks were temporarily located.
- The remaining bermed section (Insta-Berm) with three empty tanks accumulated had accumulated a notable amount of precipitations. The secondary containments had notable volumes of water in them during the site inspection. The historic lined areas should be strategically drained and decommissioned to mitigate the risk of pond overtopping (which may cause increased degradation or erosion in the area).

5.3.3 Shoreline Pad

The shoreline pad is a critical piece of infrastructure that is required to offload the barges at the MLA site. The Shoreline Pad started to be constructed around the beginning of 2018. Ongoing maintenance should be expected on the roads and pads that join this area. The underlying foundation below the Shoreline Pad is typically comprised (based on available geotechnical drilling information) of sand to silty sand overburden. The top active layer likely now has consolidated (as most of this fill has been in place since 2018) and assists in increasing the foundation strength below this pad. As the Shoreline Pad is around the highwater level, the front it is more prone to wave erosion and settlement from ongoing use and fluctuating water levels. Annual maintenance is expected at this location to check and improve the slopes each year before the annual sea-lift offloading. The upstream and downstream faces of the Shoreline Pad were inspected during the 2024 AGI.

Site Inspection Observations

- The pad thickness ranges from approximately 0.4 m along the southern (tundra-side) edge to 2.5 m along the northern (seaside) edge.
- The upstream slope is relatively steep, with an estimated inclination of approximately 1H:1V based on visual observations. Larger boulders are concentrated at the toe, while finer material is found closer to the crest.
- Evidence of erosion is present along the upstream slope, including surface water stream paths and a steepened slope angle near the seawater level. The pad toes should be carefully monitored to prevent erosion-related undercutting or oversteepening, which could lead to slope instability.
- Adjacent to the Shoreline Pad, a series of equipment tracks were observed on the tundra. Additionally, narrow, elongated areas of tundra degradation have formed due to the relocation of pipelines. It is SRK's understanding that these disturbances date back to around 2019, with regulators being notified at that time. Notable natural revegetation is occurring within these areas.
- Minor tundra degradation was observed along the upstream side of the road connecting the Shoreline Pad and the Lower Laydown Area. These areas should be monitored to determine if remediation is necessary or if pad or road extensions are required.

5.3.4 Freight Storage Pad

Background

The construction of the Freight Storage Pad commenced in 2018, with subsequent fill thickening and widening activities undertaken in 2019 and 2022. The pad was extended in 2024.

Site Inspection Observations

- The pad thickness varied from 0.1 m at the southwest corner to 2.8 m at the northeast corner.
- The fill material primarily consisted of well-graded gravel with medium to fine sand on the surface. Surface undulations and depressions containing atmospheric and surface water were observed.
- Equipment and stored materials were placed less than 1 m from the pad crest in some areas.

5.3.5 Camp Pad and Camp Pad Extension

Background

The original camp pad was built in 2018 and is used for a level walking surface, low ground pressure storage items and elevated camp modular installation. During 2023, the southeast extension of the pad was constructed. In 2024 it was decided to build the camp pad extension to the north of the existing pad. The camp pad extension dimensions are approximately 210 m by 100 m. The new camp will contain 7 dormitory wings and a kitchen connected with the arctic corridor on west side.

It is SRK understanding that all proposed buildings will be elevated (e.g. on wood cribbing) to allow for airflow beneath the main structures. No heated buildings will be placed directly on the ground or pad in the new camp area. The construction of the new camp pad extension had begun in July 2024.

By the time of the geotechnical inspection, the MLA camp pad area was in a functional state. The earthworks for the new camp were in progress during the 2024 AGI.

Site Inspection Observations

Comments regarding the existing pad are consistent with the comments provided in the 2023 AGI memo. No significant updates on the existing pad were noted during the inspection.

- The thickness of the existing pad varies from 0.3 m to 0.8 m.
- Depressions at the pad surface were observed. Some of the depressions were filled with water. Backfill the depressions with the fill material would be suggested as a part of the maintenance.
- The future camp pad extension footprint was inspected. It was observed that natural ground has a gradient of 5% to 8.5%. It is recommended that engineering fill should be placed at lower elevation and progressively brought up in 30cm lifts, with total area widened with natural gradient to decrease the risk of base failures.

- The overburden soils consist of silty sands, which in some areas near existing camp pad and other facilities are ice rich. These soils, if thawed, may not have sufficient bearing capacity to support important surface infrastructure such as access roads or building foundations. To maintain sufficient bearing capacity, it is essential to keep the overburden soils frozen. Therefore, critical structures should be founded on pads with sufficient thickness to preserve the permafrost.
- The general approach for the camp pad extension should be to construct a fill pad that would be thick enough (generally greater than 2 m) to help protect the underlying permafrost foundation. In addition to the minimum thermal pad protection, the main camp buildings (kitchen, dorms and arctic corridor) have to be raised above the ground to allow airflow below the buildings and to help reduce the transfer of heat into the pad and underlying foundation soils.
- During the 2024 AGI inspection, the pad construction was in progress. The existing slopes were found to be oversteepened at approximately 1.5H:1V. It is recommended to regrade the side slopes to a shallower slope of 2H:1V to enhance stability and reduce the risk of erosion or sloughing.

5.3.6 Fuel Offload Pipeline Road

Background

Construction of the access road commenced in summer 2022 and was completed in the summer of 2023. The roads and pads are utilized for light vehicles during the summer months on a limited basis and generally don't see any traffic until the winter months when they are frozen. The fuel pipeline road was inspected during the 2024 AGI, but it should be noted that the fuel pipeline and all pipeline related elements are monitored and inspected by B2Gold personnel on a daily basis during the fuel transfer period.

Site Inspection Observations

- The thickness of the access road and pads are varied but typically less than 0.8 m. Insufficient thickness of the road embankment can lead to thermal erosion and differential settlements in the road foundation, potentially resulting in damage to the fuel pipe. The fuel transfer conduit should be inspected and tested each year before use for fuel offloading.
- The edges of the access road lack proper compaction of the fill material or in many areas the slopes are at angle of repose or over steepened.

5.3.7 MLA Airstrip

Background

The airstrip was built in 2018. The southern end of the airstrip appears to cross areas where ephemeral flow pathways previously existed, and likely areas where more massive ice was apparent in the foundation. In the summer of 2024, the extension of the northwest end of the airstrip was in progress. A first two lifts of the fill material were placed for a 150 m section of the airstrip by the time of the inspection.

Site Inspection Observations

The following comments are consistent with those presented in the 2023 AGI. No significant progress in airstrip maintenance or improvements was observed during the 2024 inspection.

- Some sections of the airstrip are underbuilt and the embankment slopes are over-steepened in areas (1.5H:1V based on the visual observation).
- Distress of the airstrip embankment, mainly near the immediate edges / shoulders, was identified as narrow linear tension cracks or depressions, in areas (specifically the south and southwestern edges) likely resulting from permafrost degradation in the underlying foundation. Tension cracking and minor settlement and/or slope relaxation noted along the airstrip. Also during summer months, the outside edges may experience 'softer' shoulders in areas and could be more prone to slope relaxation over time.
- In certain areas, cracking of the airstrip embankment is exacerbated by ponding water along its sides, some of which originates from natural flow paths. This ponding is most prominent near the southern and southwestern sections, particularly along the edges. During the site inspection, pond depths ranged from 0.2 m to 0.6 m.

5.3.8 Roadways (Including Former Explosives Storage Access Road)

The following comments are consistent with those presented in the 2023 AGI. No significant changes were observed during the 2024 inspection.

- The general observation is that all the roads in this area have road thickness that are quite thin and now are very undulating. The embankment thickness varies from 0.2 m to 1.0 m with an average thickness of approx. 0.5 m, which can lead to a thermal erosion of the tundra. Therefore, settlement and ongoing maintenance should be expected. It is SRK's understanding that the former explosives storage access road was no longer in use.
- Some spots with ponding water were indicated along the toe of existing roads. The shoulders of the roadways should be watched and inspected closer to freshet and throughout the summer. Specifically, 1 to 3 m from the edge of each road should be watched to see if vehicle traffic is expected to result in the areas. Care should be given for loaded equipment not to traveling too close to the edges of the roadways (specifically in the summer), and for loads or equipment not to be storage too close to the edges of the roadways (specifically where any tension cracking has been observed or where there is ponding water against the pads).

5.3.9 Anchor Pads

Background

The construction of the anchor pads was initiated in the summer of 2023 and was completed in 2024. There are three anchor pads located on the southeast side of the tank farm, approx. 1.5 km away. The pads are built of blasted rock

Site Inspection Observations

- One of the anchor pads is blocking the existing stream. That led to collecting ponding waters at the northern side of the pad.
- The pad slopes at the toe of the anchor pads facing the shoreline are found to be over-steepened, possibly due to water erosion.

6 Primary Observations

Based on the observations from the site visit, the following recommendations were developed. Overview figures of the site are provided in Figures 1 to 10 for Goose and in Figure 11 to 18 for the MLA. Photographs of the site are provided in Appendix A (Goose) and Appendix B (MLA).

6.1 Goose Property

The primary observation from both the previous inspections (2022 and 2023) and the 2024 Annual Geotechnical Inspections (AGI) for the Goose area was that, due to the site's transitional phase, many pads, roads, and water conveyance structures, such as culverts, were either underbuilt or in an interim state. As the site transitions from exploration to an operational phase (pre-operation ramp-up stage), many comments in the AGI pertain to items that require ongoing monitoring or considerations for key water management areas that need to be addressed as site infrastructure construction progresses. Table 3 summarizes the main recommendations for the Goose Property.

SRK is unaware of the current or future plans for the exploration camp area. There were some improvements noted in the area of the Exploration camp pad since the 2023 AGI. It is expected that longer term mitigation of this area (specifically the areas east and southeast of the main camp area) may be required. For this report only general observations around the exploration camp have been presented and specific recommendations for this area have not been included in this recommendations section.

Table 3: Summary of 2024 AGI Observations and Recommendations (Goose Property)

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Goose Airstrip	▪ General maintenance of the airstrip (grading the surfacing material) was performed at the airstrip during the inspection.	▪ Prior to landing any aircraft on the runway, the aircraft operators should conduct their own assessment of the runway conditions (in terms of functionality). Ultimately it will be at the discretion of the aircraft operators if the airstrip surface is acceptable for their aircraft.	General maintenance/ monitoring
		▪ Any observations at the airstrip shoulder, any areas of larger undulations or settlements that require ongoing maintenance should be noted and records kept to assist with long term performance monitoring. This will also assist to see if items such as degradation of ice in the foundation (specifically for the southern extents) of the airstrip are apparent and being adequately addressed through routine maintenance (such as just adding more fill to the top surface).	General maintenance/ monitoring
		▪ A full topographic ground survey of the airstrip should be completed, and this survey compared against the expected ground conditions (from geomorphological interpretations). Ideally a survey of the airstrip would be completed at least once in the summer to assist with ongoing monitoring.	General maintenance/ monitoring
	▪ The northeast end of the airstrip has been over steepened. Some erosion gullies were observed at the crest and on the slope.	▪ Permafrost degradation at the Goose airstrip is suggested to continue to be visually monitored each year during the annual geotechnical inspection. Ground-level photographs, measurements, and aerial drone imagery should again be collected in 2025 to assist with ongoing monitoring. The area of most interest at this time is the southern end of the airstrip where the most ponded water was observed adjacent to the toes. This also was outlined in the 2023 AGI notes and recommended to continue in 2024.	▪ 2024-AGI -G-1
	▪ Similar to inspections since 2022 and 2023, tension cracks parallel to the crest of the airstrip embankment were observed along the shoulders of the airstrip, outside the main running surface (outside of the airstrip lighting), and on the edges of the airstrip lighting pads (new for the 2024 AGI). With more cracking observed in areas where the toe of the airstrip was wet or the airstrip slope was steep.	▪ The crest of the airstrip embankment should be carefully monitored, and ongoing maintenance should be expected.	General maintenance/ monitoring
	▪ Temporary access area/ roadway embankment thickness is underbuilt (in most of the areas less than 1 m, reducing to less than 0.5 m in some sections). This also was outlined in the 2022 and 2023 AGI notes	▪ Temporary access area / roadway to the airstrip to be expanded (thicker).	▪ General maintenance ▪ 2022 AGI, 2023 AGI, 2024 AGI

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		It is understood from discussions with site staff that this is not the permanent access point and that a permanent road will be constructed at a later date. The current access road was constructed as part of the initial exploration activities and ongoing and yearly maintenance of this road is expected until the permanent access roadway is established (or this road upgraded).	
	▪ Water was noted to be flowing along the south end of the airstrip and ponded along the airstrip toe (predominantly, at the NE corner and SSW end at the new airstrip lighting locations). Similar observations as in 2023 AGI. Ponding water and expected ice rich ground was noted to be adjacent to, or intersecting, both site airstrips.	▪ Consideration should be given to redirecting or attempting to move any ponded water away from the toes of the airstrip. Pumping out or removing ponded water at the toes of the airstrip in the fall, before winter freeze-up, would enhance the transfer of cold ambient air and ground heat. This could help mitigate permafrost degradation by reducing thawing rates and slowing the deepening of the active layer. Improved water management of this nature may contribute to a decrease in both short and long-term maintenance activities	▪ 2024-AGI-G-2
	▪ Higher priority - The works for the Goose airstrip extension to the South that were initiated in 2023 were completed in November 2023. As this airstrip extends to the south, it intersects some more notable surface water flow pathways / ephemeral streams. The South end of the extended Goose Airstrip is expected to be an area that will need to be closely monitored and more permanent long-term water conveyance through portions of the airstrip is expected to be required.	▪ Special attention should be given to the SSW end of the airstrip. Some softer shoulders were noted when walking around the perimeter of the airstrip. Additional and ongoing settlement is expected at the airstrip (specifically at the southern end). The design of the Rascal Diversion Berm should be updated to reflect current site conditions, including the existing airstrip lighting system and associated pads. It should be noted that the initial Rascal Diversion design focused only on fish passing without taking into consideration the airstrip extension to the south and passage / divert all the water flow that comes from the Rascal Lake catchment area. ▪ If larger than average rainfall or freshet conditions result on site then portion of the existing airstrip (in the absence of a permanent long-term water conveyance through portions of the airstrip) may result in notable erosion and overtopping of the airstrip surface. This may, in time, also lead to ongoing thermal degradation in this area. Plans for additional water management and water conveyance for the southern end of the airstrip should be completed before freshet, and / or consideration be given to the use of a shortened airstrip length in the summer months (and ideally material removed from the well-established natural flow paths) to avoid any safety concerns that may result from voids or excessive settlement below the southern airstrip surface.	▪ 2024-AGI-G-3

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		▪ The south end of the airstrip should be carefully monitored around and during freshet and during periods of any notable rainfall on site. The airstrip operators should continue to be consulted to get their input and discretion if the airstrip surface is acceptable for their various aircrafts. ▪ Continue visual and drone image monitoring. Due to the critical and higher risk nature of the Goose airstrip, drone photographs and photos taken from ground level should be taken again in the summer of 2024 and compared to the information collected in 2022 and 2023. Orthorectified drone imagery is suggested to be collected in the summer of 2024 for use as part of the 2024 AGI and to help improve the ongoing monitoring, tracking, and review.	General maintenance/ monitoring
Goose Tank Farm	▪ Construction of the Goose Tank Farm was in progress during the 2023 and 2024 AGIs.	▪ A survey of the base and the slopes of the tank farm should be done to verify the fill thickness. This will ensure that there adequate fill material on top of the HDPE liner, allowing for the safe operation of smaller equipment within the containment area.	▪ Carried over from 2023 AGI ▪ Renamed 2023&2024-AGI-1
	▪ HDPE liner was found not to be well anchored at the southern and western berm crests of the tank farm during the inspection tour. The top liner in the southern and western berm crests is expected to be further anchored before the Tank Farm is completed. Note that this comment is specific to the Phase 1 portion of the Goose Tank Farm asn the Phase 2 construction was not yet complete (in progress at the time of this AGI)	▪ HDPE liner should be anchored to the berm properly. Prior to the placement of the engineering fill, perform survey pick-ups with special attention to the liner seam and patch locations (as-built or as-constructed pick-ups).	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-2
		▪ The top crest of the liner should be surveyed. This survey should be used to assist with the containment volume checks	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-3
		▪ Containment volume checks should be completed on the as-built arrangement of the existing tank farm. *B2Gold has indicated that this is planned to be completed once the tank farm construction is complete.*	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-4
	▪ No pumps were found at the tank farm and some ponding water at the western bottom of the tank farm close to Tank #4 was observed.	▪ Develop and implement operating procedures that highlight how to remove the ponding water in the containment area and ensure that adequate capacity is available in the tank farm. Note that in 2024 the tank farm expansion construction was in progress and there were various pumps on site (potentially just not yet staged at this location).	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-5
	▪ Phase 2 and Phase 3 area was in progress, only pedestals were constructed at the time of the inspection. No berms for Phase 2 and Please 3 were constructed that time. The overall condition of the pedestals is satisfactory	▪ All berms should be built following the design, lined with geosynthetic material, and backfilled with the engineering fill. The Goose Tank Farm containment volumes are suggested to	▪ 2024-AGI-G-4

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		be checked and reported on as part of the 2025 AGI (post the completion of construction).	
Explosives Access Road	■ Current access thickness is thin (average thickness is less than 1 m and less than 0.5 m in areas).	■ Access road to the emulsion plant pad to potentially be expanded (thicker). This comment is only applicable where longer term monitoring shows the active layer is deepening or unstable. – B2Gold has indicated that the current access is temporary only, and they have a plan to improve this access road in 2025	■ 2024-AGI-G-5
	■ No culverts or drains have been installed to promote the surface water flow at the location where the access road intersects the natural creek flow	■ B2Gold should consider installing culverts or constructing French drains (coarser and cleaner rockfill) at the points where the road intersects seasonal (ephemeral) creek flow	■ 2024-AGI-G-6
	■ Some sections of the road were constructed of overburden or high overburden-rich bulk material	■ Overburden rich material should be encapsulated by placing a thin layer (at least one layer) of compacted Run-of-Quarry (ROQ) rock fill over this material. This will help with ongoing erosion control and for improved thermal protection.	■ 2024-AGI-G-7
	■ The slopes of the road embankment are oversteepened, which can lead to the fill material cracking close to the road edges	■ B2Gold should consider re-slope, shallowing, the side slopes of this road or placing signage at the start of the road (as it is infrequently trafficked) to highlight that care should be taken to avoid driving near the shoulders of the road.	■ Carried over from 2023 AGI ■ 2023&2024-AGI-6
Ore Stockpile Pond	■ Little change from the previous year	■ Do an inspection 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 (below the elevation of any current damage).	■ Carried over from 2023 AGI ■ 2023&2024-AGI-7
	■ Most of the HDPE liner is uncovered/exposed; liner damage was observed in several spots around the inspected area (specifically along the back / southern end where the liner tie-in to the tundra and toe of the ore stockpile pad and access road).	■ Cover exposed edges of the HDPE liner so that it is not damaged and so it is anchored and not picked up, ripped, or damaged by the wind. Perform the assessment of the liner panels and seams. After the liner inspection, repairs should be undertaken to prevent seepage through the liner. All panels should be welded in areas of repair	■ Carried over from 2023 AGI ■ 2023&2024-AGI-8
	■ No culverts or other drainage systems to convey the contact water from the ROM pad to the OSP were identified during the inspection.	■ Improve the water flow management at the upstream portion of the pond to better convey the contact water from the ROM pad to the OSP.	■ 2024-AGI-G-8

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Camp Pad and Camp Pad Extension	■ The main camp pad area and slopes are overall in good condition. Some 'pockets' of overburden material were observed in the pad, but most of these overburden areas appear to be encapsulated with the rock material (ROQ/ROM).	■ Ongoing visual inspection of the slopes and crest of the pad is recommended. Any Voids or depressions on the pad should be addressed and backfilled with the engineering fill	■ 2024-AGI-G-9
	■ Some stored material and seacans were found to be within 1 m from the crest of the pad	■ Offset from the pad crest and avoid placement of the buildings and heavy structures close to the edge of the slopes. Keep the buffer zone from the crest of the camp pad.	■ 2024-AGI-G-10
	■ The camp pad extension was under construction at the time of the inspection. The pad is built of overburden material (silty sands and sandy silt, prone to significant settlement and cracking) about 3 to 3.5 meters high.	■ To mitigate the risk of differential settlements and slope failures, it is recommended to buttress the overburden slopes with rock fill. Additionally, within the 5-meter zone, a 3-meter thick layer of rock material should be placed over the overburden. Since the camp pad extension exceeds 2 m in height, the slopes should be reduced to a 2H:1V. Once the pad is fully constructed, it is advisable to monitor all future foundations and buildings in the area – B2Gold has indicated that they have completed the initial stage of the pad construction that consisted of overburden capped with at least 2m of rockfill. The long term plans are to further increase the elevation of the pad (to the design height) and ultimately raising the rock cover to a minimum of 3m.	■ 2024-AGI-G-11
Processing Plant Area	■ Construction operations were actively underway at the Processing Plant site during the site inspection. Therefore, the area should be revisited during the 2025 Annual Geotechnical Inspection.	■ The summary of the construction should be presented in the annual reporting (once complete).	■ 2024-AGI-G-12
	■ The concrete footing of the Batch Plant and other tent buildings (including tents at the southwest corner of the main camp pad) is built on the fill crush	■ In areas there were some voids observed between the footing and the fill material. Observed voids can potentially lead to concrete cracking. The adjacent area to the concrete foundation should be backfilled, or fill material placed against and around. This action is aimed at mitigating the likelihood of additional concrete cracking due to the thawing/freezing cycles or for water migration in or below these areas.	■ 2024-AGI-G-13
All-Weather Road (General)	■ The thickness of the road is observed to be typically less than 1.5 m (current road thickness typically varies from 0.4 to 1.5 m). The side slopes of the road embankment are typically at 1.5H:1V. A series of smaller depressions ranging from 0.3 to 0.6 m deep were observed in some sections of the all-weather	■ A full updated survey of the roads on site is suggested to be completed. This survey then can be used to do a review of the current road thickness on site. The existing road thicknesses can then be cross-referenced and compared against past permafrost and geomorphological observations (e.g. area with	■ 2024-AGI-G-14

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	road primarily associated with the areas where the embankment thickness is less than 0.8m.	expected higher ground ice would be targets for thicker road fills). *As a part of the 2024 AGI, SRK performed an initial review by examining drone images and comparing the data with the baseline conditions from LiDAR 2012. Through preliminary checks of road thickness, specific sections of the road that require more precise attention were identified*	
		■ Special attention should be given to the ponding water locations as surface / tundra degradation can be found more commonly at these locations due to the thermal loading imposed from the ponding water, and in the winter how these ponds limit the freezing back of the active layer (energy goes into freezing the water and not into freezing the ground). In areas around or adjacent to critical infrastructure, consideration should be given to dewatering these areas before winter freeze-up, or widening the road can be considered to prevent ongoing thawing of the foundation. This is more of a best practice comment.	■ Carried over from 2023 AGI ■ 2023&2024-AGI-9
		■ Monitor the road shoulders especially in August-September when the active layer is the deepest. Avoid driving and parking any equipment closer to the edge, specifically in any areas where slopes are steeper than 1.5H:1V.	■ Carried over from 2023 AGI ■ 2023&2024-AGI-10
Goose Neck Crossing	■ Some inlet and outlet of the culverts were found to be blocked, not fine material around the culverts was observed	■ Unblock the existing inlets and outlets. The outlet areas of the culverts should continue to be visually monitored and revisited as part of the 2024 AGI. Areas where culverts appear to be damaged (such as compressed) may be required to be replaced (site to determine after visual inspections before and around freshet).	■ 2024-AGI-G-15
	■ During the inspection, five single Ø600 mm HDPE pipes were inspected at the Goose Neck location. Two culverts are found to be functioning properly at the time of the inspection, but three culverts were slightly damaged, or the inlets or outlets of the structures were covered by blasted rock material (road fill or material relaxed from the slopes).	■ Site should consider revisiting the Goose Neck Crossing culverts, as sizing of the existing culverts is not sufficient to accommodate all water during the storm event, therefore additional culverts are required to accommodate the storm event *In early 2025, the western side of the Goose Neck Crossing all-weather road was widened from 15 m to 30 m. SRK was asked to develop a set of IFC drawings for the new culvert installations and inspect the foundation preparation. During the preparation of this report, the installation of twinned 600*	■ 2024-AGI-G-16

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		mm and twinned 900 mm culverts, along with a 1200 mm diameter circular corrugated steel culvert, was in progress.	
Echo Crossing	▪ Echo Crossing access road and installed culvert were inspected during the 2024 AGI. Based on the visual inspection, no fill material was observed around the installed culverts	▪ The fill cover thickness over the culvert pipes should be checked to ensure that the fill thickness is sufficient enough for the larger haul trucks (775CAT) that are now on site. This would be done to avoid damage or compression of the underlying culverts and to ensure that the culvert design cross-sections are maintained.	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-11
	▪ Culvert inlets on the east side of Echo haul road are blocked with the rock material used for the road construction. Culvert inlets on the eastern side of Echo Pit haul road are partly blocked. Two culverts on the eastern side are elevated by approx. 0.5m from the toe of the road embankment. No fine material around the culvert was observed.	▪ Unblock the existing inlets. Culverts that appear to be damaged or elevated from the toe of the road embankment are required to be replaced (site to determine after visual inspections before and around freshet).	▪ 2024-AGI-G-17
Gander Crossing	▪ Gander Crossing culverts are generally in good condition. Minor improvements are suggested.	▪ The condition of the metal should be routinely monitored, and if further damage is observed, repair measures should be implemented, such as increasing the fill material above the culverts to provide additional protection	▪ 2024-AGI-G-18
	▪ Surface flow was observed entering the centre of the large arches.	▪ A small berm can be constructed between the twin culverts to direct the flow into the culverts	▪ 2024-AGI-G-19
General comments for all culverts installed on site		▪ B2Gold should conduct continuous monitoring of all culverts to track progressive permafrost degradation. It is particularly important to prioritize monitoring during the freshet period and in August and September when the active layer reaches its maximum depth. ▪ To mitigate the tundra degradation, from the culvert construction activities, it may be necessary to extend the culvert fill cover around the area.	General maintenance/ monitoring
Primary Pond	▪ The thickness of the rock cladding placed over the barge excavation the is less than 0.6 m	▪ Primary Pond barge excavation slopes composed of overburden soils should be protected with cladding rock. A 2m thickness of rock cladding was suggested. Thinner rock cladding may be acceptable in the short term but would be expected to require more long term maintenance and potentially some clearing out if the excavation side slopes relax or slightly slough over time (thereby partially infilling this low point).	▪ 2024-AGI-G-20

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	▪ During the 2024 AGI the exposed HDPE liner was inspected. Some liner depressions were indicated at the upstream crest and slope.	▪ During the construction phase, perform an as-built survey of the upstream slope and dam crest of the exposed liner and compare the results to the design parameters. If the as-built liner elevation is lower than the proposed design, the section should be raised to meet the specified requirements.	▪ 2024-AGI-G-21
	▪ Tundra degradation due to Primary Pond construction was observed at the downstream toe	▪ Mitigate thermal degradation along the downstream side of the dam, where construction is currently ongoing. As part of the 2024/2025 construction activities, remediation of thermal degradation that occurred due to the construction will be necessary. This may include covering exposed/damaged tundra with a minimum 2-meter-thick layer of insulating fill.	▪ 2024-AGI-G-22
Echo Pit	▪ At the time of the inspection, the SSW wall slope was found to be approx. 2.5H:1V, with an overburden wall height of about 8 to 15 m. These slopes have been partly covered with the run-of-quarry rock cladding, varying in thickness from 0.5 to 1.0 meters, though no cladding was present at the crest of the pit. The cladding is intended to mitigate thermal erosion and degradation of the overburden material, preventing the formation of erosion gullies	▪ Revisit the overburden pit slope cladding thickness. Consider implementing a thicker cladding layer, as this may have long-term design and operational implications for future in-pit tailings deposition and water reclaim activities. The Echo pit is currently at an interim state, but the overburden slopes have been completed in accordance with the design extents.	▪ 2024-AGI-G-23
Echo Diversion Berm	▪ Echo diversion berm is primarily constructed from a bulk fill rich in overburden, with certain sections composed of overburden soil. The thickness of the diversion berm typically varies from 0.8 m to 1.5 m; i.e. not yet at design thickness in all areas. The insufficient thickness of the embankment, combined with the use of overburden-rich material for construction, has resulted in thermal erosion of the diversion berm (e.g., tension cracking and thaw settlement)	▪ B2Gold should revisit the constructed berm and identify sections that are below grade or require adjustments to align with the design intent and complete construction. Particular attention should be given to areas where the upstream toe slopes are shallower than initially designed to prevent ponding and ensure that the design berm crest is maintained	▪ 2024-AGI -G-24
	▪ A comparison of the designed and as-constructed drawings of the Echo Diversion Berm revealed discrepancies between the two, resulting in ponding water and ineffective water diversion.		
Echo WRSA	▪ Waste rock slopes were observed to be oversteepened (approx. 1.5H:1V) compared to the recommended 1.7H:1V	▪ These slopes should be monitored and may require some slope regrade to maintain the waste rock global stability	▪ 2024-AGI -G-25
	▪ A landfill was identified at the edge of the southeast side of the Echo WRSA, within the 50 m zone outside the final designed footprint.	▪ To reduce the risk of global WRSA slope instability, the landfill should be encapsulated within the centre of the Echo WRSA. Additionally, all material placed outside the designated WRSA footprint should be removed to maintain the intended waste rock dump configuration.	▪ 2024-AGI -G-26

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Umwelt Pit	▪ The overburden slopes were found to be degraded, with a series of deep cracks and voids, exceeding 1 meter in depth, observed at the crest of the pit and within a 10-meter zone from the crest. The NNE overburden slopes were covered with thermal cladding in April 2024, which was measured to have an average thickness of 0.3 m. No cladding was observed at the crest of the pit.	▪ Umwelt Pit thermal protection of the overburden slopes should be revisited. It is suggested that the site consider thicker cladding of the overburden slopes. This is not a near term concern but may have design and operational impacts on the future planned in-pit tailings deposition and water reclaim activities. The pit is currently at an interim state, and the overburden slopes were completed and met the design extents.	▪ 2024-AGI-G-25
General / Exploration Drilling	▪ A temporary drilling water ‘pond’ (with the water level remained high during the entire summer season) located at the NE crest of Umwelt Pit was inspected. This pond was constructed 2023. This pond was suggested to be decommissioned (at least breached in multiple locations so that it no longer impounds water) before the freshet 2024. This ‘pond’ was used for exploration drilling. The side berms were un-engineered and just constructed of uncompacted stacked soil.	▪ The temporary drilling water ‘pond’ should be removed before the freshet 2025. A temporary moderate ‘pond’ of water had been established by the drillers on site for use during exploration drilling. The primary concern with this area would be that the ponded water may rapidly discharge and cause thermal erosion and damage to the adjacent tundra. If this area is planned to be constructed over, road to expand over area, then any massive surface ice should first be removed.	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-12

6.2 MLA Site

Similar to the 2022 and 2023 AGIs, during the 2024 AGI, the primary observation was that the MLA area remained functional but was also still in a transitional or developing phase. The site continues to evolve as a port location, serving to bring in supporting equipment, supplies, and buildings essential for the Back River project operations. Analogous to the Goose area of the site, many of the comments in the Annual Geotechnical Inspection pertain to matters that require ongoing monitoring or attention, such as addressing water ponding issues and enhancing thermal protection for permafrost, particularly as port construction and associated infrastructure progress. A summary of the 2024 AGI recommendations for the MLA area are presented in Table 4.

