M-19. - Northern side of the Freight Storage Pad

M-20. - Northern side of the Freight Storage Pad

M-21. – Northern corner of the Freight Storage Pad. Note some ponding water signs at the lower points between access road and the pad

M-22. – Eastern side of the Freight Storage Pad. Note ponding waters along the toe of the pad

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		Freight Storage Pad
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -8

M-23. – Fill material used for the Freight Storage Pad construction.

M-24. – Eastern corner of the Freight Storage Pad looking west.

M-25. – Spill mat at the eastern side of the Freight Storage pad.

M-26. – Overview of the Freight Storage Pad surface.

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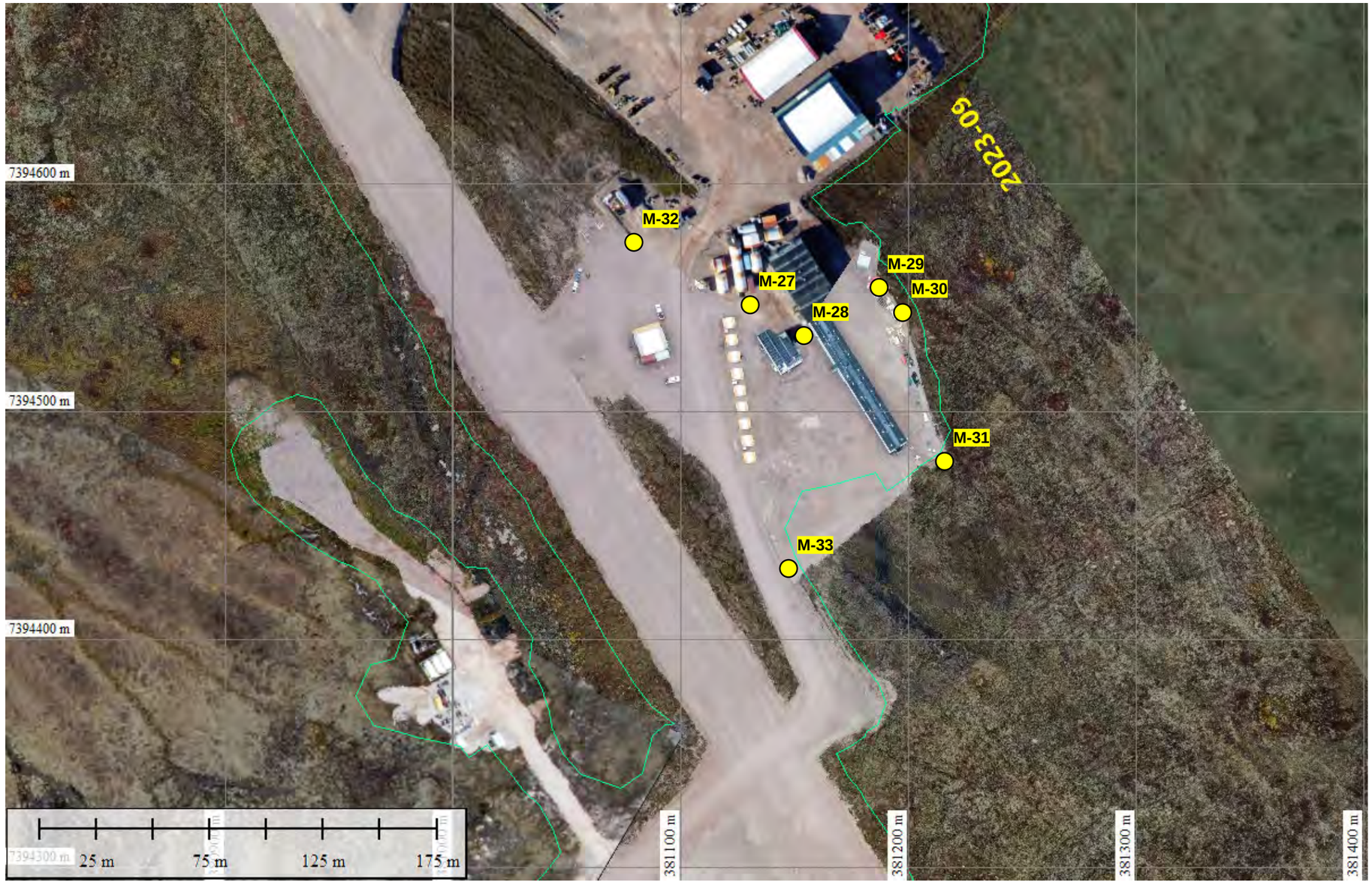
		Freight Storage Pad
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -9



srk consulting	B2GOLD NUNAVUT	2023 Annual Geotechnical Inspection
		Camp Pad
Job No: CAPR003105 Filename: BackRiver_Goose_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 · Approved: JBK · Figure: A.2 -10

M-27. – Surface undulation at the Camp Pad.

M-28. – Surface undulation at the Camp Pad.

M-29. – Materials and seacans are placed at the crest of the pad.

M-30. – Thickness of the Camp Pad.

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		Camp Pad
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -11

M-31. – East corner of the Cap Pad looking NW. Note camp pad thickness

M-32. – Western side of the Cam Pad looking SE.

M-33. – Southern extension of the Camp Pad looking north. Note the uncompacted material and thickness of the pad.

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		Camp Pad
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		Roadways
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M-34. – Access road to the Shoreline Pad looking west

M-35. – Access road to the Shoreline Pad looking west, note thickness of the embankment

M-36. – Access road and pad at the northers side of the Fright Storage Pad

M-37. – Former Explosives Storage Berm. Note ponding waters along the toe of the embankment

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		Roadways
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 / Approved: JBK / Figure: A.2 -14

M-38. – Former Explosives Storage Berm.

M-39 Former Explosives Storage Berm. Note ponding waters along the toe of the embankment

M-40. – Former Explosives Storage Berm. Note cracks along the road edge.

M-41. – Former Temporary Fuel Containment access road.

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2023 Annual Geotechnical Inspection

Former Temporary Fuel Containment Area

Job No: CAPR003105

Filename: BackRiver_Goose_2023AGI_Photolog.pdf

Back River Project

Date: 2024-02-28

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Figure: A.2 -16

M-42. – Insta Berm with three empty fuel tanks. Note ponding water at the base of the containment area

M-43. – Degradation of the tundra after replacement of the containment berm. Oil was noted at the surface of the ponding water

M-44. – Fill material is spreading on the tundra southeast to the Former Temporary Fuel Containment Area

M-45. – A stream and ponding water along the northern side of the Former Temporary Fuel Containment Area

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