Table 4: Summary of 2024 AGI Recommendations (MLA Property)

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
MLA Quarry Tank Farm	▪ Construction of the Goose Tank Farm was in progress during the 2023 and 2024 AGIs.	▪ As-built checks should be used to confirm that the overliner thicknesses are sufficient for equipment to travel over the liner. The base and slopes of the containment area should be backfilled to the designed thickness. Ongoing survey checks should be performed to compare against the design in these areas. The Phase 3 tank farm construction was in progress at the time of the 2024 AGI site inspection. ▪ Engineering fill was placed at the base of the facility, but the berms were not fully covered with fill material at the time of inspection. So, in many areas the nonwoven geotextile that covered the HDPE liner was still exposed on the slopes. This also has been observed during the 2022 and 2023 AGIs.	▪ 2024-AGI-M-1
	▪ During the inspection there was water accumulated at the base of the containment area. The presence of ponding water in the northwest, northeast, and southwest corners of the bunded area was also outlined in the 2022 and 2023 Inspection reports.	▪ It is suggested that in the summer of 2025, when all water is removed from the tank farm base, that a visual inspection be done around the design sump area to check the liner integrity. This was unable to be inspected at the time of the AGI. This could be done by B2Gold site staff and photographs taken to document the current tank farm base conditions in that area. This is suggested as areas where water pool and water level fluctuate are typically more prone to erosion of overliner material.	▪ 2024-AGI-M-2
	▪ The drainage pipe positioned at the northeast corner may not be able to collect all accumulated water effectively due to the bottom elevation of the pipe within the Tank Farm area.	▪ During months where ambient air temperatures are consistently above -5oC this area should be closely monitored and frequent pumping should be expected to be required as part of ongoing operations and maintenance activities in spring to fall months	▪ 2024-AGI-M-3
	▪ In 2024, the global stability of four tank pedestals was enhanced through the construction of buttresses. However, no settlement monitoring system was implemented by the time of the 2024 AGI.	▪ Settlement monitoring is suggested (e.g., monitoring of survey monuments and fixed settlement points, survey markers on the tanks for total station surveys) on and around the tanks and pedestal. This will help to track the performance of the tank pedestal and the underlying foundation. This additional monitoring could be incorporated into the site monitoring programs and could be used for early warning and help plan future maintenance (if / as required).	▪ 2024-AGI-M-4
Former Temporary	▪ Previously there were multiple Enviro Tanks (fuel tanks) that had been placed in this area; placed within tertiary containment.	▪ The historic containment areas should be drained and decommissioned to mitigate the risk of Insta-Berm overtopping.	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-13

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Fuel Storage Depot Area	▪ As the tanks in this area were placed on very thin fill, and or on the tundra, and as this low-lying area appears to have had more surface water accumulation and natural ground ice in the foundation soils, increased ponding and degradation of the permafrost was noted as part of the AGI. This was also observed during the 2022 and 2023 Inspections.	▪ Perform ongoing monitoring of this to track the permafrost degradation in this area to assist with the development of long-term remediation plans (for this former temporary fuel storage depot area).	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-14
Shoreline Pad	▪ The Shoreline Pad was found out of the water tiring the 2024 AGI. The northern side of the pad that used to be under the water was visually inspected. The northern side of the pad was found overstepped (more in the 1H:1V range based on visual inspections). These steeper slopes appear to have been constructed to allow the barges to dock closer to the fill material.	▪ It is suggested to inspect the pad before the 2025 sealift to determine if additional maintenance is needed. This may include placing additional riprap or coarser rockfill along the upstream slope (in or near the water) or implementing erosion mitigation measures, such as blast mats over the front edge of the pad. These strategies would help minimize erosion and maintain pad stability.	▪ 2024-AGI-M-5
	▪ Evidence of erosion is present along the upstream slope, including surface water stream paths and a steepened slope angle near the seawater level.	▪ The pad toes should be carefully monitored to prevent erosion-related undercutting or oversteepening, which could lead to slope instability.	▪ 2024-AGI-M-6
Freight Storage Pad	▪ The thickness of the pad varied from 0.1 m (SW corner of the pad) to 2.8 m (NE corner of the pad).	▪ The pad should be surveyed and the thickness reviewed and compared against the long thermal closure commitments for these pads.	▪ 2024-AGI-M-7
	▪ Stored materials were placed less than 1 m from the pad crest in some areas	▪ It is recommended to maintain a storage-free zone at the crest of the pad, with a minimum width of 1 m.	▪ 2024-AGI-M-8
Cam Pad	▪ The thickness of the pad is quite thin (in many areas 1 m or less) therefore there are depressions sometime filled with water.	▪ Ongoing maintenance is expected to be required for the camp pad. This is more of a general observation. Care should be given for loads or equipment not to be storage to close to the edges of the pad (specifically where any tension cracking has been observed or where the thickness of the pad is less than 1.5m)	▪ Carried over from 2023 AGI ▪ 2023&2024-AGI-15
	▪ Camp pad extension to the north was in progress during the 2024 AGI. It was observed that natural ground has a gradient of 5% to 8.5%. placement of the fill material performed on the exposed tundra	▪ It is recommended that engineering fill should be placed at lower elevation and progressively brought up in 30cm lifts, with total area widened with natural gradient to decrease the risk of base failures	▪ 2024-AGI-M-9
		▪ The side slopes the cam pad extension should be at 2H:1V to enhance stability and reduce the risk of erosion or sloughing.	

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Fuel Pipeline Road	■ The Fuel Offload access road thickness is quite thin (in many areas, 0.8 m or less). Insufficient thickness of the road embankment can lead to thermal erosion and differential settlements in the road foundation, potentially resulting in damage to the fuel pipe.	■ The road embankment especially at the edges, as well as the fuel transfer conduit integrity should be inspected and tested each year before use for fuel offloading.	■ 2024-AGI-M-10
Roadways	■ No change to prior (2022 and 2023) recommendations: The general observation is that the road thickness is quite thin (in many areas, 1 m or less), and settlement and ongoing maintenance should be expected	■ Ongoing monitoring and potential maintenance of the roadways should be done. More regularly the roadways should be inspected during the warm months	■ General maintenancee / monitoring
		■ Similar to the recommendations given for roads built at Goose property, B2Gold should compile and update as-built pick-up of the roads and infrastructure at the MLA	■ General maintenancee / monitoring
MLA Airstrip	■ General maintenance of the airstrip (grading the surfacing material) was performed at the airstrip during the inspection.	■ Prior to landing any aircraft on the runway, the aircraft operators should conduct their own assessment of the runway conditions (in terms of functionality). Ultimately it will be at the discretion of the aircraft operators if the airstrip surface is acceptable for their aircraft.	■ General maintenance/ monitoring
		■ Any observations at the airstrip shoulder, any areas of larger undulations or settlements that require ongoing maintenance should be noted and records kept to assist with long term performance monitoring. This will also assist to see if items such as degradation of ice in the foundation (specifically for the southern extents) of the airstrip are apparent and being adequately addressed through routine maintenance (such as just adding more fill to the top surface).	■ General maintenance/ monitoring
		■ A full topographic ground survey of the airstrip should be completed, and this survey compared against the expected ground conditions (from geomorphological interpretations).	■ General maintenance/ monitoring
	■ Distress of the airstrip embankment, mainly near the immediate edges / shoulders, was identified as a series of linear tension cracks or depressions, inferred to be caused by permafrost degradation in the underlying foundation.	■ B2Gold should monitor the airstrip edges and avoid placing the lights close to the crest, and or the slide slopes of the airstrip should be re-sloped (to shallower overall slopes). This was more relevant for the southwest and southern ends of the MLA airstrip.	■ General maintenance/ monitoring
	■ Similar to the 2023 inspection observations, ponding water was observed airstrip toe. This ponding is most prevalent near the south and southwestern portions (specifically near the edges) of the airstrip.	■ B2Gold should watch these areas (specifically as temperatures annually warm on site from winter to spring to summer conditions). Some consideration should be given to redirecting or trying to push any ponding water further away from the toes of the existing MLA airstrip. Pumping down / removal of any ponded water at the toes of the airstrip in the	■ Carried over from 2023 AGI ■ 2023&2024-AGI-16

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		fall (before winter freeze-up) would increase the cold ambient air and ground heat transfer to help slow down permafrost degradation (reduce thawing rates and slow deepening of the active layer). This increased water management may help to reduce overall short and long-term maintenance activities.	
	▪ Some sections of the airstrip were found to be underbuilt (with thickness less than 1 m) and with the side slopes steeper than 1.5H:1V.	▪ To decrease the risk of the thermal degradation of the airstrip foundation, B2Gold should consider increasing the embankment thickness. Additionally, the side slopes of the pad should be regraded to achieve a 2H:1V slope.	▪ 2024-AGI-M-11
Anchor Pads	▪ Upstream toe of the pads was found to be impacted by the water erosion.	▪ Monitor the crest and toe of the pad for any signs of tension cracks. The presence of such cracks should indicate the need for constructing a buttress in the affected area.	▪ 2024-AGI-M-12
	▪ One of the anchor pads is blocking the existing stream. That led to collecting ponding waters at the northern side of the pad		

7 Final Remarks

The Back River site remains in a transitional phase, currently in the pre-operation ramp-up stage. During 2023 and 2024, both sites advanced significantly, but many of the pads, roads, ponds, and water conveyance structures, such as culverts, were still in an interim state or not yet completed at the time of the 2024 Annual Geotechnical Inspection (AGI). If the infrastructure and earthworks construction are completed according to the available designs, significant issues are not anticipated at this stage.

Despite the observations and comments provided in this AGI (refer to Table 3 and Table 4), the Back River site is reasonably aligning with the expected geotechnical standards. The main observations from the 2024 AGI were quite similar to those from the 2023 AGIs. The site continues to be in transition, primarily in the pre-production development stage. An increased focus on monitoring, water management, and enhancing fill thicknesses for better thermal protection should still be considered and implemented before the site becomes fully operational.

This report includes observations of the interim construction state in various areas to facilitate improvements in the final configuration of the earthworks and water management infrastructure as construction progresses. It also suggests proactively implementing management or other engineering controls to help reduce long-term maintenance requirements.

The top five priorities, noted in the 2024 AGI, for site to consider or address in 2025 are:

1. **Goose and MLA – Airstrips** - *Monitor and evaluate long-term water management strategies to address flow impediments at the airstrips*. Ponding water and areas of anticipated ice-rich ground have been observed near or intersecting both site airstrips. These locations require careful monitoring, and ongoing maintenance should be anticipated.
2. **Goose Airstrip – SSE end extension** *requires construction of permanent long-term water conveyance if the airstrip is further extended in the future.* The design of the Rascal Diversion Berm should be updated to reflect current site conditions, including the new airstrip lighting pads.
3. **Goose Neck – Culverts** – *finish the updated Goose Neck culvert crossing installations before freshet or remove the road fill material in the way of downstream flow.*
   - In early 2025, the western side of the Goose Neck Crossing all-weather road was widened from 15 m to 30 m. During the preparation of this report, the installation of twinned 600 mm and twinned 900 mm culverts, along with a 1200 mm diameter circular corrugated steel culvert, was in progress. So this area is actively being upgraded now (including much larger culvert installations with better quality control and documentation being created).
   - The upgrades to this area was a work in progress (half complete) by the time this AGI report was finalized (March 2025). If this construction is not completed before freshet the downstream road fill material that is currently blocking the downstream portions of the newly installed culvert sections should be removed, as to not restrict flow through this area.

4. **Goose – Echo Diversion** – Revisit the constructed berm layout and thicknesses - identify sections that are below grade or require adjustments to align with the design intent. Complete additional construction as required (increase fill thickness or adjust the current field alignment of the toe of this diversion) to improve the function and performance of the existing Echo Diversion

- **Goose - Echo – Pit** – *Revisit the overburden pit slope cladding thickness.* It is suggested to reassess the thickness of cladding that may be required over the overburden pit slopes. The cladding is intended to mitigate thermal erosion and degradation of the overburden material, preventing the formation of erosion gullies. It is recommended that the site evaluate the potential for thicker cladding on the overburden slopes, as the pit is planned to transition into a tailings facility later in 2025.

For completeness, additional comments and observations are provided in Figures 1 to 18 and Appendix A to Appendix D.

Closure

This report, Goose & MLA Project Sites – 2024 Annual Geotechnical Inspection, was prepared by

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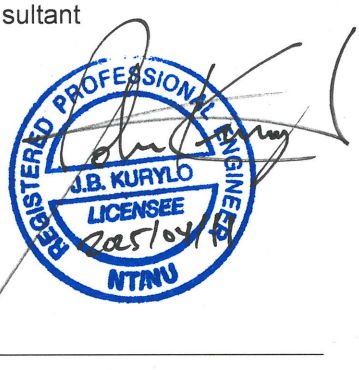

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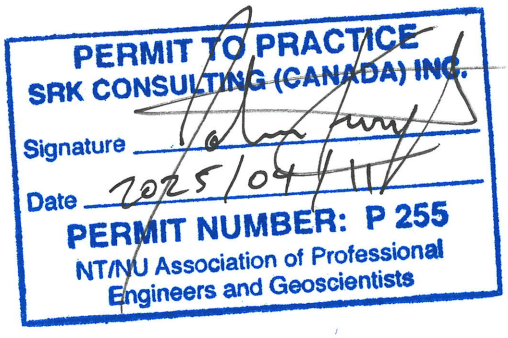

Initial draft submission March 2025. Updated submission April 4, and final submission April 11, 2025

All data used as source material plus the text, tables, figures, and attachments of this document have been reviewed and prepared in accordance with generally accepted professional engineering and environmental practices.

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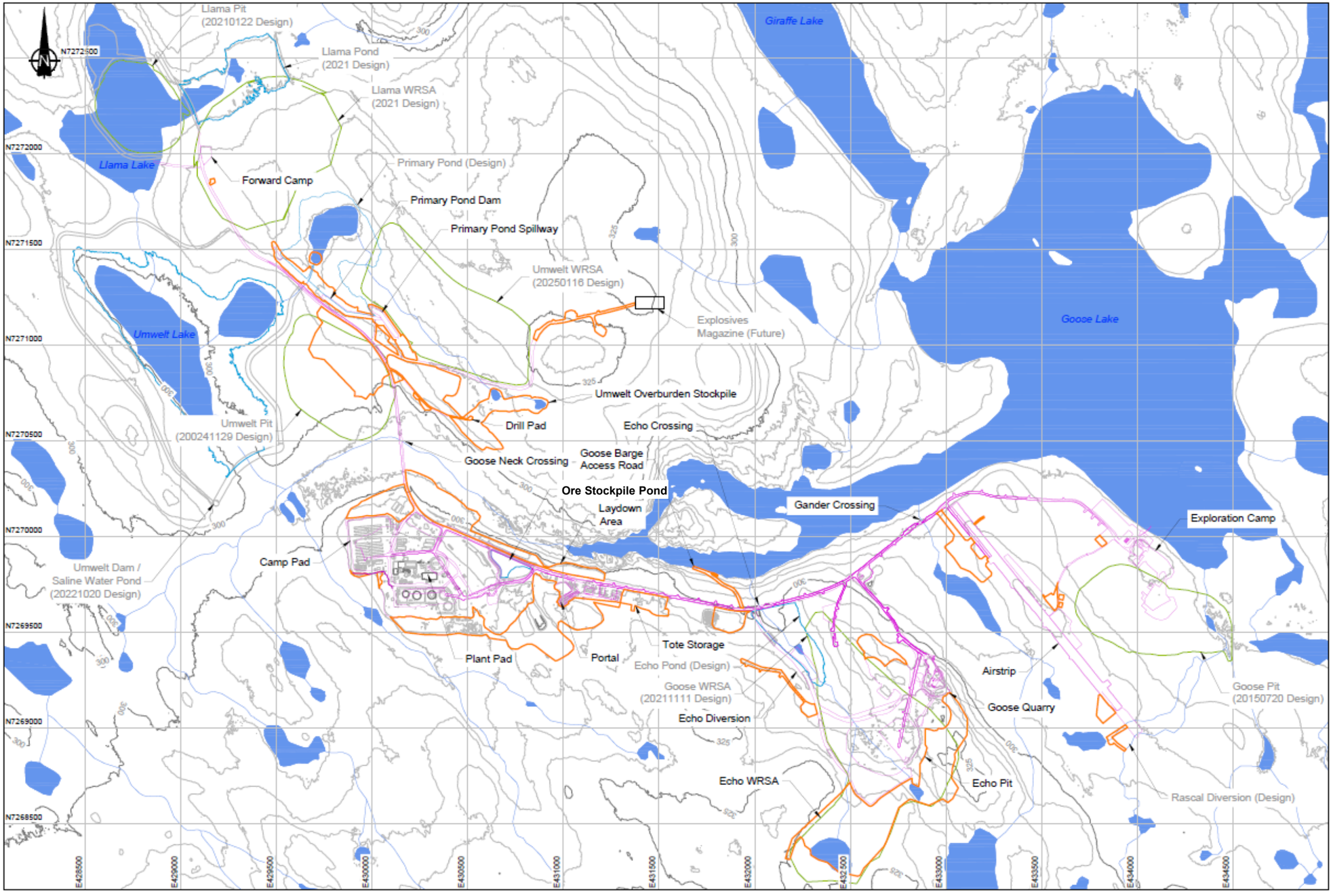
Figures



LEGEND

- Design Pit and Dump Infrastructure
- Design Infrastructure
- Previous As-Constructed Infrastructure
- 2024 As-Constructed Infrastructure

NOTES

1. All units are in meters unless otherwise specified.
2. Contours are shown at 5.0 m intervals.

REFERENCES

NAD83 UTM Zone 13.

srk consulting

B2GOLD NUNAVUT

Job No: CAPR003105

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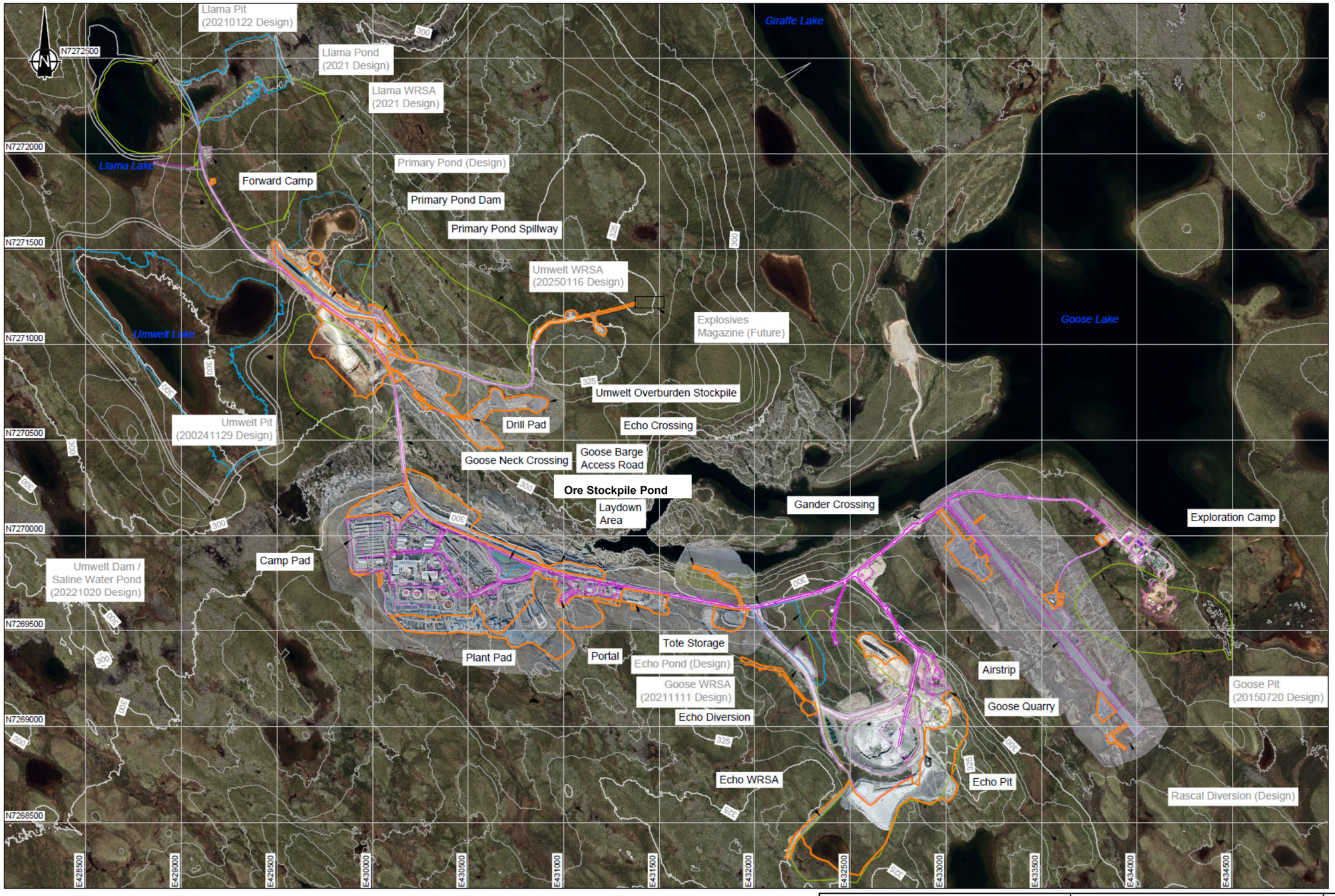
Back River Project

2024 Annual Geotechnical Inspection

Goose Lake Site Plan View

Date:	Approved:	Figure:
2025-03-11	JBK	1



LEGEND

- Design Pit and Dump Infrastructure
- Design Infrastructure
- Previous As-Constructed Infrastructure
- 2024 As-Constructed Infrastructure

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REFERENCES

NAD83 UTM Zone 13.
Aerial Photory is compiled from:

- 20240714 Aerial Photo
- 20240720 Aerial Photo
- 20230726 Aerial Photo
- 20230730 Aerial Photo
- 20230915 Aerial Photo
- 20230930 Aerial Photo

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Job No: CAPR003105
Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf

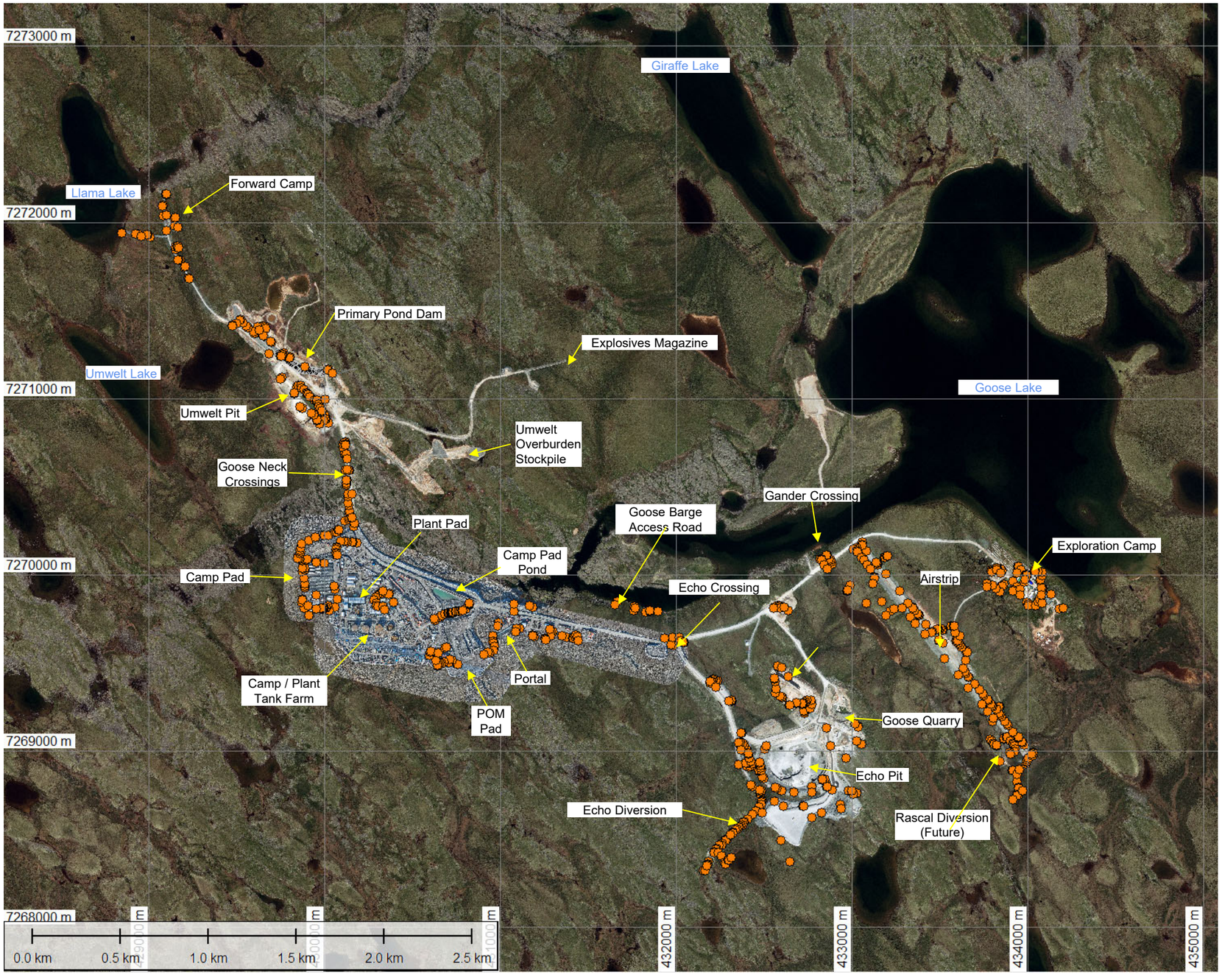
B2GOLD NUNAVUT

Back River Project

2024 Annual Geotechnical Inspection

Goose Lake Site Plan View with Imagery

Date: 2025-03-11
Approved: JBK
Figure: **2**



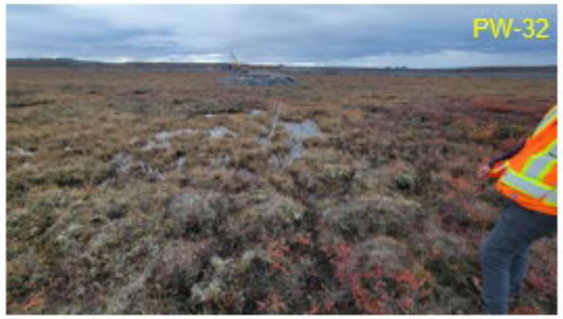
LEGEND:

- Points Along the 2024 Inspection Track

Notes:

1. Drone Images were provided by B2Gold in July-August 2024.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf	Back River Project	**Goose Site Inspection Areas** Date: 2025-03-11 | Approved: JBK | Figure: 3



LEGEND:

Ponding water and bodies of water near pads.

srk consulting

B2GOLD NUNAVUT

Job No: CAPR003105

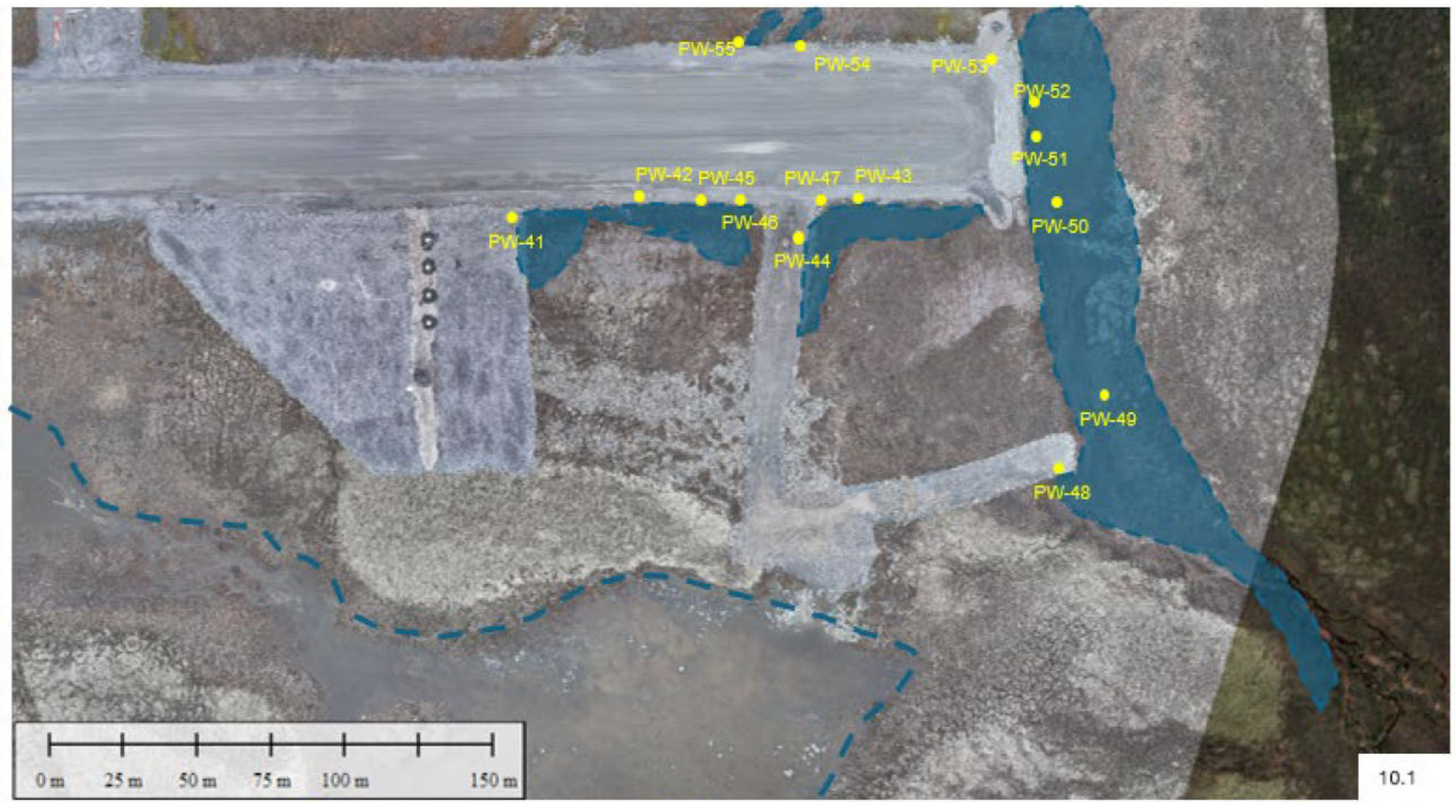
Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf

Back River Project

2024 Annual Geotechnical Inspection

Goose Airstrip – Ponding Water

Date:	Approved:	Figure:
2025-03-11	JBK	4

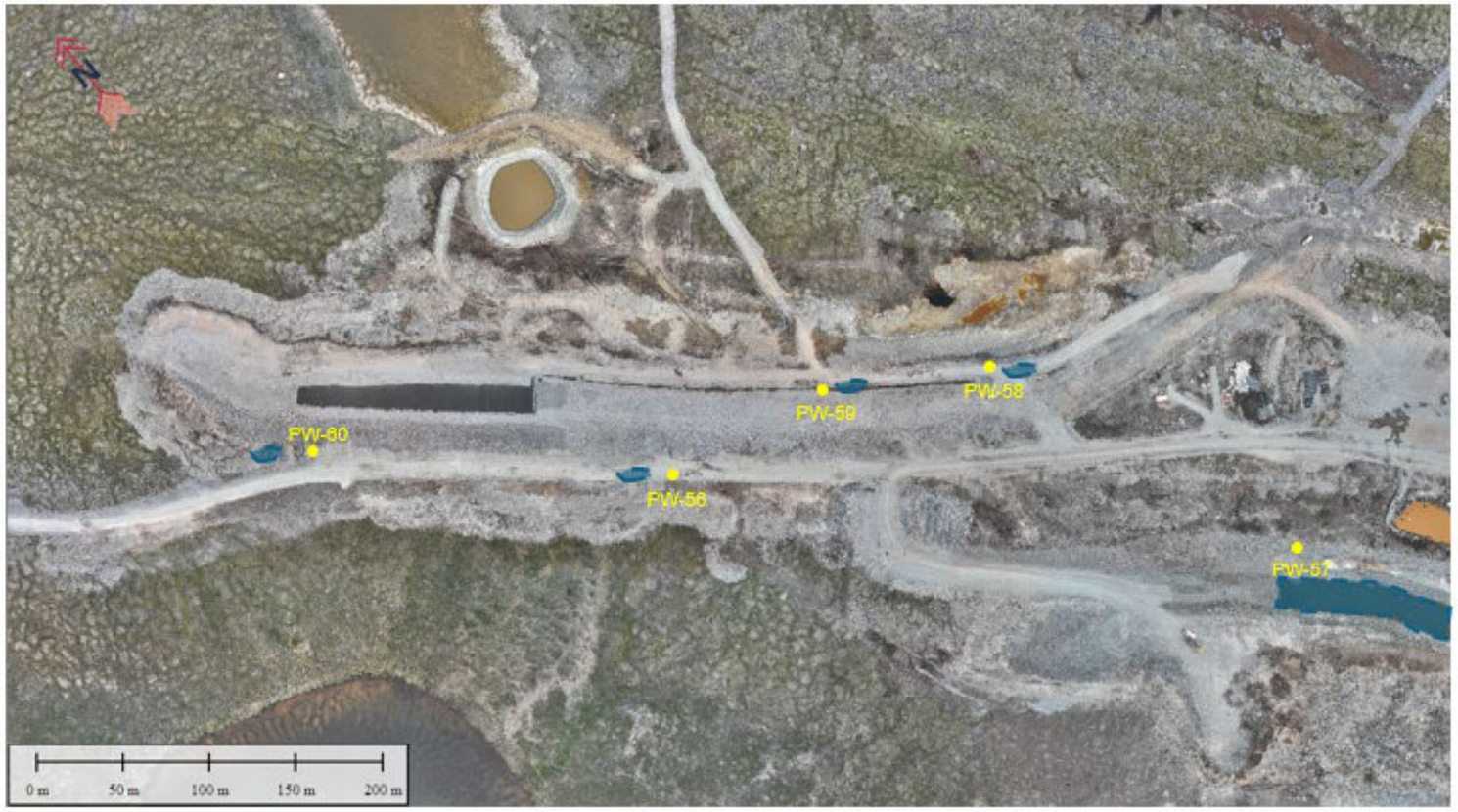


10.1

LEGEND:

Ponding water and bodies of water near pads.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection	
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf	Back River Project	**Goose Airstrip – Southeast Ponding Water**	
		Date: 2025-03-11	Approved: JBK / Figure: **5**



LEGEND:

Ponding water and bodies of water near pads.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Primary Pond Dam – Ponding Water
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf	Back River Project	Date: 2025-03-11 | Approved: JBK | Figure: **6**

Dataset; Sentinel-2 L1C
Date: 2016-07-07

Dataset; Sentinel-2 L1C
Date: 2017-07-09

Dataset; Sentinel-2 L1C
Date: 2018-07-11

Dataset; Sentinel-2 L1C
Date: 2019-07-24

Notes:

1. All images from free Sentinel-2 L1C satellite data.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR3105 Filename: BackRiver_MLA&Goose_2024AGI_Figures.pdf	Back River Project	**Goose Site** **Satellite Image Review – 1 of 3**
		Date: 2025-03-11 / Approved: JBK / Figure: **7**

Dataset; Sentinel-2 L1C
Date: 2020-07-16

Dataset; Sentinel-2 L1C
Date: 2021-08-22

Dataset; Sentinel-2 L1C
Date: 2022-07-06

Dataset; Sentinel-2 L1C
Date: 2023-07-24

Notes:

1. All images from free Sentinel-2 L1C satellite data.

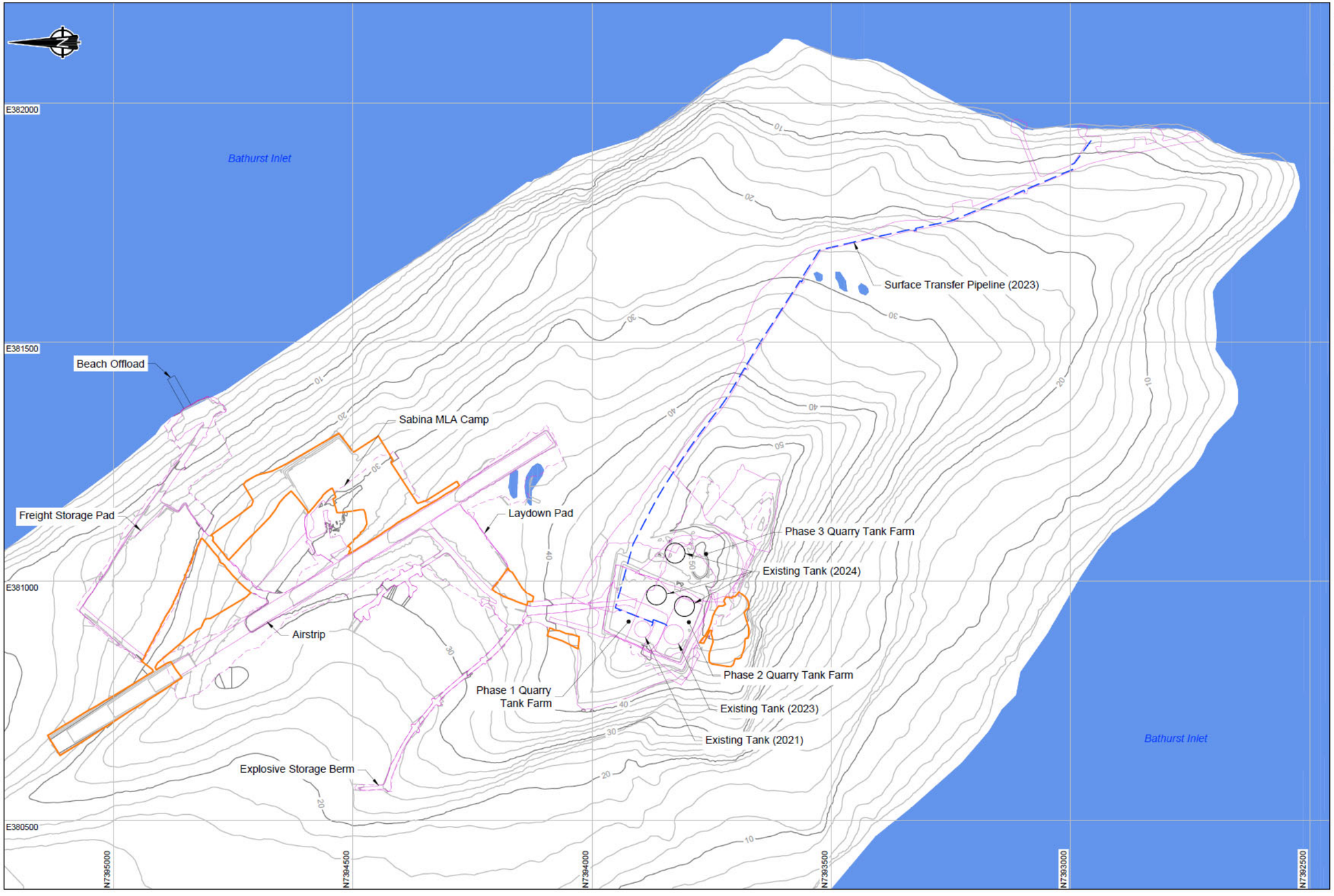
srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR3105 Filename: BackRiver_MLA&Goose_2024AGI_Figures.pdf	Back River Project	**Goose Site** **Satellite Image Review – 2 of 3**
		Date: 2025-03-11 / Approved: JBK / Figure: **8**

Dataset; Sentinel-2 L1C
Date: 2024-07-14

Notes:

1. All images from free Sentinel-2 L1C satellite data.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR3105 Filename: BackRiver_MLA&Goose_2024AGI_Figures.pdf	Back River Project	**Goose Site** **Satellite Image Review – 3 of 3**
		Date: 2025-03-11 / Approved: JBK / Figure: **9**



LEGEND

- 2018 Initial Survey
- Previous As-Constructed Infrastructure
- 2024 As-Constructed Infrastructure

NOTES

1. All units are in meters unless otherwise specified.
2. Contours are shown at 2.0 m intervals.

REFERENCES

NAD83 UTM Zone 13.

0m 200 400 600 800

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf	Back River Project	**Marine Laydown Area Plan View**
		Date: 2025-03-11 / Approved: JBK / Figure: **10**

LEGEND

- 2018 Initial Survey
- Previous As-Constructed Infrastructure
- 2024 As-Constructed Infrastructure

NOTES

1. All units are in meters unless otherwise specified.
2. Contours are shown at 2.0 m intervals.

REFERENCES

NAD83 UTM Zone 13.

Aerial Imagery is compiled from:

- 20220707 Aerial Photo
- 20230823 Aerial Photo
- 20230903 Aerial Photo
- 20230914 Aerial Photo
- 20231014 Sentinel-2 Satellite
- 20240604 Aerial Photo
- 20240608 Aerial Photo
- 20240609 Aerial Photo
- 20240824 Aerial Photo
- 20240907 Aerial Photo
- 20240912 Aerial Photo

The images dated 20230823, 20230903, and 20230914 were not georeferenced and had to be located manually.

0m 200 400 600 800

srk consulting

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf

B2GOLD NUNAVUT

Back River Project

2024 Annual Geotechnical Inspection

Marine Laydown Area Plan View with Imagery

Date: 2025-03-11 | Approved: JBK | Figure: **11**

LEGEND:

- Points Along the 2024 Inspection Track

Notes:

1. Aerial images were provided by B2Gold in June 2024.
2. Aerial image for MLA Tank Farm was provided by B2Gold on June 8, 2024
3. Plan view imagery extracted from World Imagery (approx. summer 2024 time range). Reference: source: "Esri, USGS | Northwest Territories, Esri Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, US Census Bureau, USDA, NRCan, Parks Canada"

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures.pdf	Back River Project	**Marine Laydown Area Inspection Areas**
		Date: 2025-03-11 / Approved: JBK / Figure: **12**

LEGEND:

Ponding water and bodies of water near pads.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf	Back River Project	**MLA Airstrip– Ponding Water**
		Date: 2025-03-11 | Approved: JBK | Figure: **13**

LEGEND:

Ponding water and bodies of water near pads.

srk consulting

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf

B2GOLD NUNAVUT

Back River Project

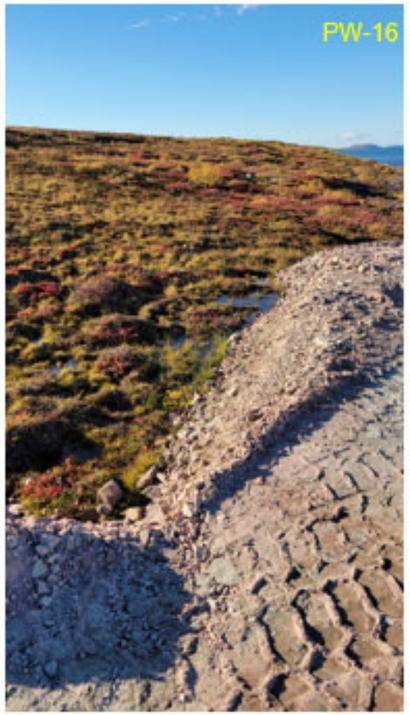
2024 Annual Geotechnical Inspection

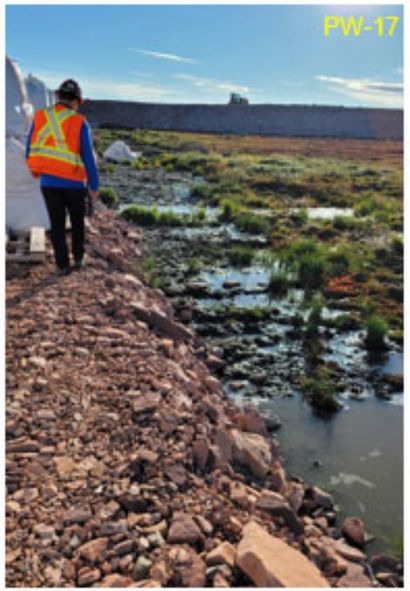
MLA Anchor Pads – Ponding Water

Date: 2025-03-11

Approved: JBK

Figure: **14**





LEGEND:

Ponding water and bodies of water near pads.

srk consulting

Job No: CAPR003105
Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf

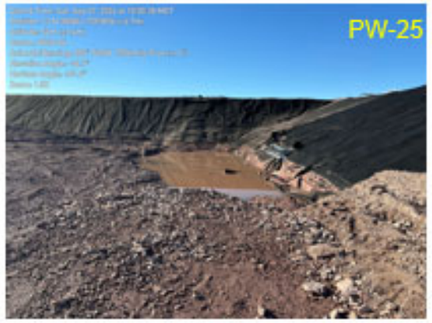
B2GOLD NUNAVUT

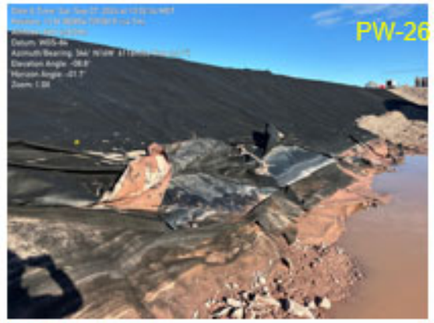
Back River Project

2024 Annual Geotechnical Inspection

MLA Lower Laydown and Camp Pad – Ponding Water

Date: 2025-03-11 | Approved: JBK | Figure: **15**

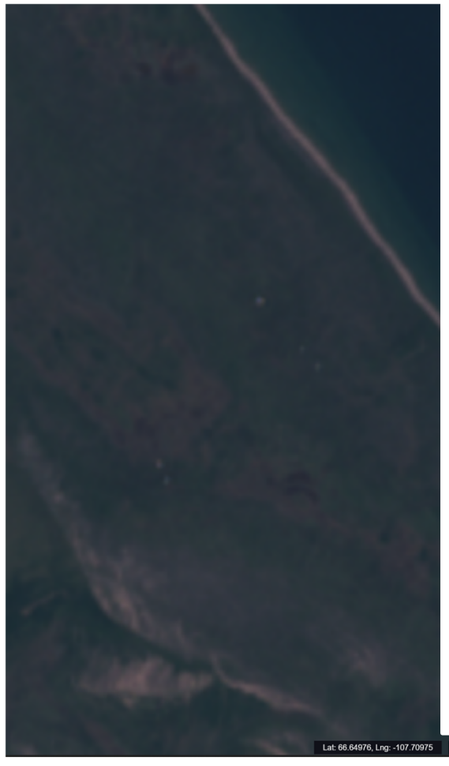




LEGEND:

Ponding water and bodies of water near pads.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Tank Farm – Ponding Water
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Figures..pdf	Back River Project	Date: 2025-03-11 | Approved: JBK | Figure: **16**



Dataset: Sentinel-2 L1C
Date: 2017-07-10

Dataset: Sentinel-2 L1C
Date: 2018-06-27

Dataset: Sentinel-2 L1C
Date: 2019-06-27

Dataset: Sentinel-2 L1C
Date: 2020-07-01

Notes:

1. All images from free Sentinel-2 L1C satellite data.

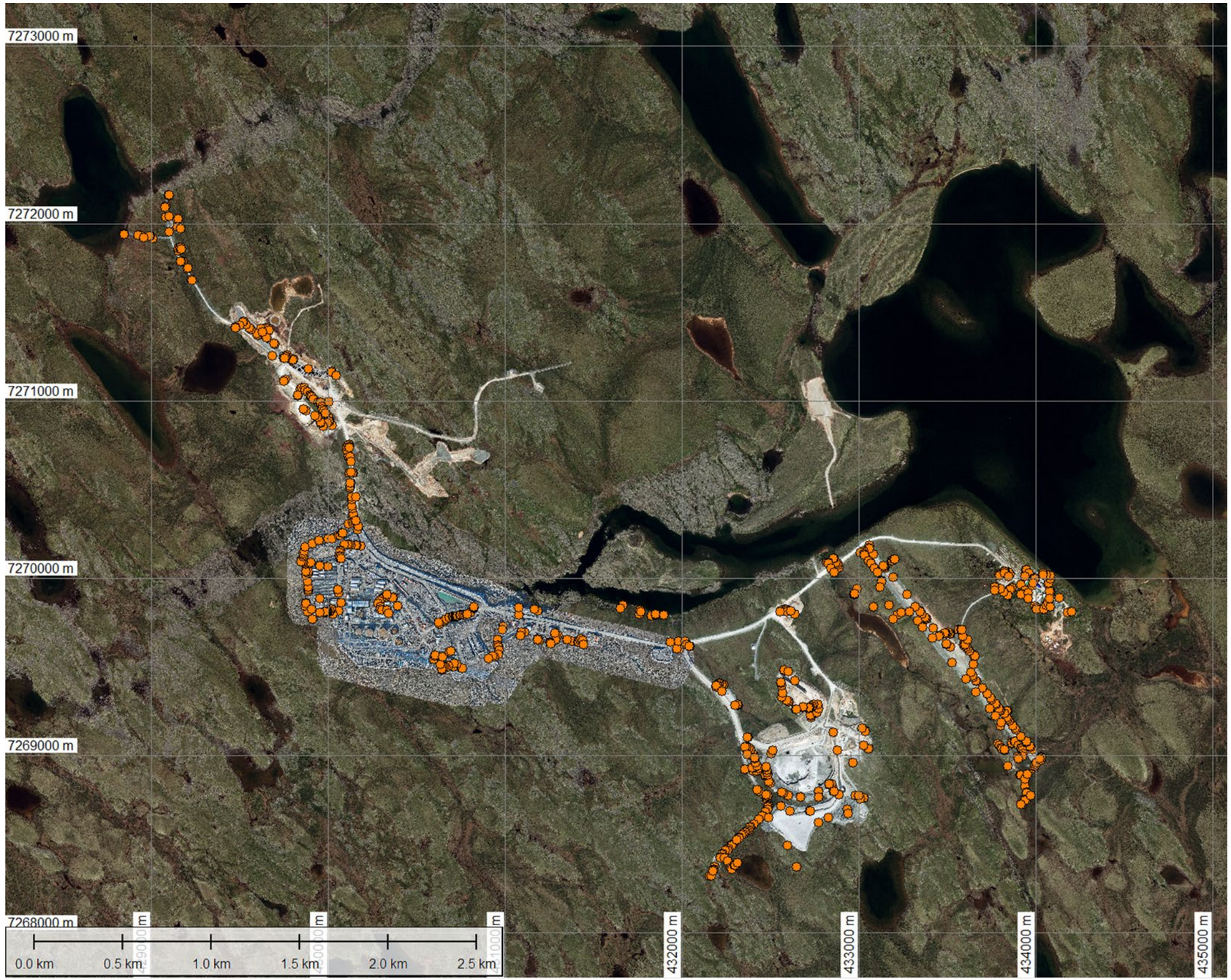
srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR3105 Filename: BackRiver_MLA&Goose_2024AGI_Figures.pdf	Back River Project	**Marine Laydown Area** **Satellite Image Review – 1 of 2**
		Date: 2025-03-11 / Approved: JBK / Figure: **17**

Notes:

1. All images from free Sentinel-2 L1C satellite data.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR3105 Filename: BackRiver_MLA&Goose_2024AGI_Figures.pdf	Back River Project	**Marine Laydown Area** **Satellite Image Review – 2 of 2**
		Date: 2025-03-11 / Approved: JBK / Figure: **18**

Appendix A Photolog from 2024 Site Visit – Goose



srk consulting

B2GOLD NUNAVUT

2024 Annual Geotechnical Inspection

Goose Inspected Areas

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	1

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Exploration Camp**
		Date: 2024-09-12 | Approved: JBK | Figure: 2

G-1: Exploration camp, looking north towards core area – Note ponding water

G-2: Temporary fuel storage facility, looking NW

G-3: Storage facility, facing SE

G-4: Temporary storage facility, facing north

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Exploration Camp**
		Date: 2024-09-12 | Approved: JBK | Figure: 3

G-5: Storage area, facing west

G-6: Exploration camp pad, facing north

G-7: Exploration camp, typical road surface, looking SE

G-8: Camp pad area, facing west – Note ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Exploration Camp
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 4

G-9: Fuel Tanks Containment area

G-10: Fuel tank containment. Ponding Water

G-11: Fuel tank containment. Ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Exploration Camp
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 5

G-12: North of core storage, facing north – Note ponding water and disturbed tundra

G-13: South edge core storage – Note ponding water

G-14: Core boxes stored on degraded tundra

G-15: Ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Exploration Camp
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 6

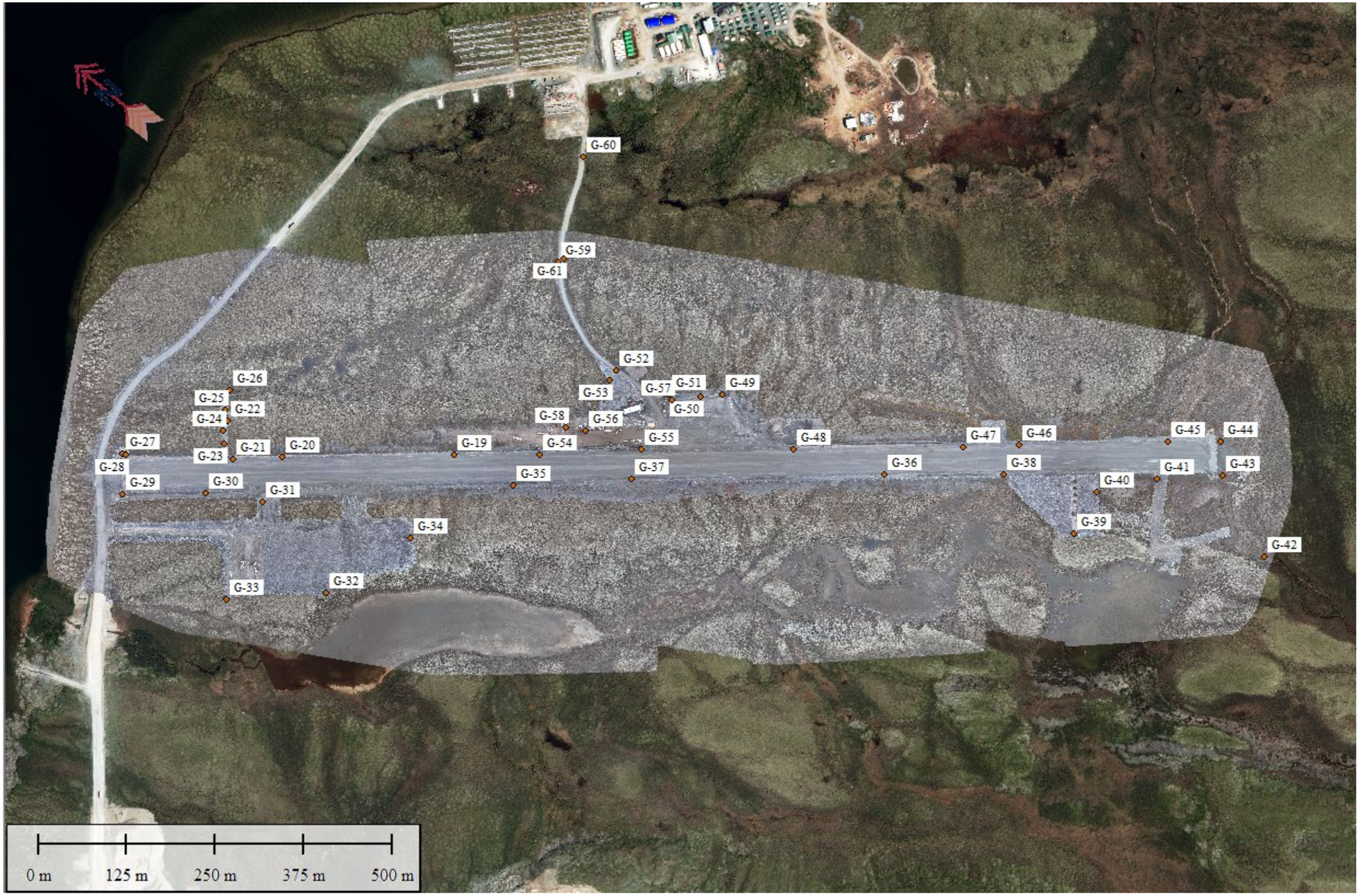
srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Main Pit Footprint**
		Date: 2024-09-12 | Approved: JBK | Figure: 7

G-16: Footprint area, facing south – Note disturbed tundra and ponding waters within the future Main Pit footprint

G-17: Ponding water, facing SE

G-18: Ponding water, facing south

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection		
		Main Pit Footprint		
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12	Approved: JBK	Figure: 8



srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 9

G-19: Eastern side of airstrip, facing NW

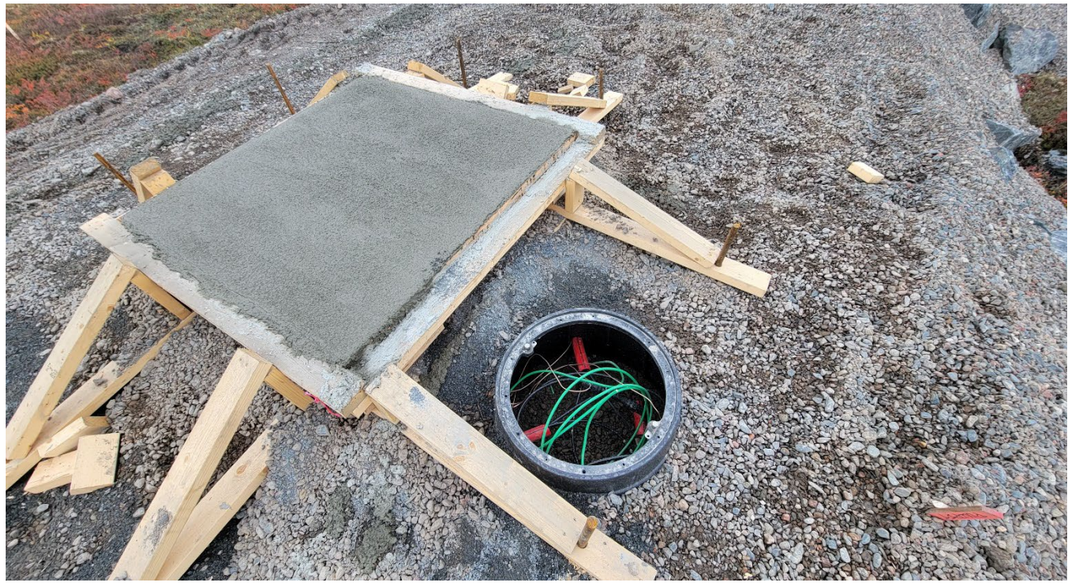
G-20: Eastern side of airstrip, facing NW

G-21: Eastern side, facing north

G-22: Note ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 10

G-23: Airstrip lighting pad



G-24: Airstrip lighting pad

G-25: Airstrip lighting pad

G-26: Airstrip lighting pad

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 11

G-27: Northern end of airstrip, facing SW

G-28

G-29: Northern end of airstrip, facing NE

G-30: Western side of runway facing SW

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 12

G-31: Western side of airstrip. NW Apron, facing west

G-32: NW Apron, facing NE – Note thickness of pad less than 0.6m

G-33: NW apron northern slope, facing SE – Note oversteepend slope

G-34: South end of NW apron, facing SW – Note irregular slope face

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 13

G-35: SW side of airstrip, facing SW

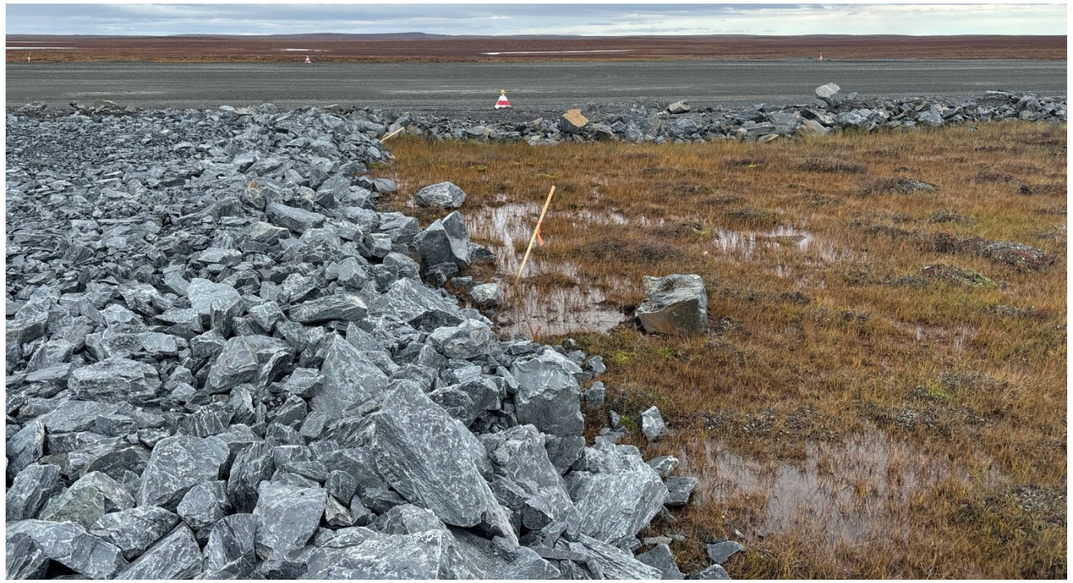
G-36: SW side of airstrip, facing SW

G-37: SW side of airstrip, facing SW – Note no distinct edge of runway

G-38: SW side of airstrip, approaching lighting pad, facing S

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Goose Airstrip**
		Date: 2024-09-12 / Approved: JBK / Figure: 14

G-39: Western side of airstrip, looking NE



G-40: Western side, looking NE – Note pad thickness less than 0.6m and ponding water

G-41: Toe of airstrip, looking NW – Note ponding water

G-42: Stream towards airstrip south toe, facing North

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 15

G-43: Flow paths at the south end of airstrip, facing NE

G-44: Flow paths at the south end of airstrip, facing SW

G-45: Flow paths on eastern side of airstrip, facing east

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 16

G-46: East laydown area, facing NW – Note ponding water

G-47: Eastern laydown area, facing SE – Note erosion pathways

G-48: Beginning of apron, facing NW – Note ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 17

G-49: Eastern side apron, facing NW – Note tension cracking

G-50: Eastern side apron, facing NW

G-51: Eastern side apron, facing SE

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Goose Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 18

G-52: Laydown pad, facing SE

G-53: Laydown pad, facing west

G-54: Trench at laydown area, facing east

G-55: Trench at the laydown area. Eastern side of airstrip, facing NW

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Goose Airstrip** Date: 2024-09-12 | Approved: JBK | Figure: 19

G-56: Containment berm is damaged

G-57: Laydown area erosion gullies

G-58: Laydown area on disturbed tundra

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Airstrip Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 20

G-59: Airstrip access road, facing exploration camp

G-60: Ponding water at the toe of the access road, facing exploration camp

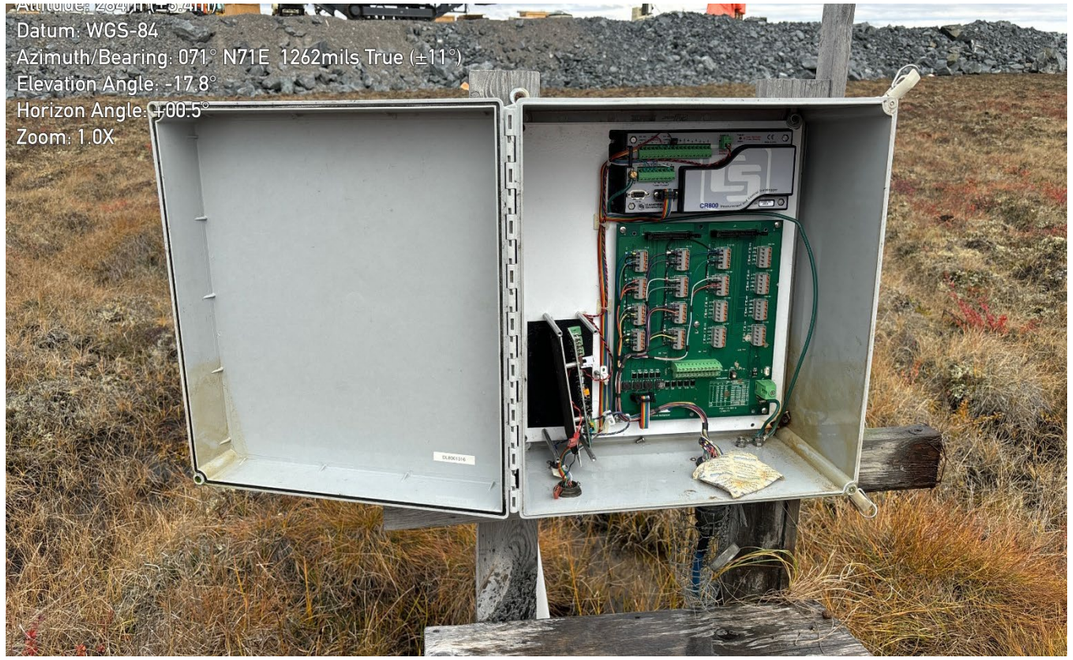
G-61: Typical thickness of the airstrip access road embankment, facing exploration camp

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Airstrip Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 21

Aerial image from July 14, 2024

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection	
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Ground Temperature Cables**	
		Date: 2024-09-12	Approved: JBK / Figure: 22

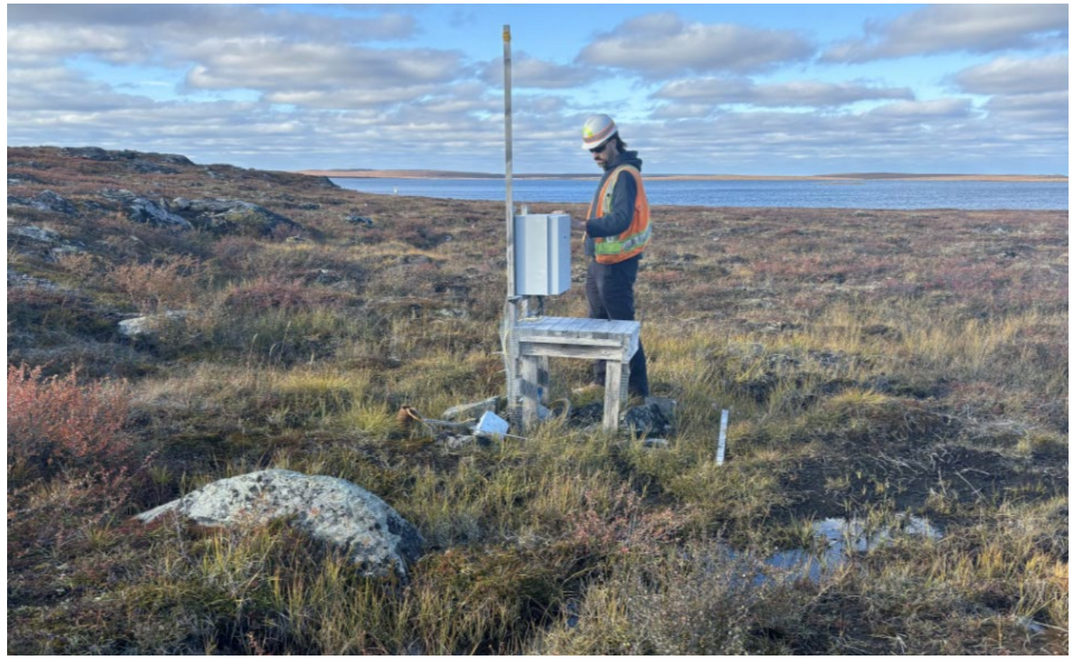
G-62a: Fallen datalogger



G-62b: Datalogger internals

G-62c: General view. Facing north

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Ground Temperature Cable GAS-GT13-01 (Airstrip)**
		Date: 2024-09-12 / Approved: JBK / Figure: 23



G-63a: General view. Facing east

G-63b: Datalogger internals

G-63c: General view. Facing northeast

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Ground Temperature Cable 13-GSE-314 (Exploration Camp)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 24

G-64a: Fallen datalogger

G-64b: Datalogger internals

G-64c: General view. Facing northwest

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Ground Temperature Cable 12-GSE-223 (Forward Camp)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 25

G-64d: Camp Pad. SRK-23-CPI-DH1

G-64e: Camp Pad. SRK-23-CPI-DH2

G-64f: Umwelt Underground Mine. 24-GSE-678B

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Ground Temperature Cables Active
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G-64g: Primary Pond Dam. PP-HTC-640-LN

G-64h: Primary Pond Dam. PP-HTC-640-LN

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		Ground Temperature Cables Active		
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Back River Project

2024 Annual Geotechnical Inspection

Echo Crossing – Culverts

Date:	Approved:	Figure:
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G-65: Eastern Side of Echo Pit Access Road Looking South – Note Culverts are Blocked. Ponding Water

G-66: Eastern Side of Echo Pit Access Road looking West – Note Culverts are blocked

G-67: Northern Side of Echo Pit Haul Road – Note Ponding Water

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G-68: Southern Side of Echo Pit Haul Road – Note two Culverts are elevated approx. 0.5m from toe of embankment. Culverts partially blocked

G-69: Haul road slope, facing west to crossing culverts

G-70: Culvert size

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		Echo Crossing – Culverts
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Echo Diversion

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

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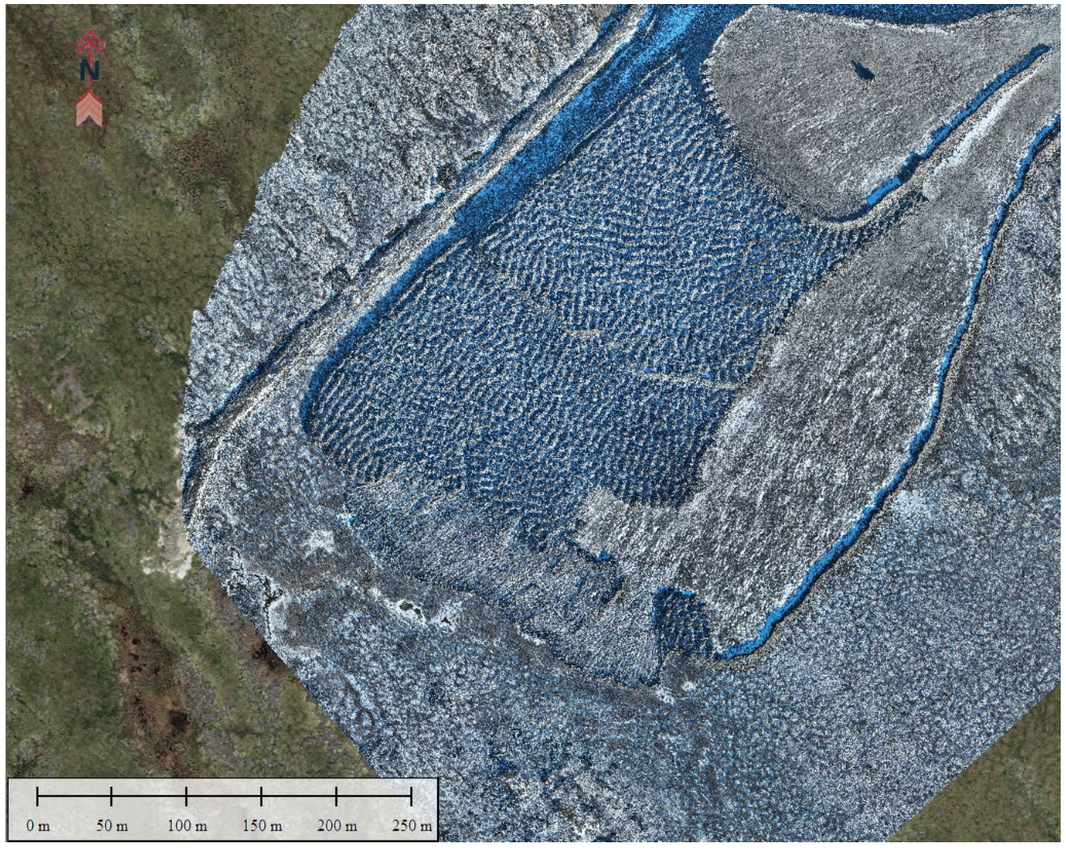
July 1st, 2024



October 6th, 2024

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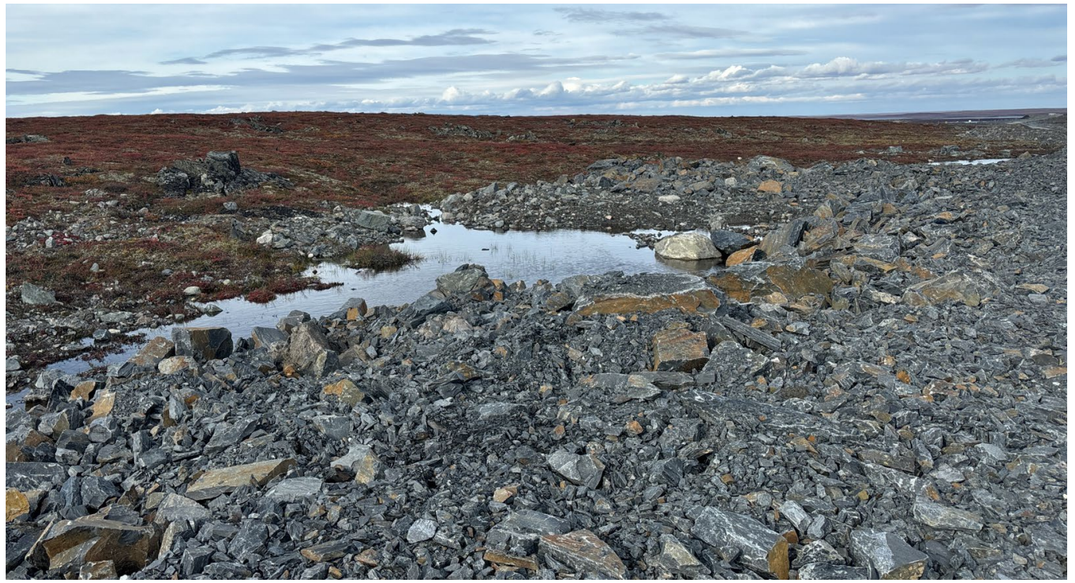
G-71: Beginning of diversion, facing south

G-72: Diversion, facing west – Note thickness less than 1m

G-73: Diversion, facing west – Note that dump is built on overburden rich sections at the toe



G-74: Diversion looking north – Note thickness less than 1m and ponding water

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G-75: Diversion, facing SW – Note tension cracks

G-76: Diversion, facing north – Note tension crack

G-77: View from echo pit dump towards diversion

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		Echo Diversion
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G-78: Diversion, facing north – Note thickness below 1m

G-79: Westerly end, facing north – Note thickness below 1m

G-80: Westerly end of diversion – Note thickness below 1m

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G-81: Eastern highwall, facing north

G-82: General view, facing north

G-83: Western wall, facing NW

G-84: Southern wall, facing east

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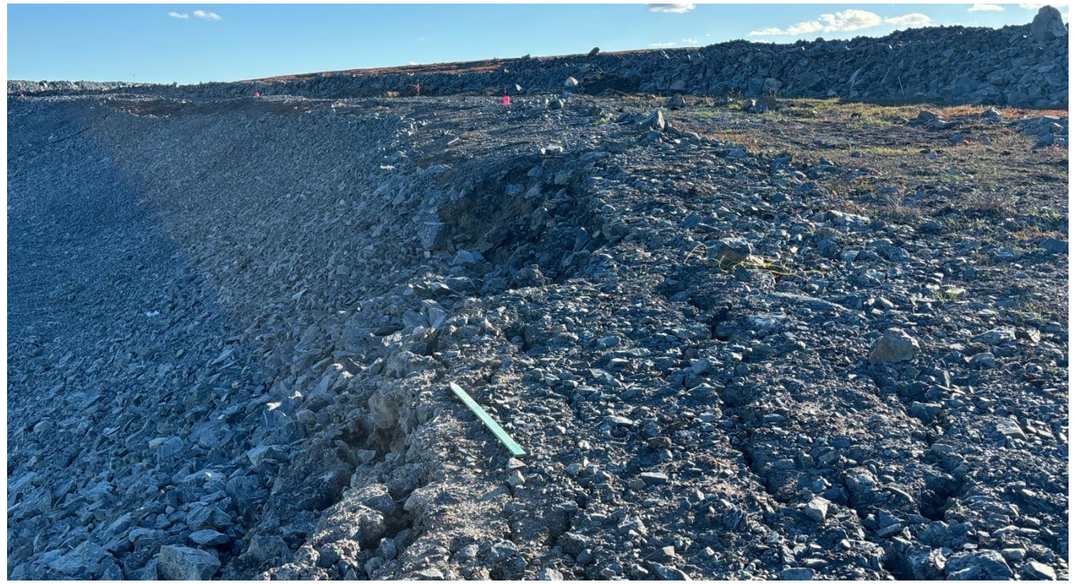
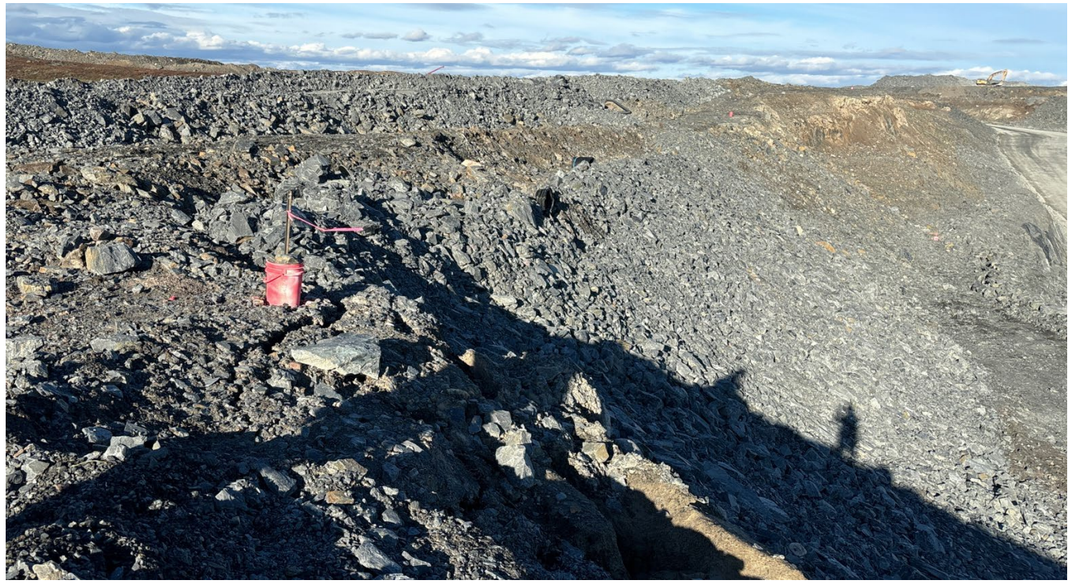
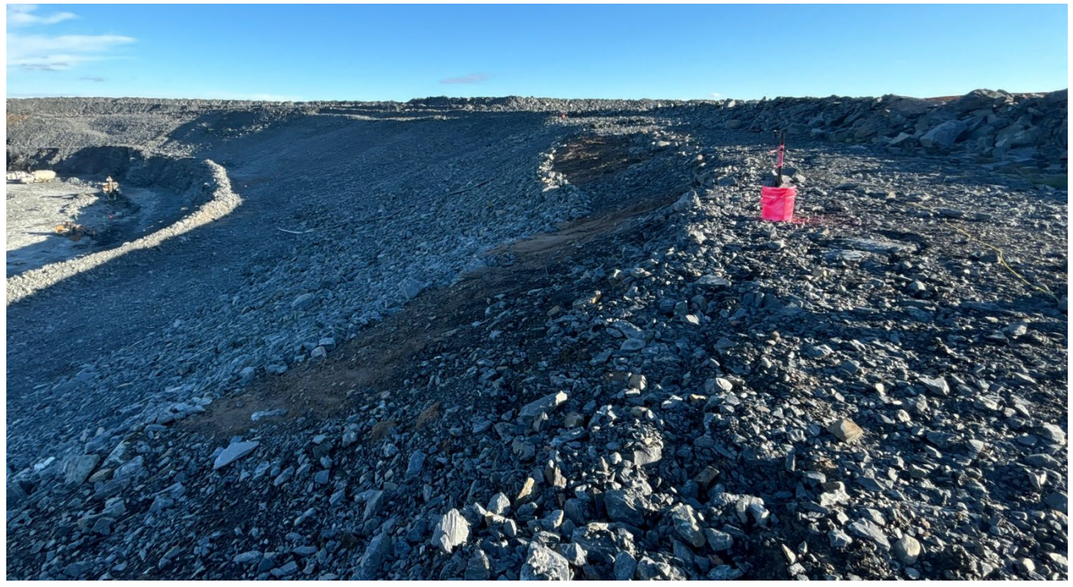


G-85: Crest of western wall, facing south – Note tension cracks



G-86: Northerns wall, facing NE – Note



G-87: Crest of western wall, facing south

G-88: Crest of western wall, facing north – Note thermal erosion and erosion gulleys

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2024 Annual Geotechnical Inspection

Echo Treatment Pond

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

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G-89: Treatment pond

G-90: Pond tie-in – Inappropriate over-liner material (4” plus blasted rock)

G-91: Pond Slopes are oversteepend and no spillway present

G-92: Pond tie-in – Inappropriate over-liner material (4” plus blasted rock) and no spillway present

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		Echo Treatment Pond
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G-93: Liner tie-in damage

G-94: Liner damage

G-95: Liner damage

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G-96: Pond slope – Note inappropriate material on liner

G-97: Northern most treatment pond slope – Note pond slope is oversteepended

G-98: Eastern side of treatment area – Note ponding water

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		Echo Treatment Pond	
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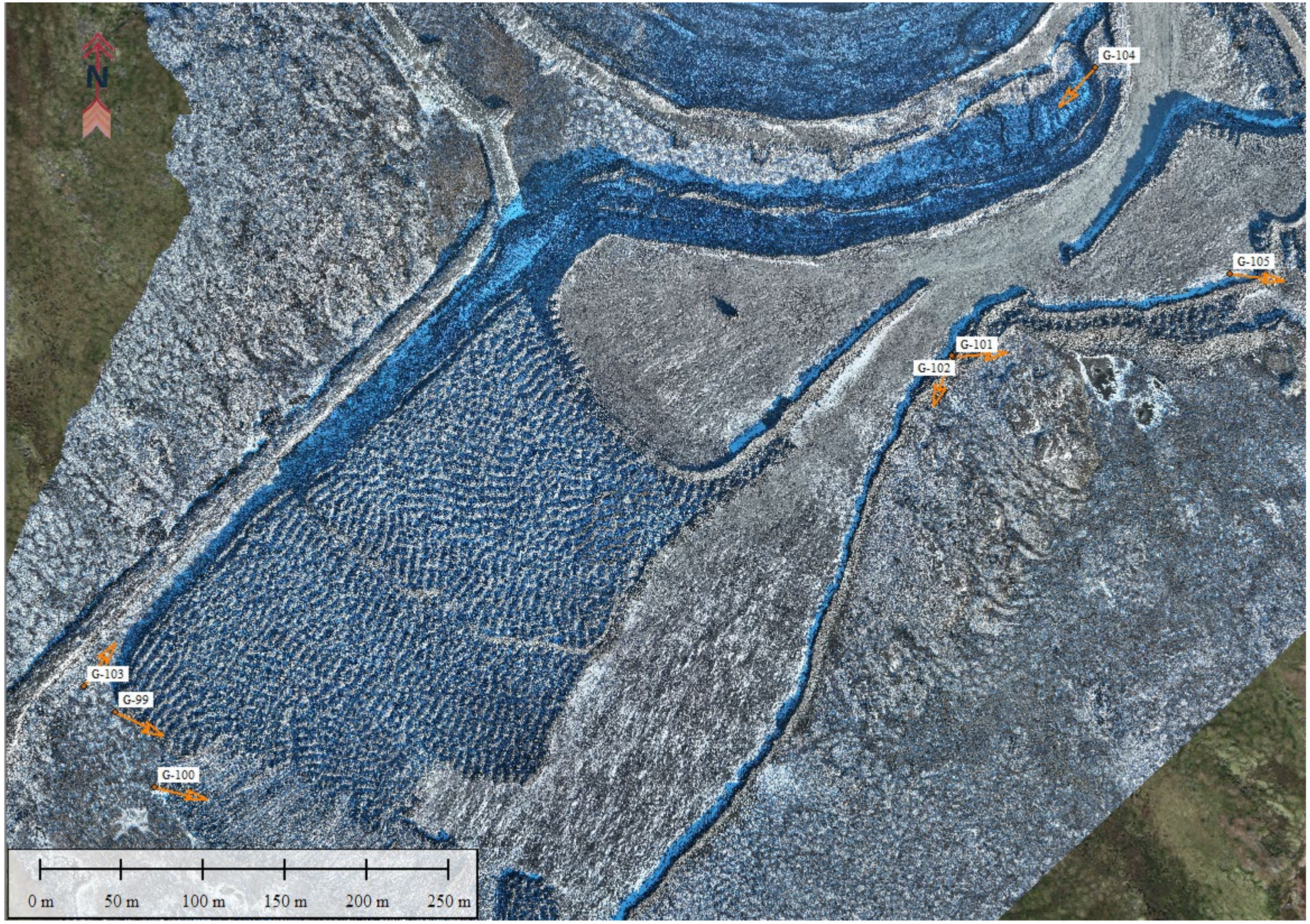

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2024 Annual Geotechnical Inspection

Echo Waste Rock Facility

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

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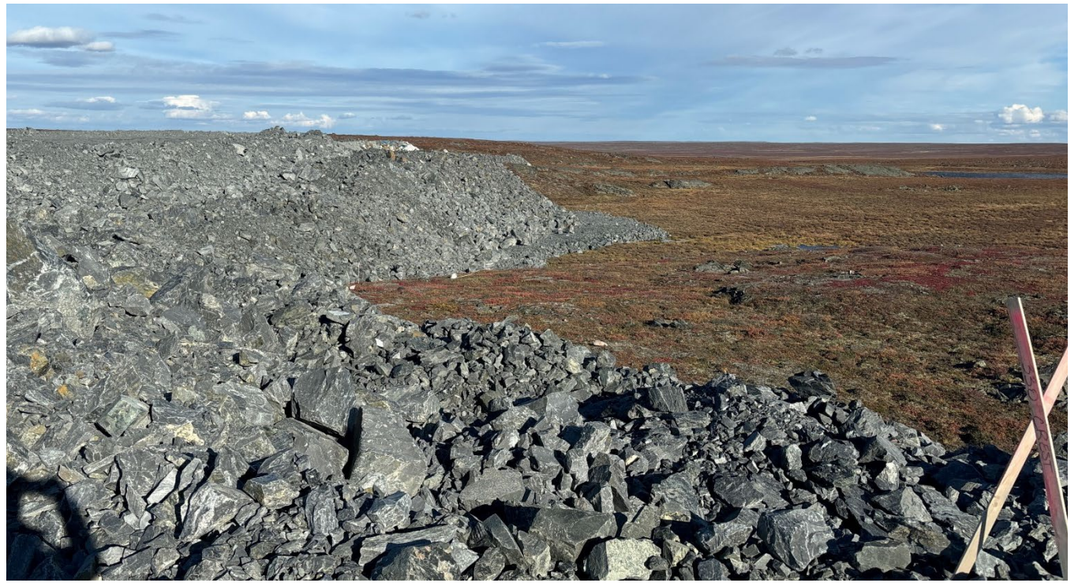
G-99: Southern end of WRSA, facing SE – Note oversteepened slopes

G-100: Southern end of WRSA, facing east – Note waste rock dumping in lake pond



G-101: General view, southern slope, facing east

G-102: General view, southern slope, facing SW – Note lack of safety berm and irregular slope face

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		Echo Waste Rock Facility
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G-103: Diversion berm (left), WRSA (right), facing NE – Note WRSA too close to diversion berm

G-104: Northern face of WRSA, facing SW – Note oversteepend slopes

G-105: Eastern side of WRSA – Note garbage near edge

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		Echo Waste Rock Facility
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G-106: Stockpile Ramp, facing SE

G-107: Stockpile, facing south

G-108: General View, facing east

G-109: Stockpile NE slope looking east

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		Esker Stockpile
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Back River Project

2024 Annual Geotechnical Inspection

Echo Overburden Stockpile

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G-110: Western edge of stockpile, facing east – Note ponding water

G-111: Western edge of stockpile, facing north – Note ponding water

G-112: Northern end of stockpile, facing SE

G-113: General Stockpile surface condition, facing NW – Note tension cracks

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		Echo Overburden Stockpile
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G-114: Tension cracks

G-115: Stockpile, facing south – Note tension cracks

G-116: Tenison cracks

G-117: Tension cracks

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		Echo Overburden Stockpile
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		Gander Crossing - Culverts
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G-118: Gander Crossing Large Culverts, facing South - Note Flow into Arches

G-119: Gander Crossing Culverts, facing north – Monitoring Suggestion

G-120: Gander Crossing Small Culvert, facing north

G-121: Gander Crossing Small Culvert, facing south– Note circular damage from installation. Ponding Water

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		Gander Crossing - Culverts
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2024 Annual Geotechnical Inspection

Goose Barge Access Road

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

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G-122: Barge Access Turnoff, facing north

G-123: Barge Access down-ramp, facing NW

G-124: Barge Access Off-Ramp, facing east

G-125: Barge Access Waterside slope, facing west

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		Goose Barge Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 55

G-126: Barge Pad, facing NE

G-127: Barge Access Waterline, facing east

G-128: Laydown area, facing west

G-129: West-end of pad, facing east

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		Goose Barge Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 56

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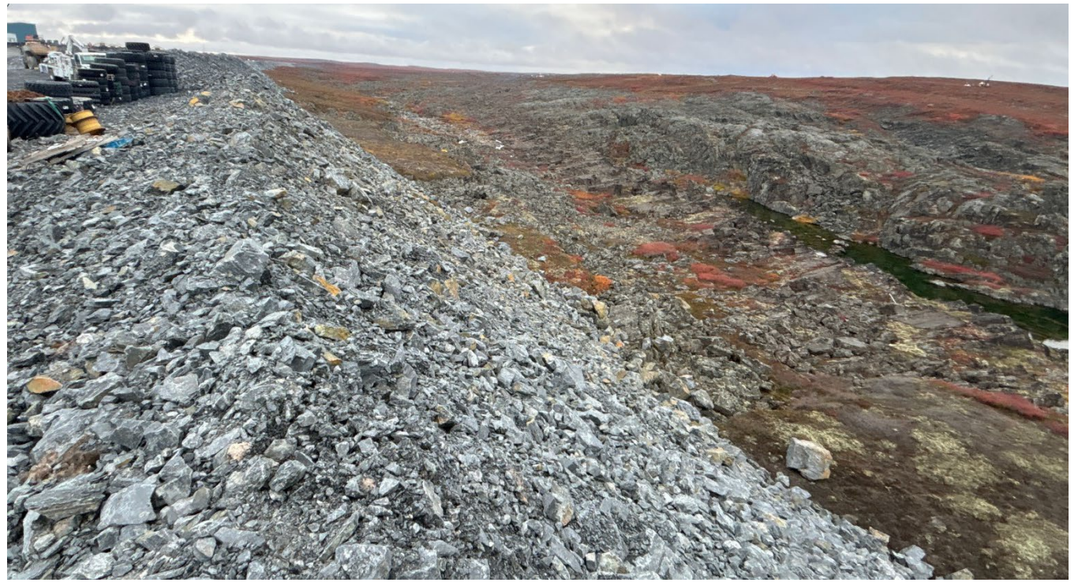
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Goose Lake Laydown**
		Date: 2024-09-12 | Approved: JBK | Figure: 57



G-130: Laydown North Slope, facing NW

G-131: Laydown north slope, facing NE

G-132 : Eastern end of laydown, facing NW

G-133: Eastern end of laydown, facing SE

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		Goose Lake Laydown
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2024 Annual Geotechnical Inspection

Crusher Stockpile

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Back River Project

Date:	Approved:	Figure:
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G-134: Crusher Pad ramp and stockpile, facing north

G-135: Goose Quarry and Stockpile and perimeter berm facing north

G-136: Goose Quarry, facing NW – Note ponded water and waste tipped on boundary of tip area

G-137: Crusher Pad stockpile and perimeter berm, facing SE

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		Goose Quarry and Crusher Stockpile
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G-138: General View, facing SW

G-139: North entrance

G-140: South entrance

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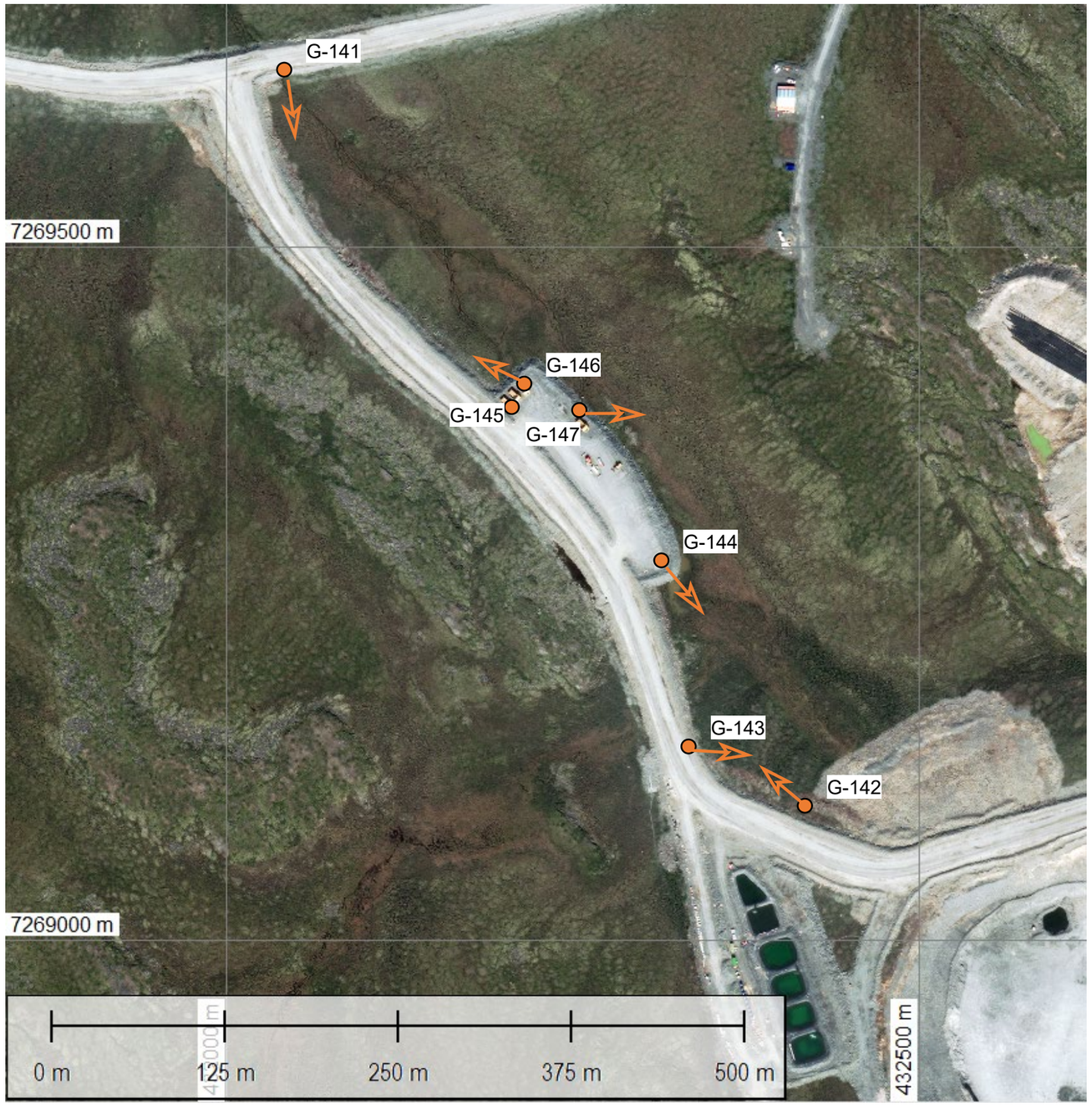
		Goose Quarry and Crusher Stockpile
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 61



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2024 Annual Geotechnical Inspection

Echo Haul Road

Date:	Approved:	Figure:
2024-09-12	JBK	62

G-141: Echo haul road. Eastern side, facing south – Note ponding water

G-142: Echo haul road. Eastern side, facing northwest

G-143: Echo haul road along the northern wall of Echo Pit, facing east – Note a pile of bulk material at the toe

G-144: Laydown area ground conditions – Note Tension cracks

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		Echo Haul Road
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G-145: Mining Equipment Laydown area pad, facing south

G-146: Echo Haul Road. Eastern Side, facing north – Note flow paths.

G-147: Mining Equipment Laydown. Berm. Eastern slope, facing north – Note flow paths

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Echo Haul Road** **Mining Equipment Laydown**
		Date: 2024-09-12 / Approved: JBK / Figure: 64

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Back River Project

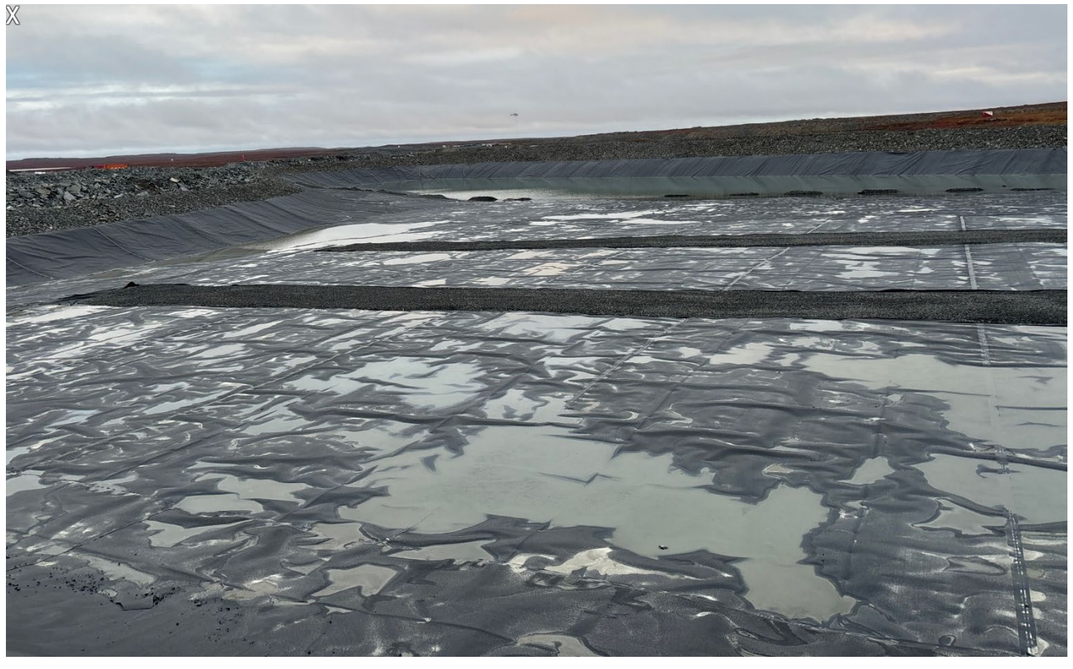
2024 Annual Geotechnical Inspection

Ore Stockpile Pond

Date:	Approved:	Figure:
2024-09-12	JBK	65

G-148: CWP safety berm, facing east

G-149: General view, facing NE



G-150: General view, facing NW

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		Ore Stockpile Pond
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G-151: Typical slope

G-152: Western slope, facing east – Note no liner tie-in and varying crest of liner

G-153: Zoomed in, No tie in and liner damage

G-154: NE edge – No tie-in

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		Ore Stockpile Pond
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Plant Site Pad. Overview. Facing west. Aerial image from July 12, 2024

Plant Site Pad. Overview. Facing west. Aerial image from September 22, 2024

Plant Site Pad. Overview. Facing south. Aerial image from November 11, 2024

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		Plant Site Pad
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Back River Project

2024 Annual Geotechnical Inspection

Plant Site Pad
MSE Wall

Date:	Approved:	Figure:
2024-09-12	JBK	69

G-155: Looking SW

G-156: Looking south

G-157: Looking NE

G-158: Looking NE

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		Plant Site Pad MSE Wall
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 70

G-159: Looking NW

G-160: Looking north

G-161: Looking south

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Plant Site Pad**
		Date: 2024-09-12 / Approved: JBK / Figure: 71

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Back River Project

2024 Annual Geotechnical Inspection

Contact Water Pond Laydown Area

Date:	Approved:	Figure:
2024-09-12	JBK	72

G-162: General View

G-163: Looking NW

G-164: Looking north

G-165: Looking NE

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Contact Water Pond Laydown Area**
		Date: 2024-09-12 / Approved: JBK / Figure: 73

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2024 Annual Geotechnical Inspection

Mining Operations Pad

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	74

G-166: Eastern side typical storage area, facing west

G-167: Concrete slab construction

G-168: Western laydown area, facing west

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		Mining Operations Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 75

G-169: Typical pad thickness

G-170: Centre of Ops pad – Note maintenance buildings are on exposed tundra

G-171: Western side of pad – Note Seacans and materials close to pad edge. Pad less than 0.5m in some areas

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		Mining Operations Pad
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G-172: Damaged culvert causing water ponding at inlet

G-173: Laydown area at the northern side of the all-weather road – Note oversteepend slopes

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		Mining Operations Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 77

G-175: Underground portal entrance, facing NW

G-176: Portal entrance walls and safety fence, facing SW

G-177: Portal wall crest and laydown area, facing NW

G-178: Western most laydown area, facing NW – Note equipment to close to pad edge

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		Mining Operations Pad
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2024 Annual Geotechnical Inspection

Camp Pad

Job No: CAPR003105

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Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	79

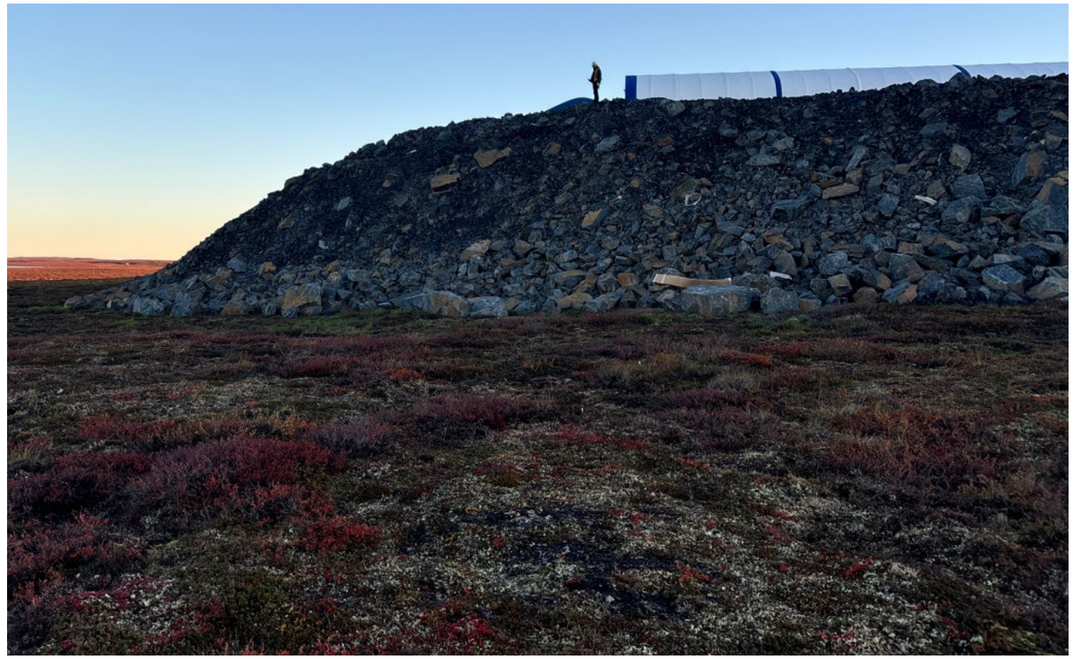
G-179: Camp area, facing west – Note ponding water

G-180: South facing slope – Note oversteepened, rockfall evident

G-181: Discharge area – Note Oversteepened slope, equipment can be damaged by falling rocks

G-182: Ponding water at toe of south slope, facing west

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Camp Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 80



G-183: South slope – Note oversteepened slopes

G-184: West slope, facing north

G-185: Western side of pad – Note coils to close to edge

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Camp Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 81

G-186: Tent foundation – Note 7cm gap between tent and foundation

G-187: Typical pad thickness

G-188: Western slope – Note seacans close to edge

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		Camp Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 82

G-189: Western slope, facing north – Note equipment close to edge

G-190: Western slope seacan – Note gap beneath seacan

G-191: Camp pad meets extension, facing north

G-192: General infrastructure

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Camp Pad**
		Date: 2024-09-12 / Approved: JBK / Figure: 83

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Camp Pad Extension**
		Date: 2024-09-12 / Approved: JBK / Figure: 84

G-193: Western end of extension – Note slopes are prone to significant settlement. Looking north

G-194: Camp Pad. Western slope – Note oversteepened slopes

G-195: Looking East – Note oversteepened slopes

G-196: North slope. Facing south

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Camp Pad Extension**
		Date: 2024-09-12 / Approved: JBK / Figure: 85

G-197: Pad extension looking west – Note oversteepened slopes

G-198: Pad extension looking SW

G-199: Extension abuts all-weather road. Looking south

G-200: Extension from all-weather road. Facing west – Note oversteepend slopes

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		Camp Pad Extension
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 86

G-201: Facing West

G-202: Extension meets existing pad. Looking South

G-203: Extension pad. Facing west

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		Camp Pad Extension
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 87

G-204: Extension meets existing camp pad – Facing west

G-205: Camp pad, northern slope. Facing east

G-206: Camp pad, overlooking extension. Facing West

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		Camp Pad Extension
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 88

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2024 Annual Geotechnical Inspection

Umwelt North-East Wall

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	89

G-207: NE slope, facing south – Note thermal erosion and tension cracking due to lack of rockfill layer

G-208: NE slope, facing south

G-209: NE slope, facing NW – Note tension cracking

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		Umwelt North-East Wall
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 90

G-210: South end of slope, facing NW – Note thermal erosion due to lack of rockfill layer

G-211: Southern end of SW slope – Note tension cracking

G-212: NE slope general condition

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		Umwelt North-East Wall
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 91

G-213: Umwelt slope. First bench on SW side, facing north – Note thermal erosion

G-214: SW side first bench depression

G-215: SW side first bench depression

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Umwelt North-East Wall**
		Date: 2024-09-12 | Approved: JBK | Figure: 92

G-216: Cuttings Pond from 2023, facing SE

G-217: General view, facing south

G-218: typical cladding thickness. Facing NW

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		Umwelt North-East Wall
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 93

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2024 Annual Geotechnical Inspection

Primary Pond Dam

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	94

G-219: Upstream face. Previous liner fix. Looking SE (between Sta 0+150 and 0+200)

G-220: Crest. Looking NW (between Sta 0+150 and 0+200)

G-221: Crest Tie-in. Looking NW (approx. between Sta 0+250 and Sta 0+300)

G-222: Crest. Looking SE (approx. between Sta 0+250 and Sta 0+300)

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		Primary Pond Dam
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 95

G-223: Dam Toe. Looking NW (approx. between Sta 0+350 and Sta 0+400).

G-224: Dam Toe. Looking SE (approx. between Sta 0+350 and Sta 0+400).

G-225: Downstream to be cleaned up. Facing SE

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Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

2024 Annual Geotechnical Inspection

Primary Pond Dam

Date:	Approved:	Figure:
2024-09-12	JBK	96

G-226: NW end, facing NW – Note downstream ponding

G-227: SE end, facing west – Note ponding water over liner

G-228: ponding water over liner at toe (between Sta 0+400 and Sta 0+450)

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		Primary Pond Dam
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 97

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2024 Annual Geotechnical Inspection

Goose Neck Crossing

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	98

G-229: Goose Neck Crossing Culvert – Note No Fine Material around Culvert

G-230: Toe of Crossing looking East – Note location of culverts do not match design location. Sizing insufficient for storm event (additional Culverts required)

G-231: Culvert inlet partially blocked

G-232: Culvert outlet

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		Goose Neck Crossing
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 99

G-233: Thick blasted rock left from umwelt pit after exploration

G-234: Tension crack though pipeline

G-235: General pipe layout – Note large blast rock at toe

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		Goose Neck Crossing
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 100

G-236: Haul Road Looking North – Note Road is underbuilt

G-237: Haul road, facing NE

G-238: Southern end of crossing, facing east – Note ponding water

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		Goose Neck Crossing
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 101

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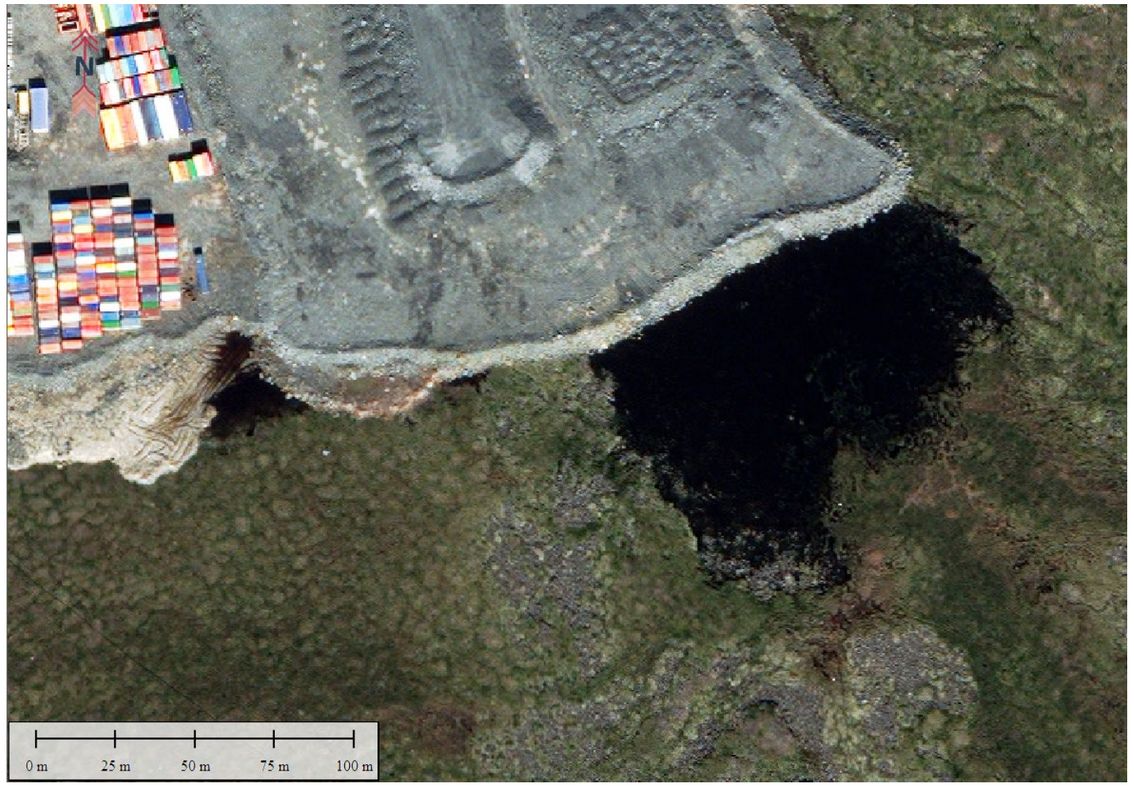
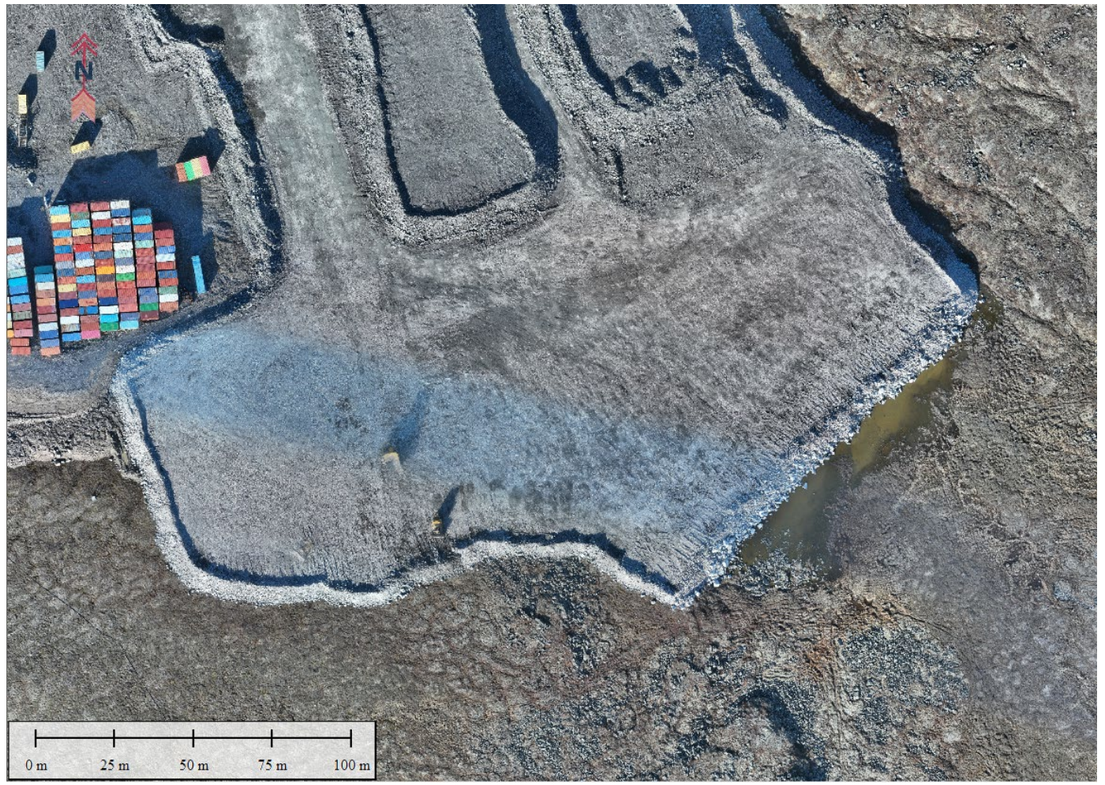
		Run of Mine Pad and Ore Stockpile
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 102



July 1st, 2024



September 30th, 2024

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Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

2024 Annual Geotechnical Inspection

Run of Mine Pad and Ore Stockpile

Date:	Approved:	Figure:
2024-09-12	JBK	103

G-239: General view from SSE, facing SW – Previous Note ponding water

G-240: Eastern slope - Oversteepened

G-241: Southern slope – Note previous ponding water

G-242: Western slope – Oversteepened

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		Run of Mine Pad and Ore Stockpile
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 104

G-243: Previous pump placement

G-244: South of seacan layer – 1.5m overburnden lift?

G-245: General view of ROM SW side, facing NE

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Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

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Back River Project

2024 Annual Geotechnical Inspection

Run of Mine Pad and Ore Stockpile

Date:	Approved:	Figure:
2024-09-12	JBK	105

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Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Seacan Laydown Area**
		Date: 2024-09-12 / Approved: JBK / Figure: 106

G-246: Seacan Laydown

G-247: General view

G-248: General View

G-249: Large settlement present – Potential for seacans toppling (Hazardous & Toxic)

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		Seacan Laydown Area
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 107

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Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

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Back River Project

2024 Annual Geotechnical Inspection

Major Drilling Pond

Date:	Approved:	Figure:
2024-09-12	JBK	108

G-250: Drilling pond, cuttings, facing north

G-251: Major Drilling cuttings pond berms

G-252: Pond berms, facing SW

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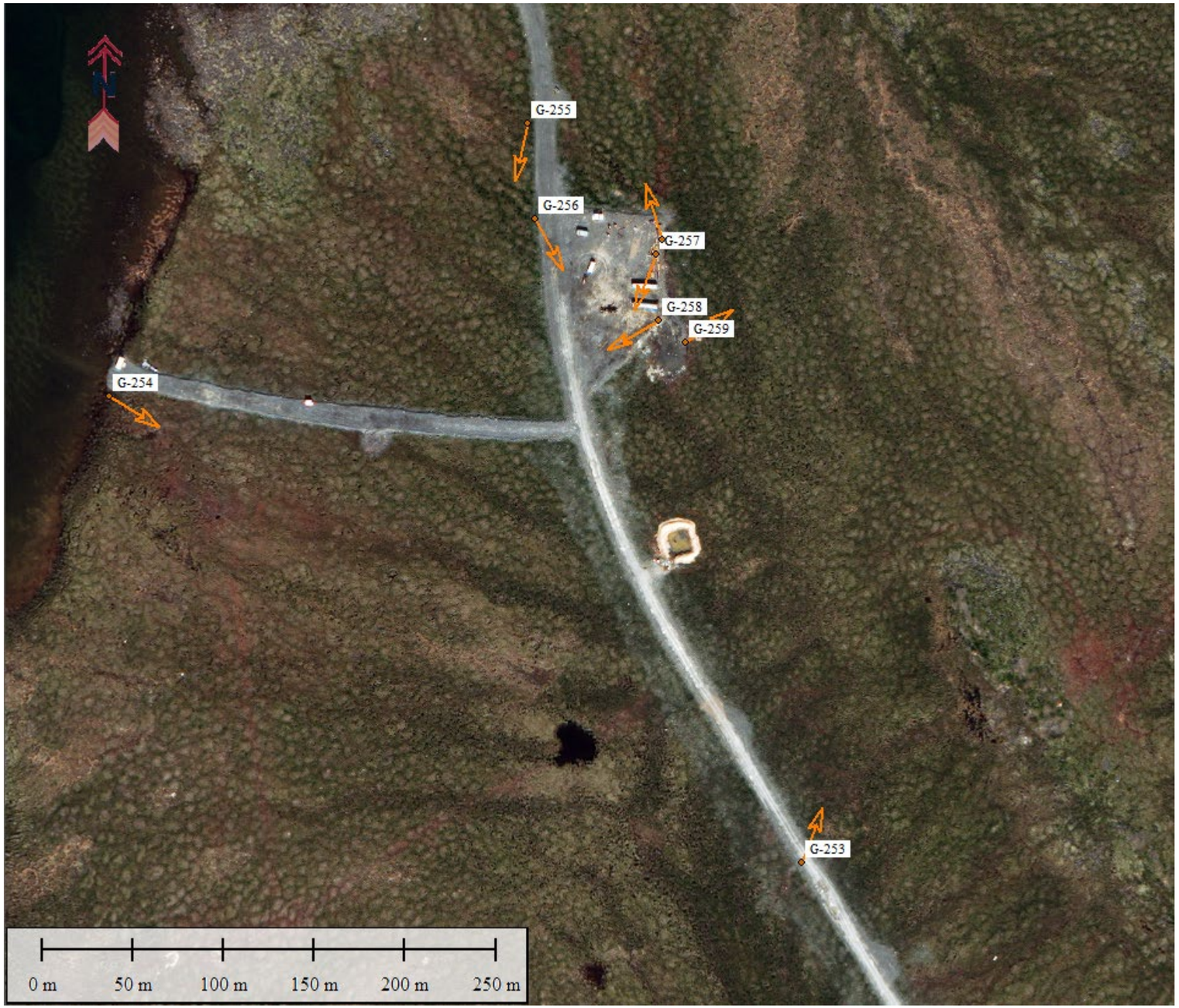
		Major Drilling Pond
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 · Approved: JBK · Figure: 109



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Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

2024 Annual Geotechnical Inspection

Access Roads and Pads at Llama Lake

Date:	Approved:	Figure:
2024-09-12	JBK	110

G-253: Access road, facing NE – Note road is underbuilt, and foundation is degraded

G-254: Pond access road, facing east – Note road is underbuilt

G-255: Typical road thickness

G-256: Edge of road opposite camp pad – Note thickness

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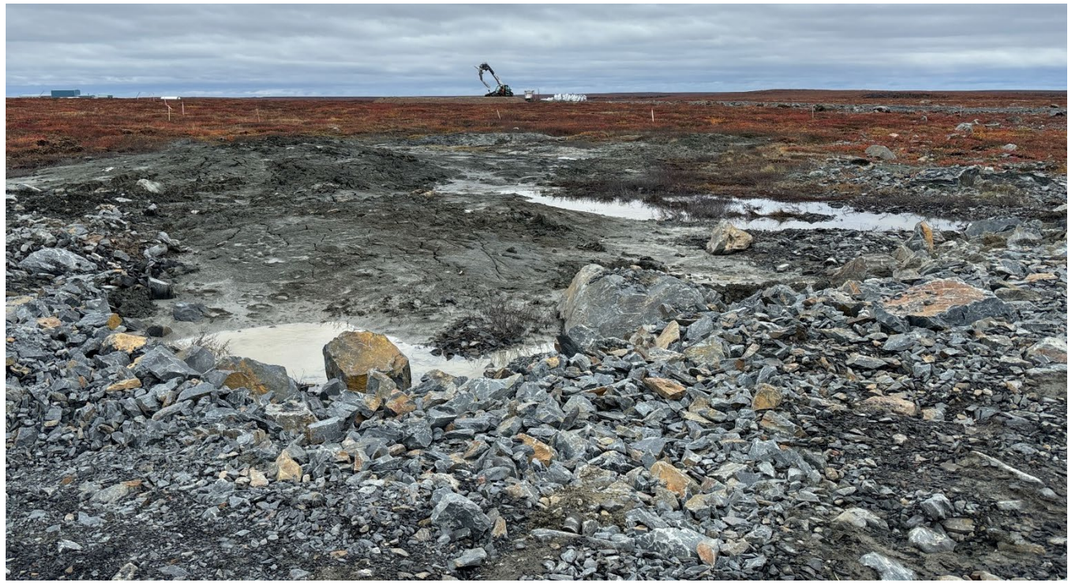
		Access Roads and Pads at Llama Lake
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 111

G-257: Edge of camp pad – Note ponding water



G-258: Camp pad – Note Erosion, ponding and lack of aggregate material

G-259: Camp pad edge, facing east – Note tundra around the pad is disturbed and degraded

G-260: Typical camp pad thickness

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		Access Roads and Pads at Llama Lake
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 112

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		Goose Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 113

July 14th, 2024

September 30th, 2024

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2024 Annual Geotechnical Inspection

Goose Tank Farm

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-09-12	JBK	114

G-261 - General view facing east

G-262 - General view of the southern berm, facing west

G-263 – General view of the western berm, facing south

G-264 – General view of the Phase 2 base condition. Construction is in progress

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		Goose Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 115

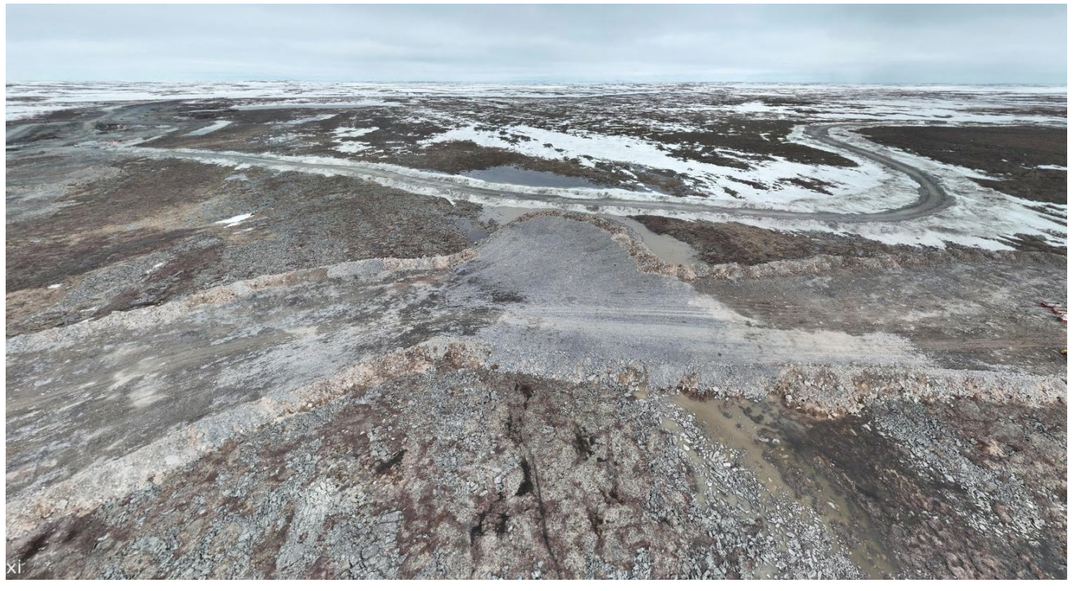
Aerial Image from July 14, 2024

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Umwelt Overburden Stockpile
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 116

Construction progress, facing west Aerial Image from March 3, 2024

Construction progress, facing west. Aerial Image from March 10, 2024

Construction progress, facing west Aerial Image from April 12, 2024



Construction progress, facing north. Aerial Image from May 19, 2024

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Umwelt Overburden Stockpile. Construction Progress
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 117

Construction progress, facing east. Aerial Image from July 4, 2024

Construction progress, facing east. Aerial Image from October 26, 2024

Construction progress, facing west. Aerial Image from November 9, 2024

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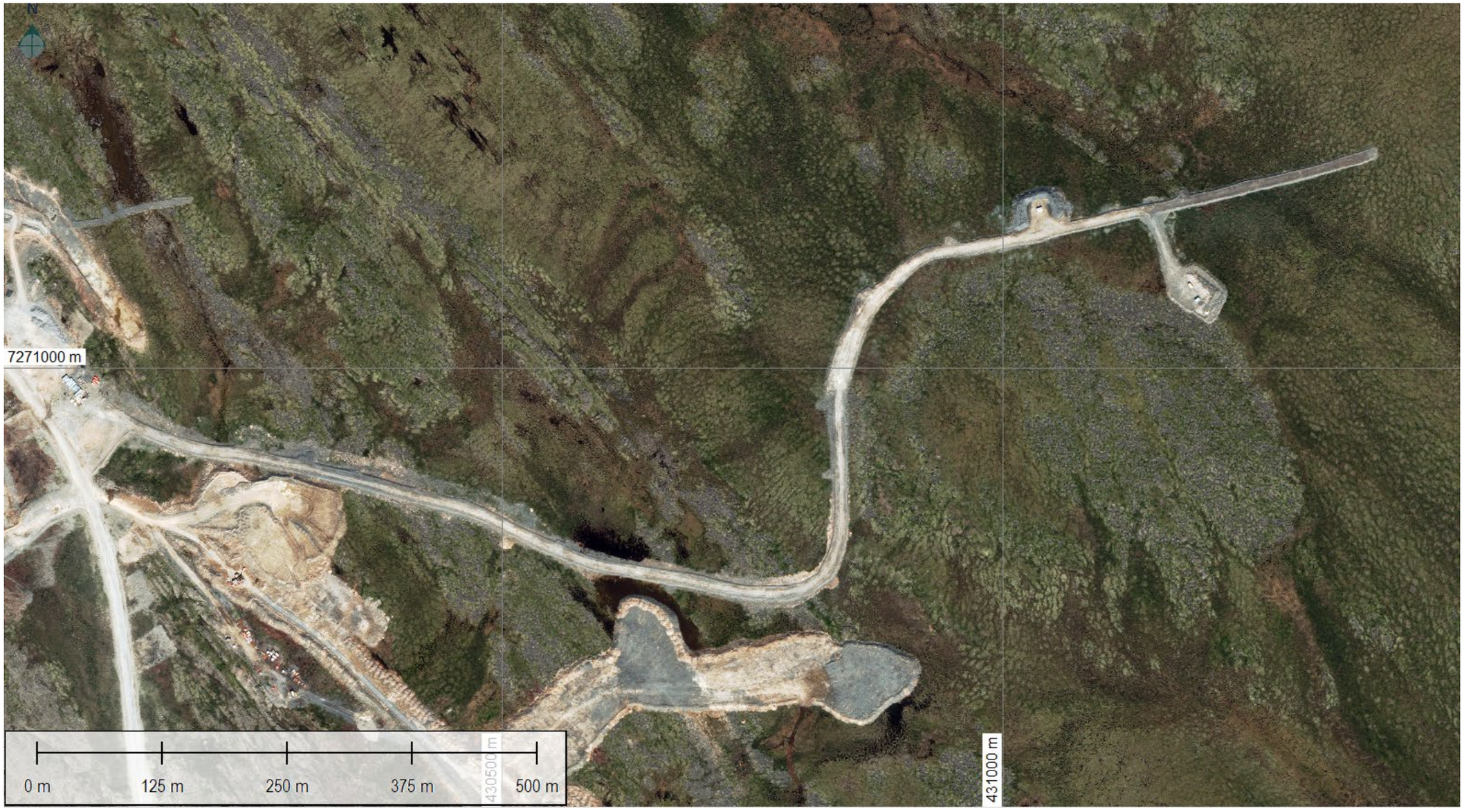
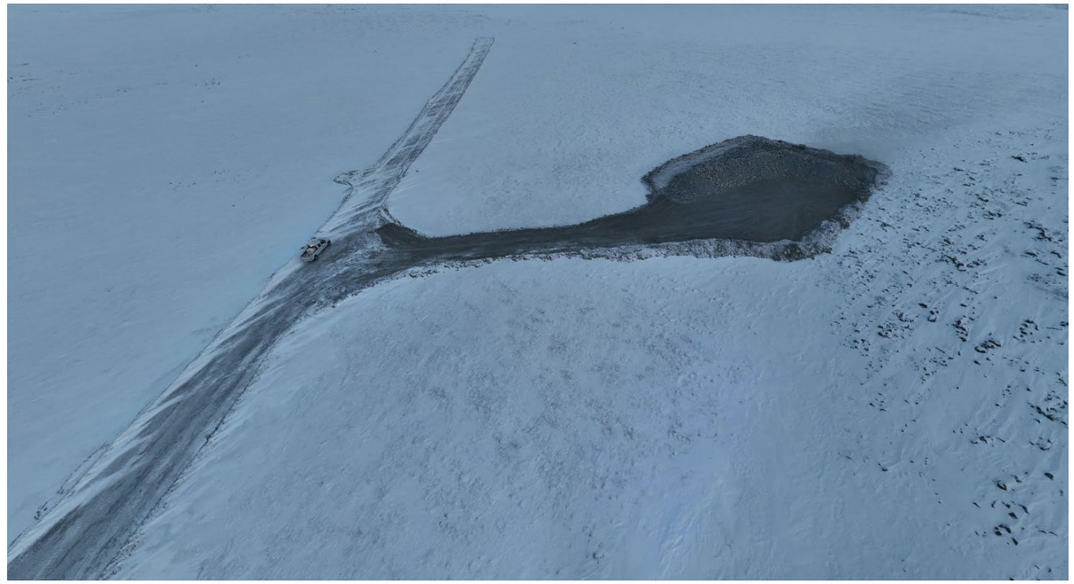
		Umwelt Overburden Stockpile. Construction Progress
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 118



Aerial image from July 14, 2024

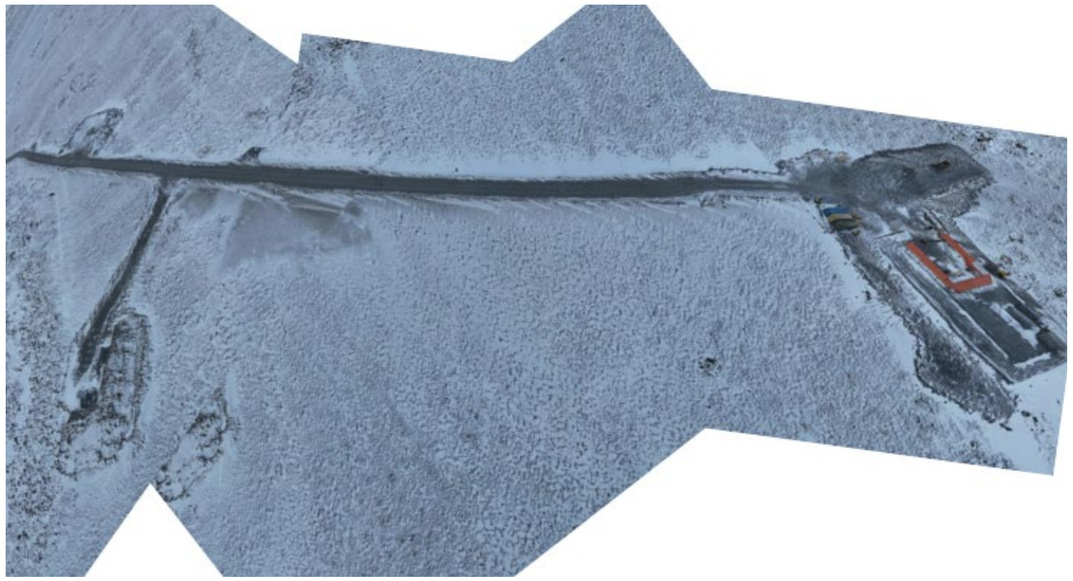
srk consulting		2024 Annual Geotechnical Inspection
	B2GOLD NUNAVUT	**Explosives Access Road and Emulsion Plant Pads**
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 / Approved: JBK / Figure: 119



Emulsion plant pad. Construction progress. Looking east. Aerial image from December 12, 2023

Construction progress. Looking west. Aerial image from September 27, 2024

Mag road and emulsion pad. Construction progress. Looking east. Aerial image from September 27, 2024



Mag road and emulsion plan pads. Construction progress. Looking north. Aerial image from October 22, 2024

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Explosives Access Road and Emulsion Plant Pads
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-09-12 | Approved: JBK | Figure: 120

Appendix B Photolog from 2024 Site Visit – MLA

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2024 Annual Geotechnical Inspection

MLA Inspected Areas

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date:	Approved:	Figure:
2024-10-23	JBK	1

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Camp Pad, Camp Pad Extension, and Freight Storage Pad**
		Date: 2024-10-23 / Approved: JBK / Figure: 2

M-1: North end of pad – Note fill material is placed in lifts

M-2: North slope – Note fill slopes are too steep

M-3: NE slope bench – Note fill material is placed in lifts

M-4: Access road under construction – Note fill is too thin

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Camp Pad, Camp Pad Extension, and Freight Storage Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 3

M-5: General Laydown pad condition, facing NE

M-6: Typical Laydown pad thickness, facing NE

M-7: Northern most end pad, facing S

M-8: Seacan laydown area

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Camp Pad, Camp Pad Extension, and Freight Storage Pad**
		Date: 2024-10-23 / Approved: JBK / Figure: 4

M-9: SE end of pad – Note fill is too thin

M-10: West side of extension - Note that fill material lacks proper compaction

M-11: South entrance

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Camp Pad, Camp Pad Extension, and Freight Storage Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 5

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**MLA Airstrip and Airstrip Extension (NW end)**
		Date: 2024-10-23 / Approved: JBK / Figure: 6

M-12: Airstrip, western side, facing East – Typical thickness of the embankment - some sections are too thin

M-13: Airstrip, western side, facing SW – Cracks at the embankment crest – offset the lightening system off the crest

M-14: Airstrip, western side – Typical slope of the embankment - some sections are too steep

M-15: Airstrip, western side – Note erosion gullies

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Airstrip and Airstrip Extension (NW end)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 7

M-16: Airstrip extension, northern end – Slopes are too steep

M-17: Airstrip extension, northern end – fill material is placed in 0.8m lifts

M-18: Northernmost end of airstrip extension – 0.8m lifts

M-19: Airstrip extension

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Airstrip and Airstrip Extension (NW end)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 8

M-20: Beginning of north extension

M-21: Eastern side of airstrip, facing NW

M-22: Eastern side of airstrip, facing SE

M-23: Southern end, facing SE – Note tension cracks

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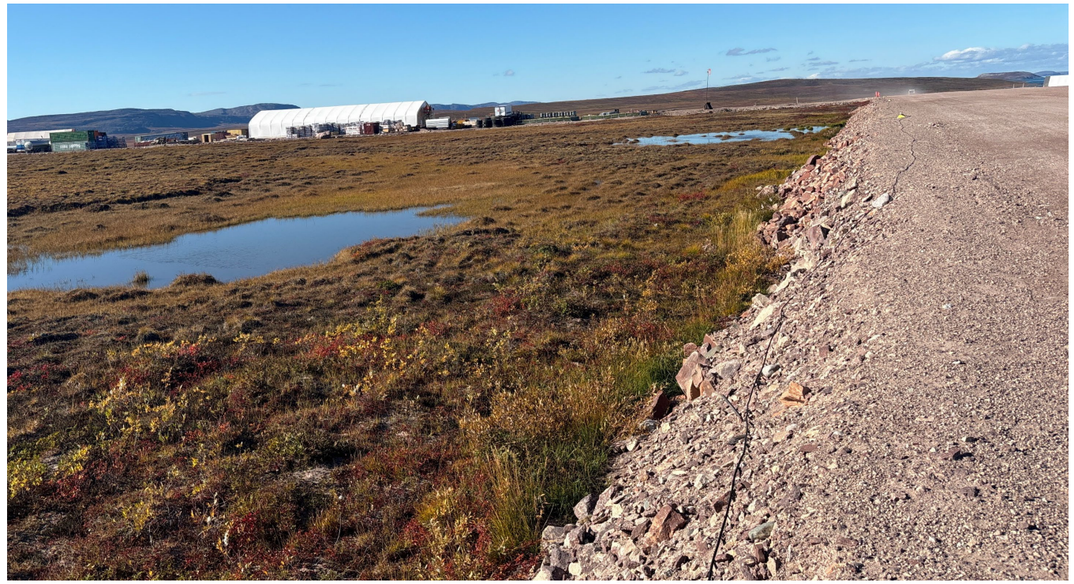
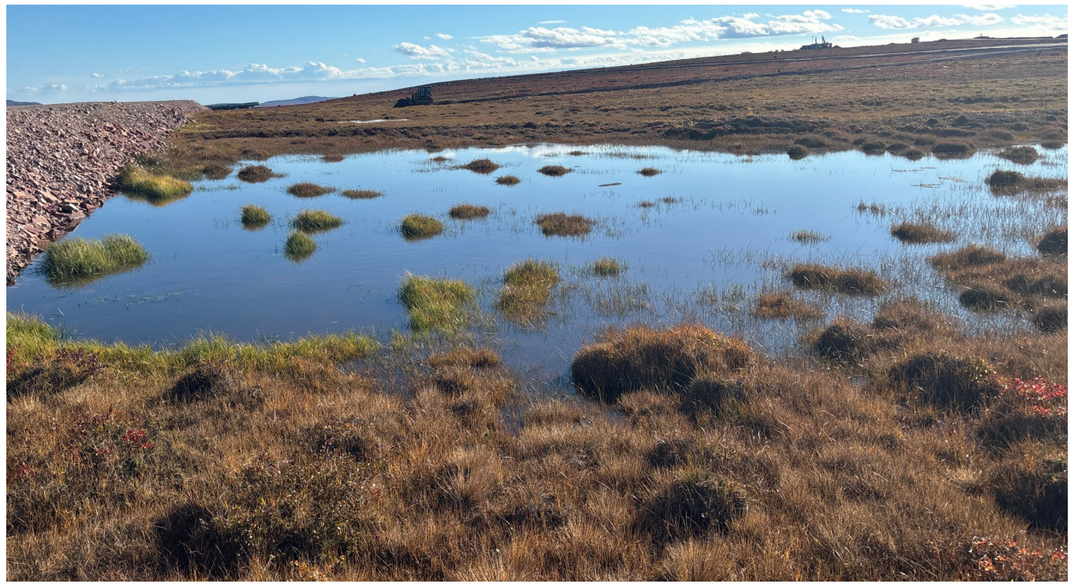
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**MLA Airstrip and Airstrip Extension (NW end)**
		Date: 2024-10-23 / Approved: JBK / Figure: 9

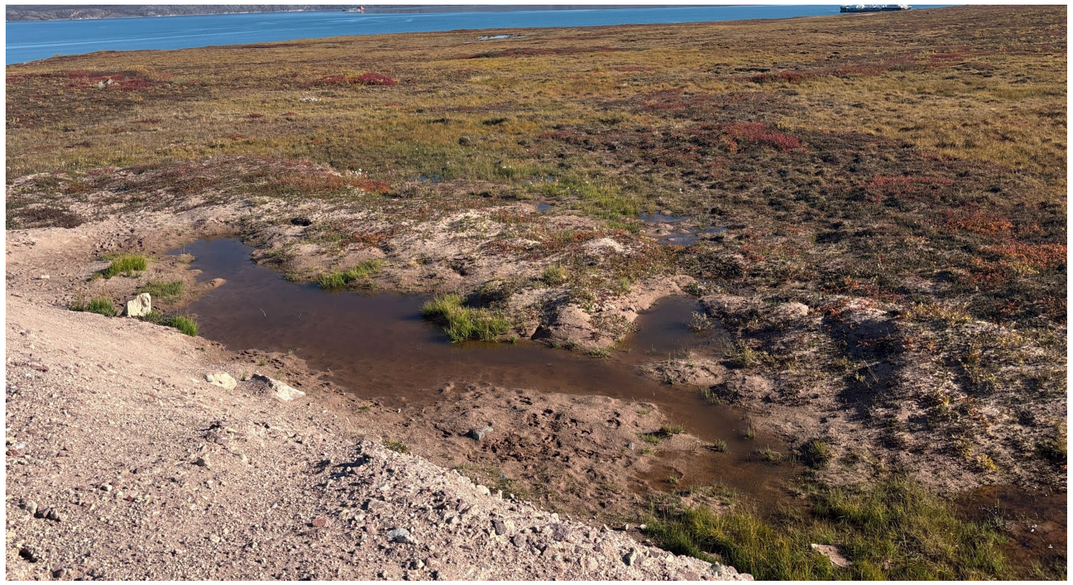


M-24: South end – Note ponding water at the toe of the embankment

M-25: South end – Note Ponding water at the toe of the embankment



M-26: South end – Note ponding water at the toe of the embankment



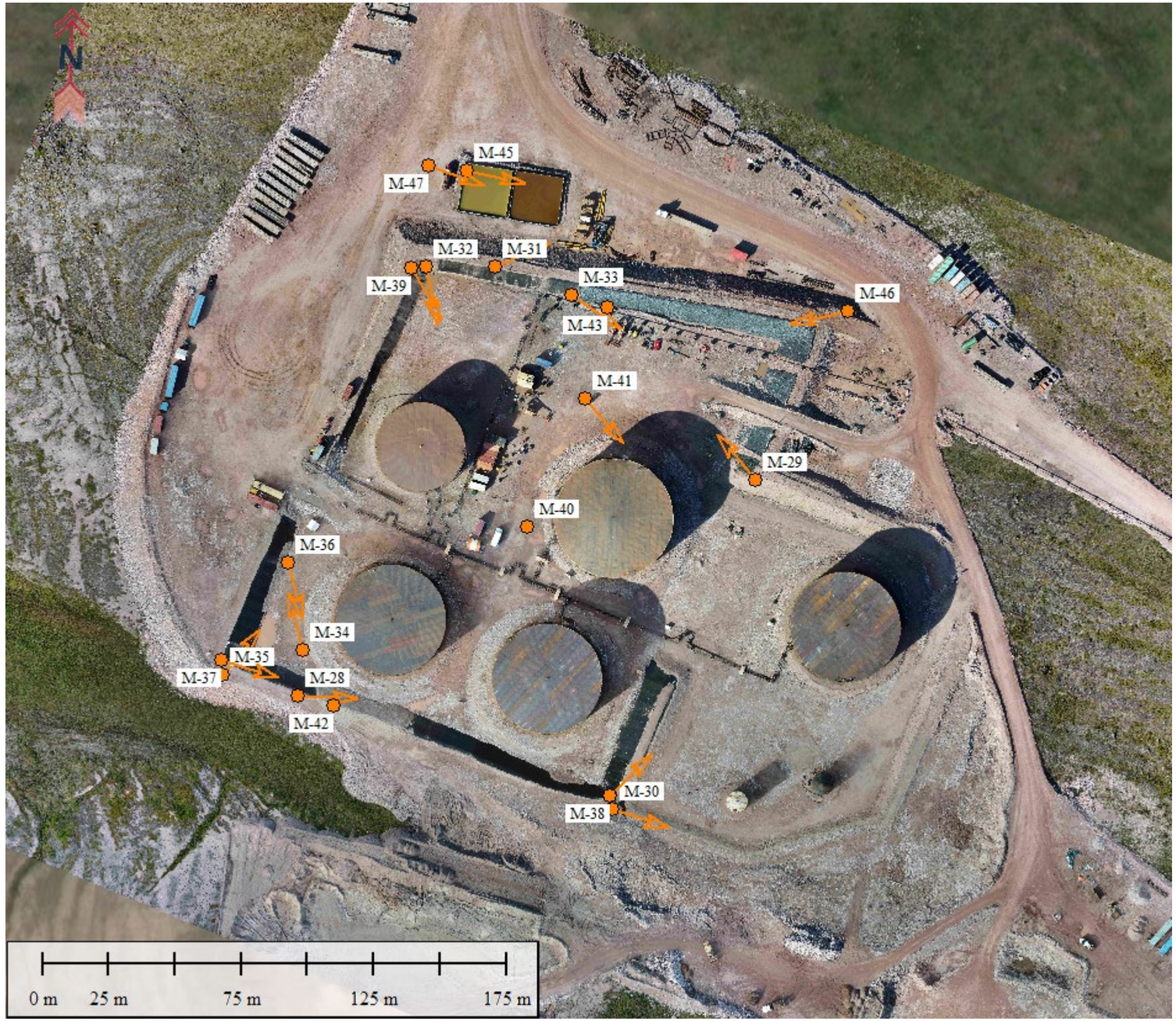
M-27: South end – Note ponding water at the toe of the embankment

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**MLA Airstrip and Airstrip Extension (NW end)**
		Date: 2024-10-23 / Approved: JBK / Figure: 10

MLA Tank Farm. Construction progress. June 2, 2024

MLA Tank Farm. Construction progress. August 24, 2024

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Quarry Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 11



srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Quarry Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 12

M-28: Liner fill is too thin, to allow equipment on the berm min 0.6 m of fill is required

M-29: Ponding water due to the ramp access

M-30: Liner fill is presented by sand, that is prone to the erosion – need to be buttressed with courser material

M-31: Berm slopes are too steep

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**MLA Quarry Tank Farm**
		Date: 2024-10-23 / Approved: JBK / Figure: 13

M-32: Ponding water

M-33: Ponding water

M-34: Liner damage

M-35: Liner backfill

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Quarry Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 14

M-36: Typical tank pad

M-37: SW end of tank farm, facing west – Note ponding water

M-38: SE end of tank farm, facing NE

M-39: NW end of tank farm, facing south – Note ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Quarry Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 15

M-40:

M-41:

M-42:

M-43:

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Quarry Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 16

M-44:

M-45: Northern end of tank farm, beyond perimeter, facing E

M-46: Tank farm laydown area – Note slopes oversteepened

M-47: Western perimeter, facing south

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		MLA Quarry Tank Farm
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 · Approved: JBK · Figure: 17

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Anchor Pads**
		Date: 2024-10-23 / Approved: JBK / Figure: 18

M-48: Northern anchor pad entrance

M-49: North pad, facing south – Note corner flow paths

M-50: North pad, facing north – Note erosion at shore

M-51: North pad, facing SE – note corner flow paths

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Anchor Pads
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 19

M-52: Middle anchor pad, facing south – Note shore erosion

M-53: Middle anchor pad, facing west – note erosion

M-54: Fuel offload area

M-55: Fuel offload area

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	**Anchor Pads**
		Date: 2024-10-23 / Approved: JBK / Figure: 20

M-56: South anchor pad, facing south – Note shore erosion

M-57: South pad, facing north – Note steep slope

M-58: South pad facing east – Note steep slope

M-59: Laydown/offload area

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Anchor Pads
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 21

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2024 Annual Geotechnical Inspection

Shoreline Pad

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date: 2024-10-23

Approved: JBK

Figure: 22

M-60: Shoreline Pad, facing NW

M-61: Shoreline Pad, facing SE

M-62: Embankment face - Note oversteepened slope

M-63: Top of slope, facing NW

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Shoreline Pad
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 23

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2024 Annual Geotechnical Inspection

Fuel Offload Access Road

Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

Date: 2024-10-23

Approved: JBK

Figure: 24

M-64: Pipeline/Tank Farm - Ponded Water.

M-65: Pipeline Access to Tank Farm.

M-66: Pipeline culvert, facing west

M-67: Note short distance between concrete block and edge and slope edge.

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Fuel Offload Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 25

M-68: Typical road thickness

M-69: Pipeline opposite laydown area

M-70: Laydown area, facing west

M-71: Pipeline, facing south – Note ponding water

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Fuel Offload Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 26

M-72: Typical bracing

M-73: Pipeline culvert

M-74: Southern end of pipeline road

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Fuel Offload Access Road
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 27

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Job No: CAPR003105
Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

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Back River Project

2024 Annual Geotechnical Inspection

Fireball Pad

Date:	Approved:	Figure:
2024-10-23	JBK	28

M-75: Overlooking fireball pad, facing S

M-76: Western side of fireball pad, facing S

M-77: Overlooking fireball pad, facing S

M-78: Overlooking fireball pad, facing N

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Job No: CAPR003105

Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf

Back River Project

2024 Annual Geotechnical Inspection

Fireball Pad

Date:	Approved:	Figure:
2024-10-23	JBK	29

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		Former Temporary Fuel Containment
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 30

M-79: Overlooking former temporary fuel storage depot area , facing SE

M-80: Overlooking NW end of the pad, facing N

M-81: Southern side of the access road, facing S

M-82: Northern side of the access road, facing SE

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Former Temporary Fuel Containment
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 / Approved: JBK / Figure: 31

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Roadways (Former Explosives Storage Access Road)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 32

M-83: NW end of the former explosives storage access road – Note fill is too thin

M-84: Embankment of the former explosives storage access road, facing SE

M-85: Embankment of the former explosives storage access road, facing NW

M-86: Embankment of the former explosives storage access road, facing W – Note ponding water at the western toe

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Roadways (Former Explosives Storage Access Road)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 33

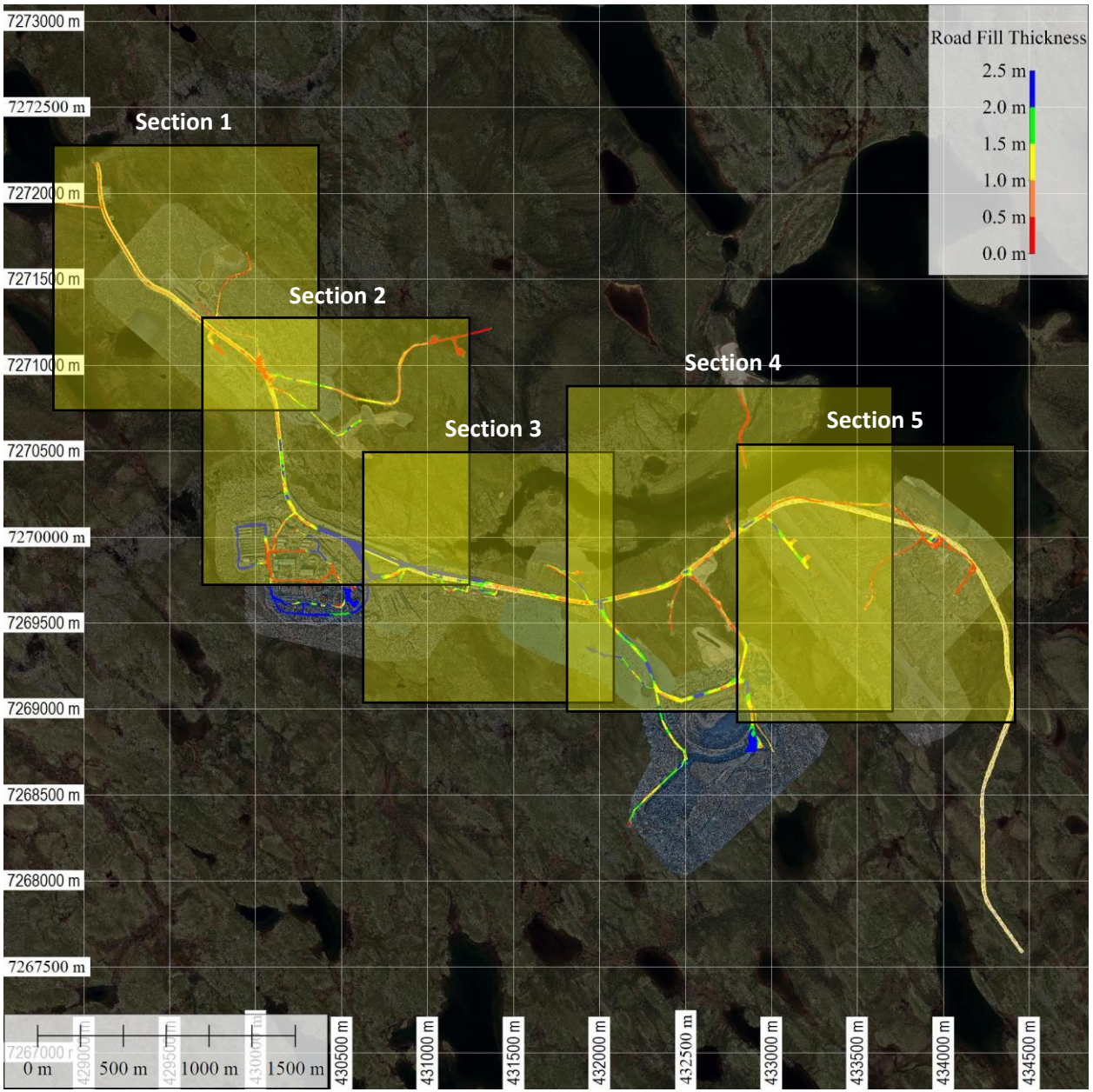
M-87: Example of the MLA roadways facing SE

M-88: Example of the MLA roadways facing SW

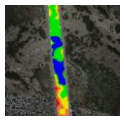
M-89: Example of the MLA roadways facing NE

srk consulting	B2GOLD NUNAVUT	2024 Annual Geotechnical Inspection
		Roadways (Former Explosives Storage Access Road)
Job No: CAPR003105 Filename: BackRiver_MLA&Goose_2024AGI_Photolog.pdf	Back River Project	Date: 2024-10-23 | Approved: JBK | Figure: 34

Appendix C All-Weather Road Geometry Review (Thickness and Width)

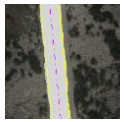


Road Construction Zone Table	
Bedrock Zone	0.3 m Road Thickness, Side Slopes to be determined in the field
Fill Zone 1	1.0 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 2	1.5 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 3	2.0 m min. Overall Road Thickness, 2.0:1 Side Slopes



Road fill thickness from Lidar and drone imagery

Design Road Construction Zones



Design road alignment

REFERENCES

NAD83 UTM Zone 13.
Orthophoto provided by Client, July 2024.
As-built drone survey data as per 09/06/2024 Exploration Camp, 01/07/2024 Primary Pond, 30/07/2024 Echo Barge Access, 15/09/2024 Airstrip, 30/09/2024 Plant Site, 06/10/2024 Echo Pit, 22/10/2024 Umwelt OVB, 12/11/2024 Echo Tailings Corridor.

Draft Notes – for discussion only

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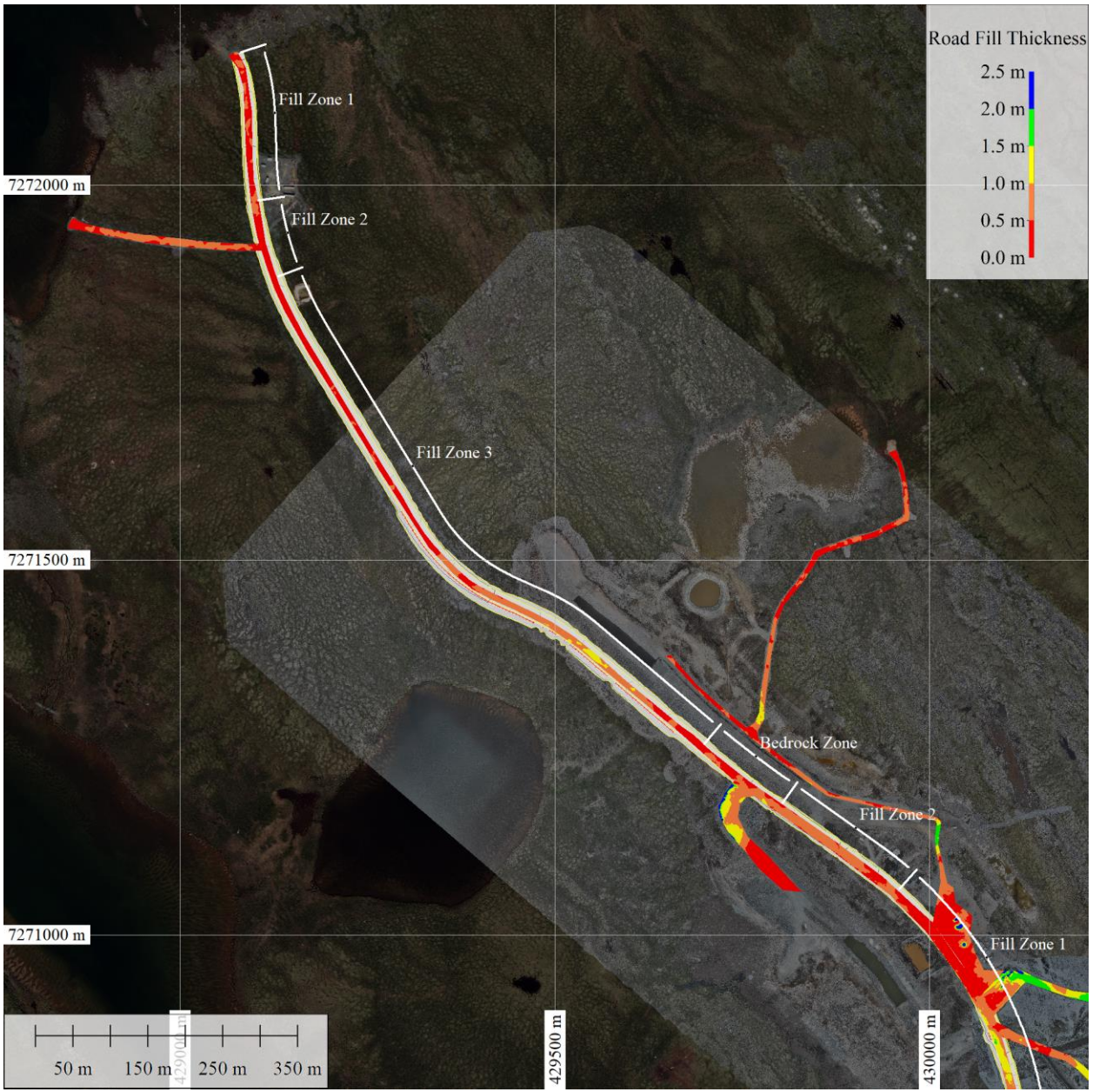
2024 Annual Geotechnical Inspection

All-Weather Road Fill Depth Site Map

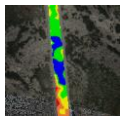
Job No: CAPR003105
Filename: AppXPhotolog.pptx

Back River Project

Date: February 2025 | Approved: JBK | Figure: 1

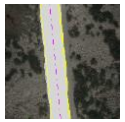


Road Construction Zone Table	
Bedrock Zone	0.3 m Road Thickness, Side Slopes to be determined in the field
Fill Zone 1	1.0 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 2	1.5 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 3	2.0 m min. Overall Road Thickness, 2.0:1 Side Slopes



Road fill thickness from Lidar and drone imagery

Design Road Construction Zones



Design road alignment

REFERENCES

NAD83 UTM Zone 13.
Orthophoto provided by Client, July 2024.
As-built drone survey data as per 01/07/2024 Primary Pond

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Goose. All-weather road Section 1

Job No: CAPR003105
Filename: AppXPhotolog.pptx

Back River Project

Date:	Approved:	Figure:
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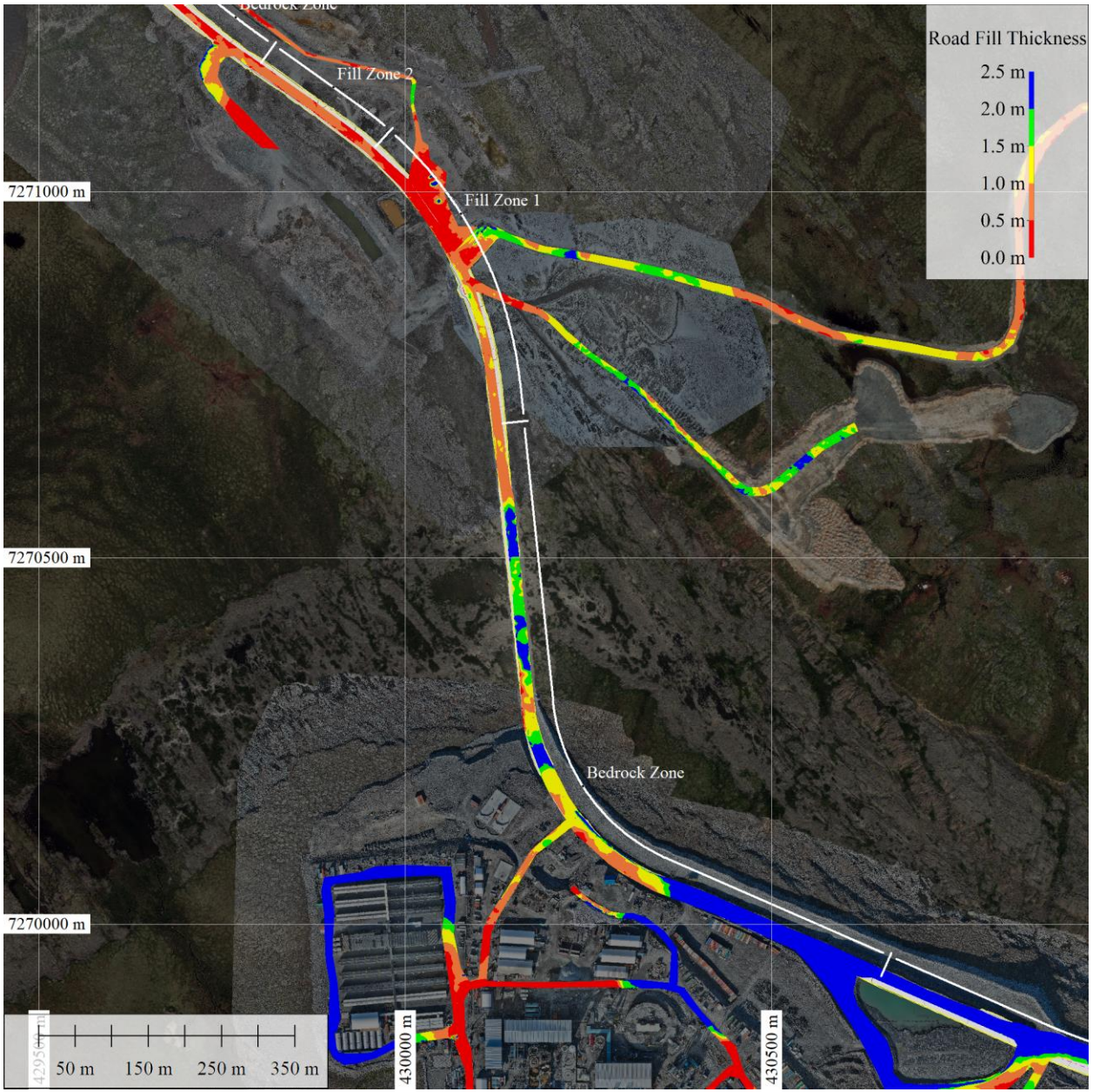

Road Construction Zone Table	
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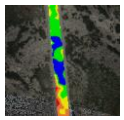
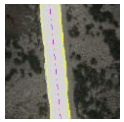
Fill Zone 1	1.0 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 2	1.5 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 3	2.0 m min. Overall Road Thickness, 2.0:1 Side Slopes



Road fill thickness from Lidar and drone imagery

Design Road Construction Zones



Design road alignment

REFERENCES

NAD83 UTM Zone 13.
Orthophoto provided by Client, July 2024.
As-built drone survey data as per 01/07/2024 Primary Pond, 30/09/2024 Plant Site, 22/10/2024 Umwelt OVB

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Goose. All-weather road Section 2

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Filename: AppXPhotolog.pptx

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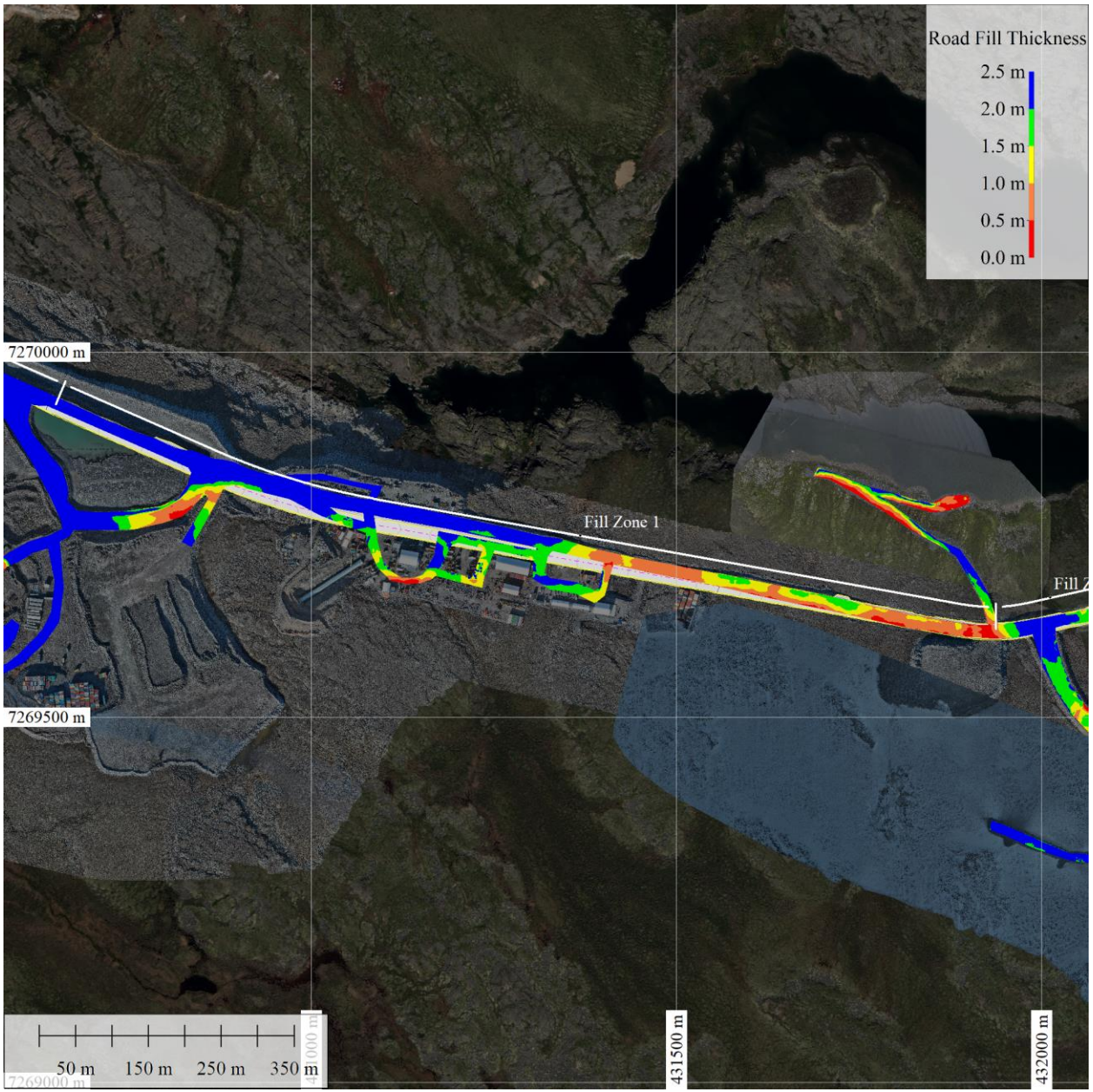
Date:	Approved:	Figure:
February 2025	JBK	3



Road Construction Zone Table	
Bedrock Zone	0.3 m Road Thickness, Side Slopes to be determined in the field
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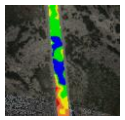
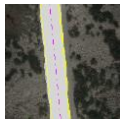
Fill Zone 2	1.5 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 3	2.0 m min. Overall Road Thickness, 2.0:1 Side Slopes



Road fill thickness from Lidar and drone imagery

Design Road Construction Zones



Design road alignment

REFERENCES

NAD83 UTM Zone 13.
Orthophoto provided by Client, July 2024.
As-built drone survey data as per 01/07/2024 Primary Pond, 30/07/2024 Echo Barge Access, 30/09/2024 Plant Site, 12/11/2024 Echo Tailings Corridor.

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2024 Annual Geotechnical Inspection

Goose. All-weather road Section 3

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Filename: AppXPhotolog.pptx

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Date:	Approved:	Figure:
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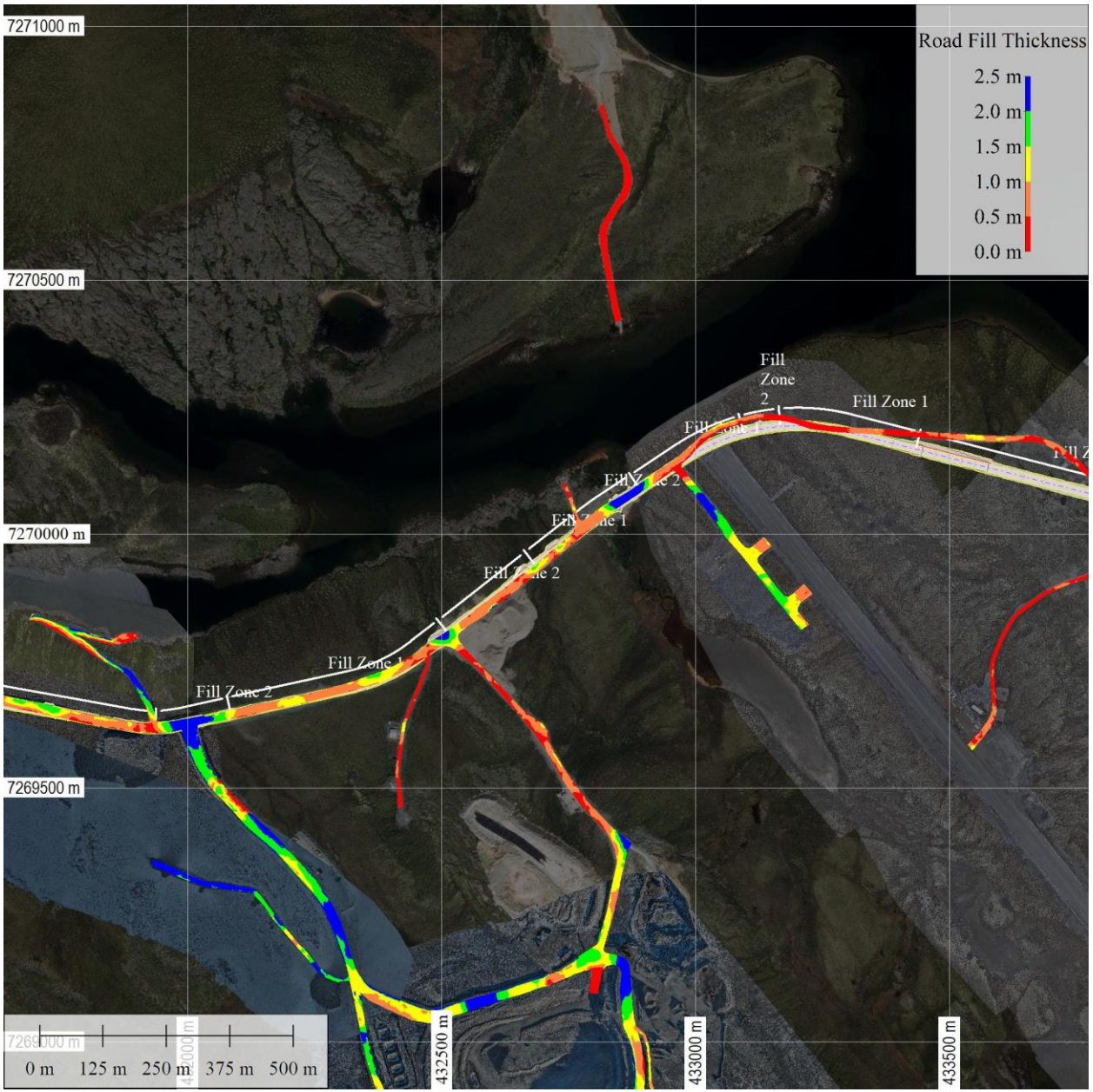

Road Construction Zone Table	
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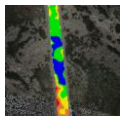
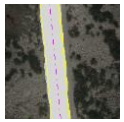
Fill Zone 2	1.5 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 3	2.0 m min. Overall Road Thickness, 2.0:1 Side Slopes



Road fill thickness from Lidar and drone imagery

Design Road Construction Zones



Design road alignment

REFERENCES

NAD83 UTM Zone 13.
Orthophoto provided by Client, July 2024.
As-built drone survey data as per 09/06/2024 Exploration Camp, 30/07/2024 Echo Barge Access , 12/11/2024 Echo Tailings Corridor, 06/10/2024 Echo Pit, 15/09/2024 Airstrip

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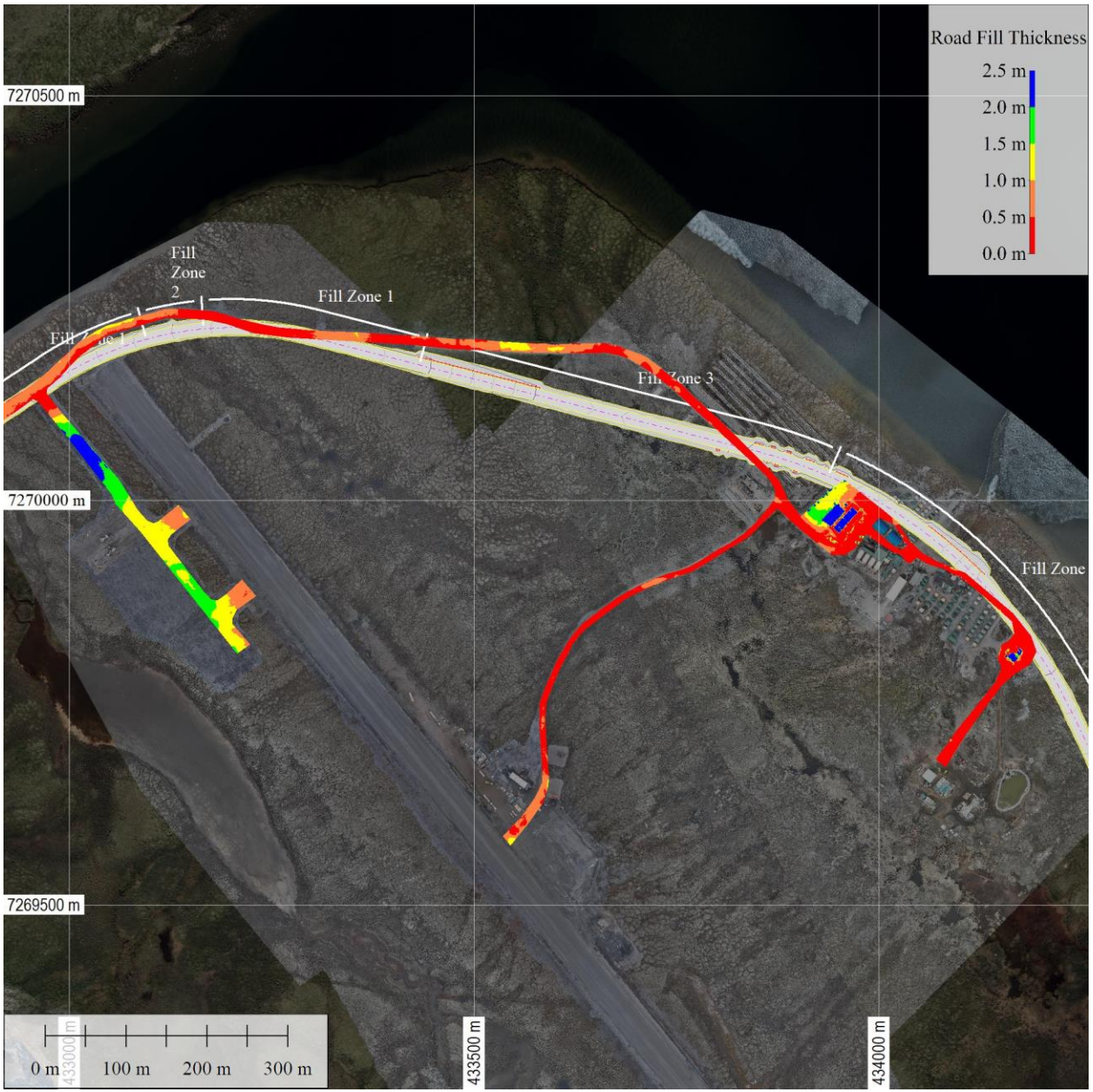
2024 Annual Geotechnical Inspection

Goose. All-weather road Section 4

Job No: CAPR003105
Filename: AppXPhotolog.pptx

Back River Project

Date:	Approved:	Figure:
February 2025	JBK	5



Road Construction Zone Table	
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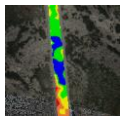
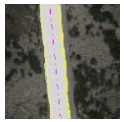
Fill Zone 2	1.5 m min. Overall Road Thickness, 1.5:1 Side Slopes
Fill Zone 3	2.0 m min. Overall Road Thickness, 2.0:1 Side Slopes



Road fill thickness from Lidar and drone imagery

Design Road Construction Zones



Design road alignment

REFERENCES

NAD83 UTM Zone 13.
Orthophoto provided by Client, July 2024.
As-built drone survey data as per 09/06/2024 Exploration Camp, 15/09/2024 Airstrip.

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2024 Annual Geotechnical Inspection

Goose. All-weather road Section 5

Job No: CAPR003105
Filename: AppXPhotolog.pptx

Back River Project

Date:	Approved:	Figure:
February 2025	JBK	6

Appendix D Airstrip: Southeastern End Extension

Back River Project
Airstrip Extension

Observations and notes for site consideration

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Draft notes – for discussion

Airstrip Plan View (July 08, 2023)

*A drone survey from July 08, 2023
Provided by B2Gold

Airstrip
Plan View (August 10, 2023)

*A drone survey from August 10, 2023
Provided by B2Gold

Airstrip
Plan View (November 06, 2023)

*A drone survey from November 06, 2023
Provided by B2Gold

Airstrip
Plan View (July 14, 2024)

*Aerial Image from July 14, 2024
Provided by B2Gold

Airstrip
Plan View (September 15, 2024)

*A drone survey from September 15, 2024
Provided by B2Gold

Airstrip Extension 2023

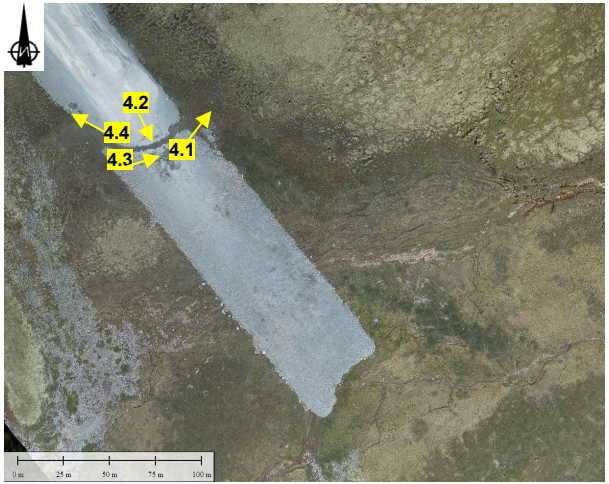
*Photos were done by SRK on August 31st, 2023

Airstrip Extension 2023

4.1

4.2

4.3



4.4

*Photos were done by SRK on August 31st, 2023

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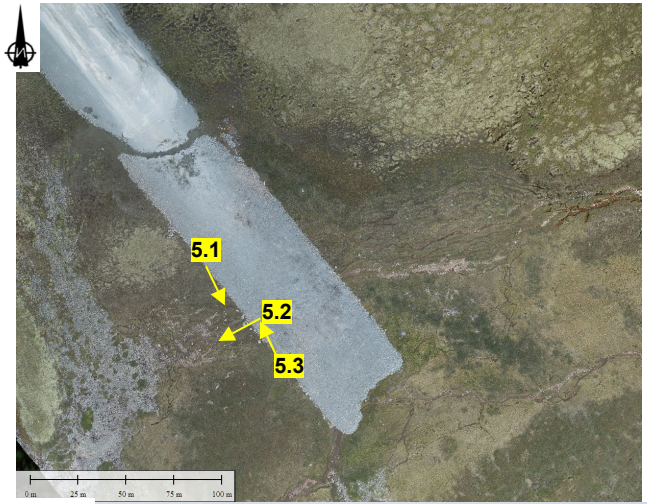
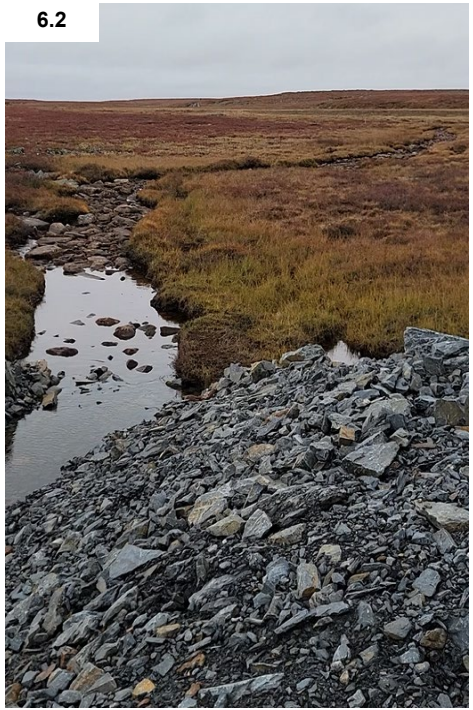
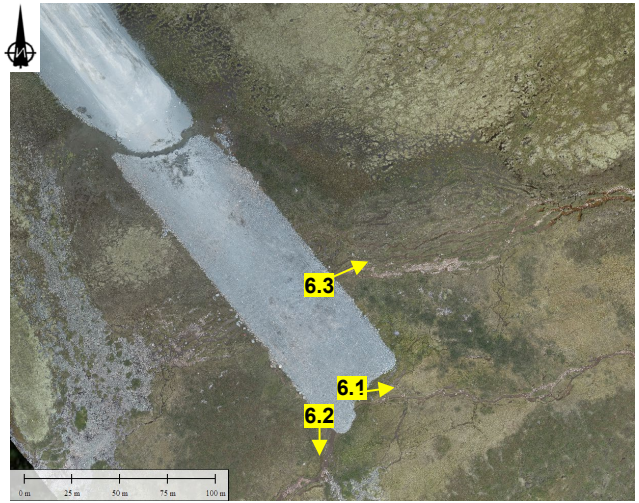
Airstrip Extension (SSE End) 2023



*Photos were done by SRK on August 31st, 2023

Airstrip Extension (SSE End) 2023





*Photos were done by SRK on August 31st, 2023

Airstrip Extension (SSE End) 2024 Freshet

*Photos were done by SRK on May 29th, 2024

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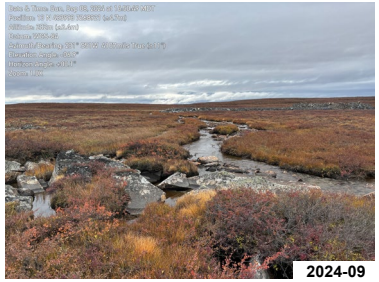
Airstrip Extension (SSE End) September 2024


2024-07


2024-08


2024-09


2024-10


2024-11


2024-12


2024-13


2024-14


2024-15


2024-16

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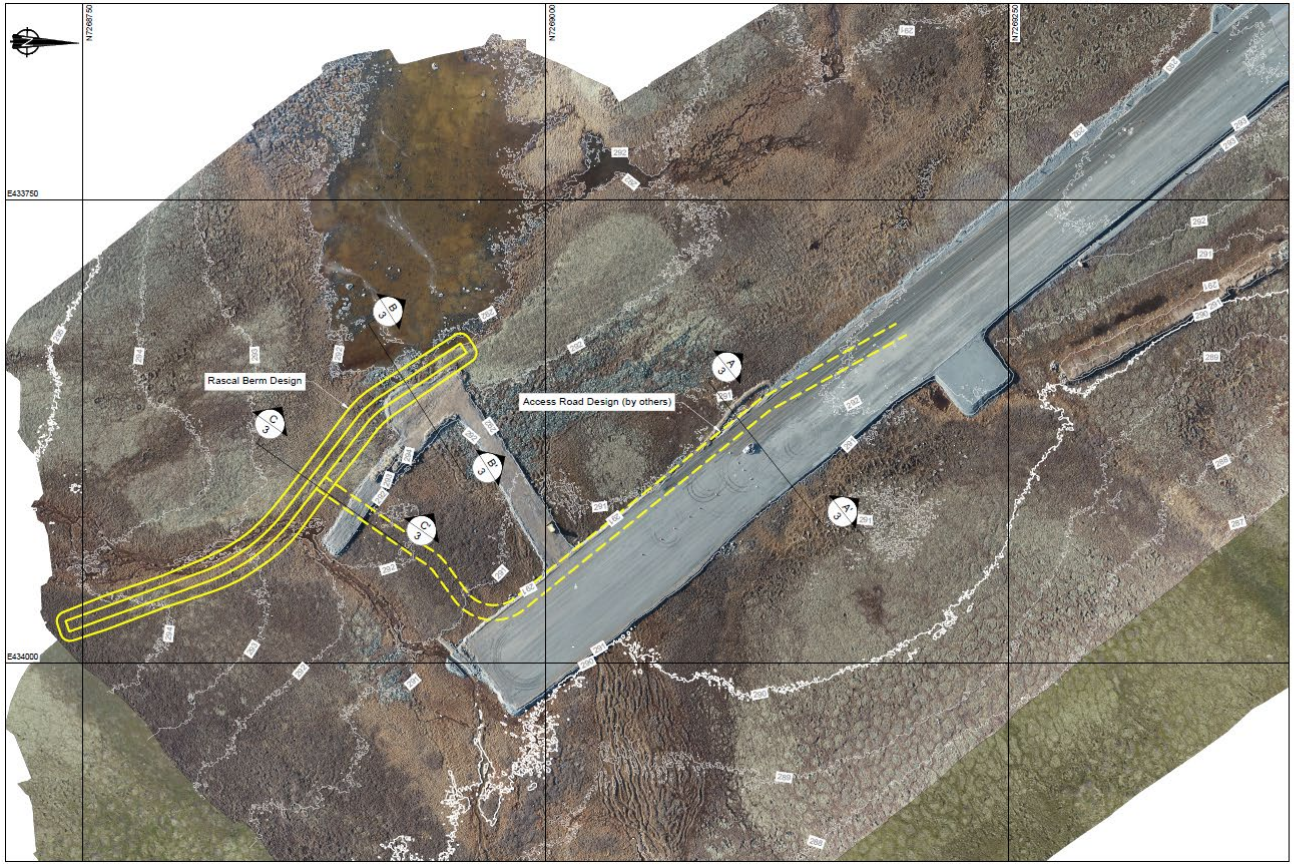
Airstrip SSE End Extension Plan View (2023 vs 2024)

*A drone survey from October 11, 2023
Provided by B2Gold

*A drone survey from September 15, 2024
Provided by B2Gold

Airstrip Extension
Rascal Creek Diversion Berm (SRK Design 2018)



NOTES
1. All units are in meters unless otherwise specified.
2. Contours are shown at 1.0 m intervals.

REFERENCES
NAD83 UTM Zone 13.
Aerial Imagery is derived from 20230708 and 20231011 Drone Surveys.
Surface is derived from 20231011 Drone Survey.

*A drone survey from October 11, 2023 Provided by B2Gold

0m 10 20 30 40

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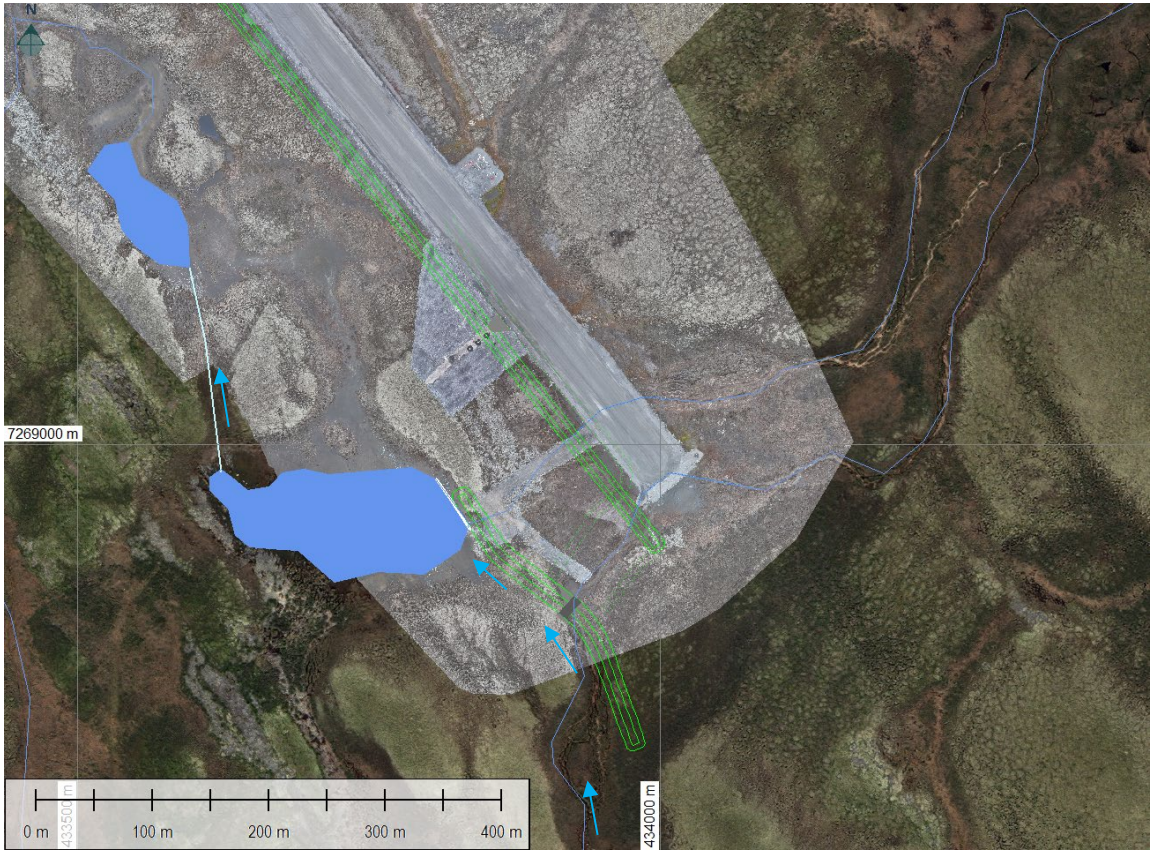
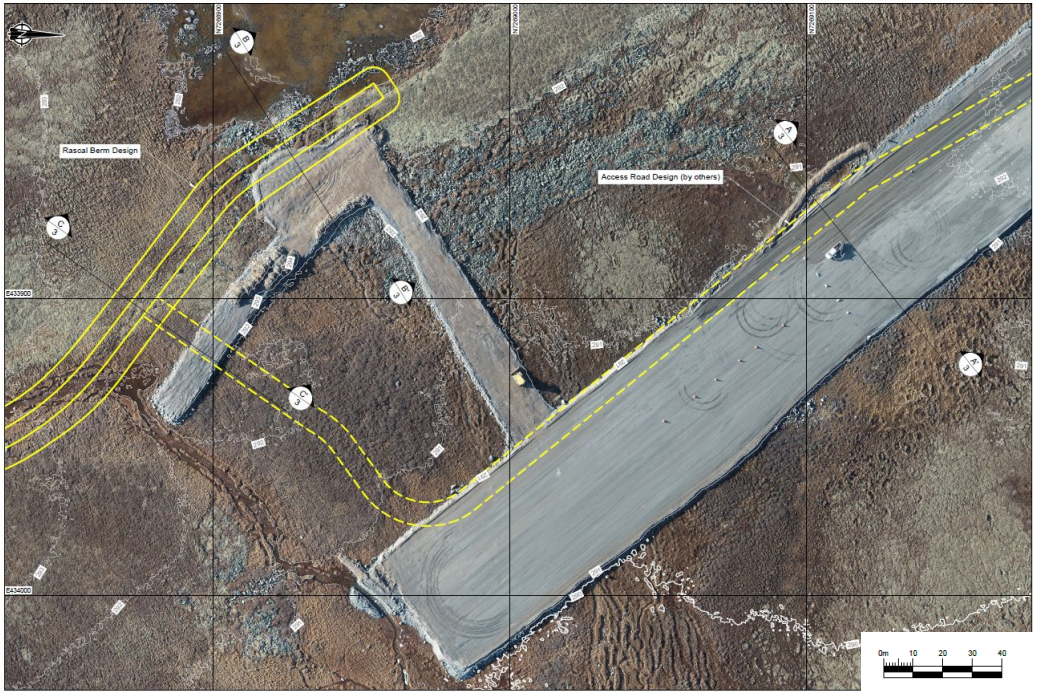
Airstrip Extension
Rascal Creek Diversion Berm (SRK Design 2018)



*A drone survey from September 15, 2024
Provided by B2Gold

Rascal Creek Diversion:
Original Design vs. 2023 Site Condition

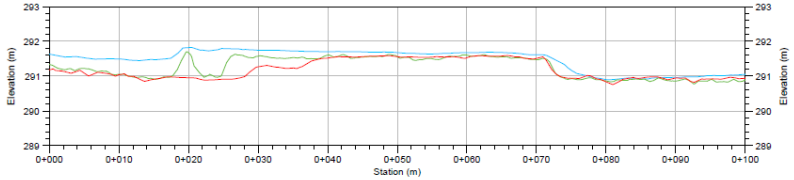


NOTES
1. All units are in meters unless otherwise specified.
2. Contours are shown at 1.0 m intervals.

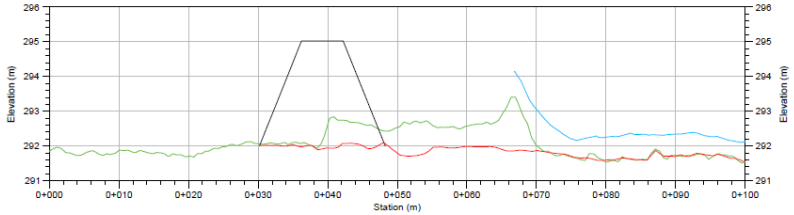
REFERENCES
NAD83 UTM Zone 13.
Aerial Imagery is derived from 20230708 and 20231011 Drone Surveys.
Surface is derived from 20231011 Drone Survey.

LEGEND
- Berm Design from 20200818
- 20230810 Drone Survey
- 20231011 Drone Survey
- 20231106 Drone Survey

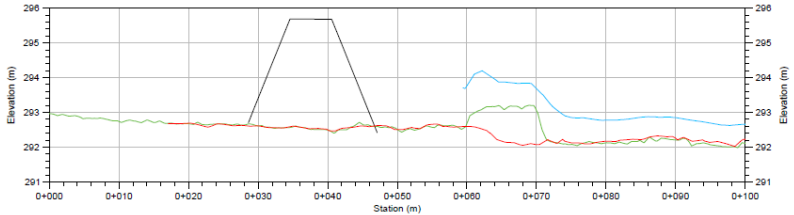
NOTES
1. All units are in meters unless otherwise specified.



A 1,2 Section through Airstrip



B 1,2 Section through Rascal Berm



C 1,2 Section through Rascal Berm

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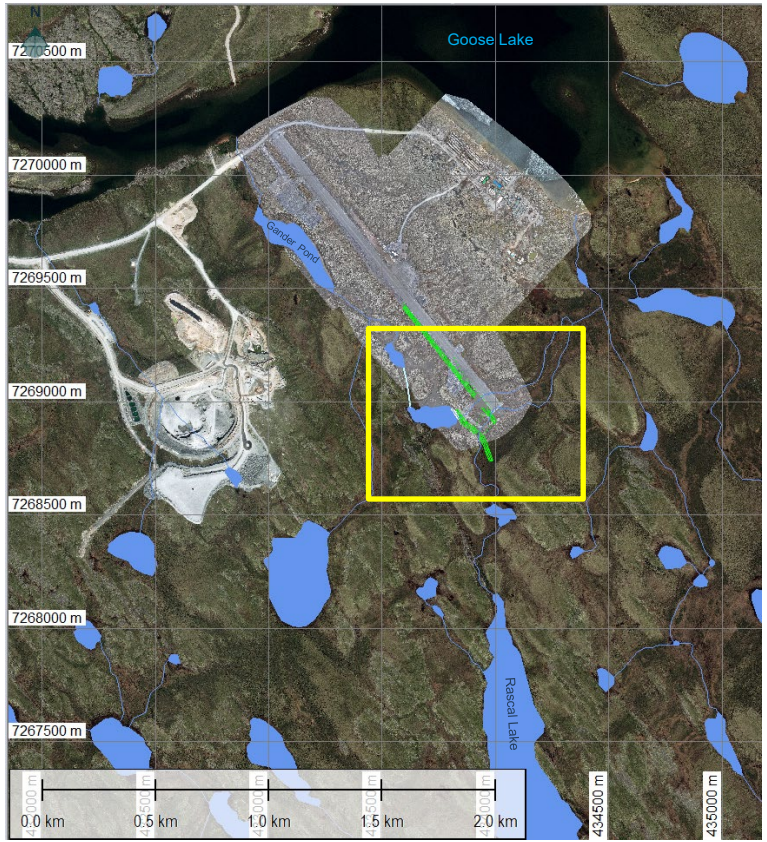
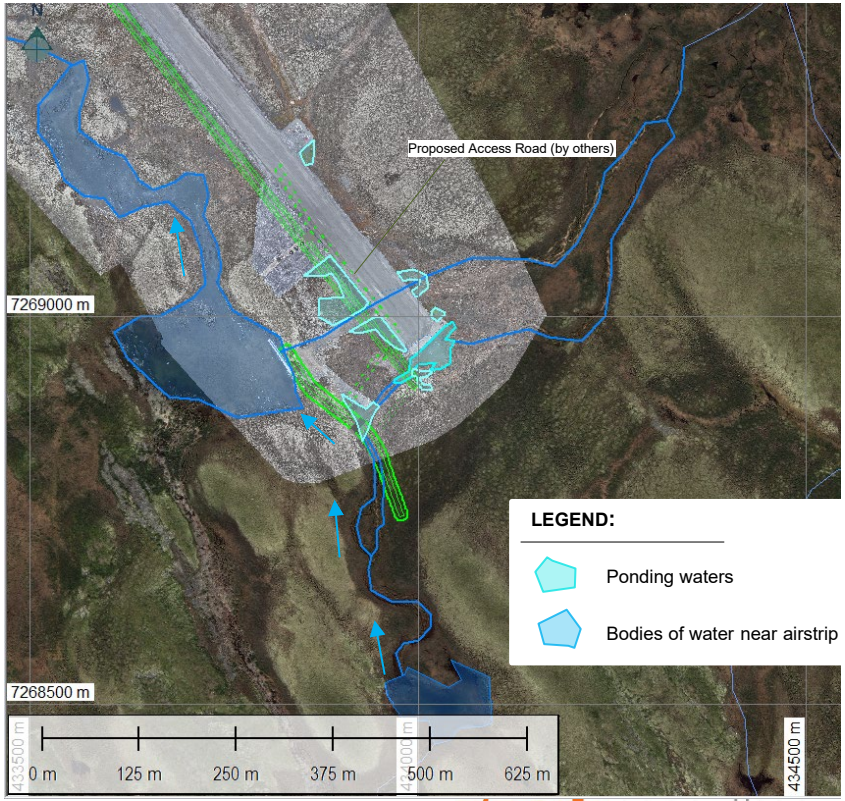
Rascal Creek Diversion:
Original Design vs. 2024 Site Condition

Note: Rascal Berm - No changes observed since the 2023 AGI





*A drone survey from September 15, 2024 Provided by B2Gold

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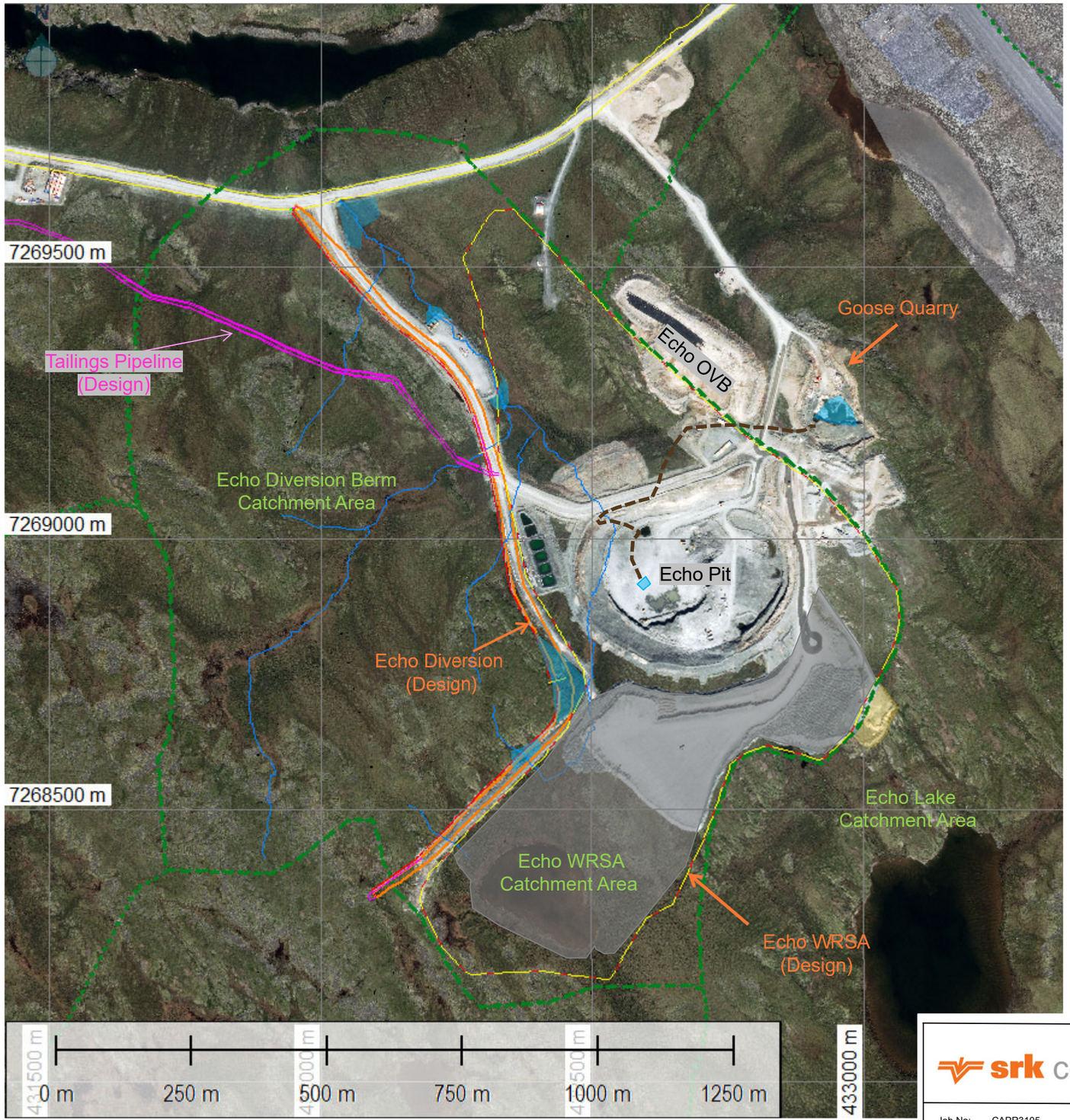
Appendix E Echo Flow Path Observations



LEGEND:

- Landfill and waste rock material placed outside Echo WRSA footprint
- Ponding water
- Echo WRSA footprint
  (as captured in the drone image from November 9, 2024)
- Temporary pipeline from Echo Pit to Goose Quarry
- Tailings Pipeline Road (Design)

Notes:

1. Aerial image from July 14, 2024.

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B2GOLD

2024 Annual Geotechnical Inspection

Echo Flow Path Observations

Job No: CAPR3105
Filename: BackRiver_MLA&Goose_2024AGI_App.E.pdf

Back River Project

Date: 2025-03-20 | Approved: JBK | Figure: 1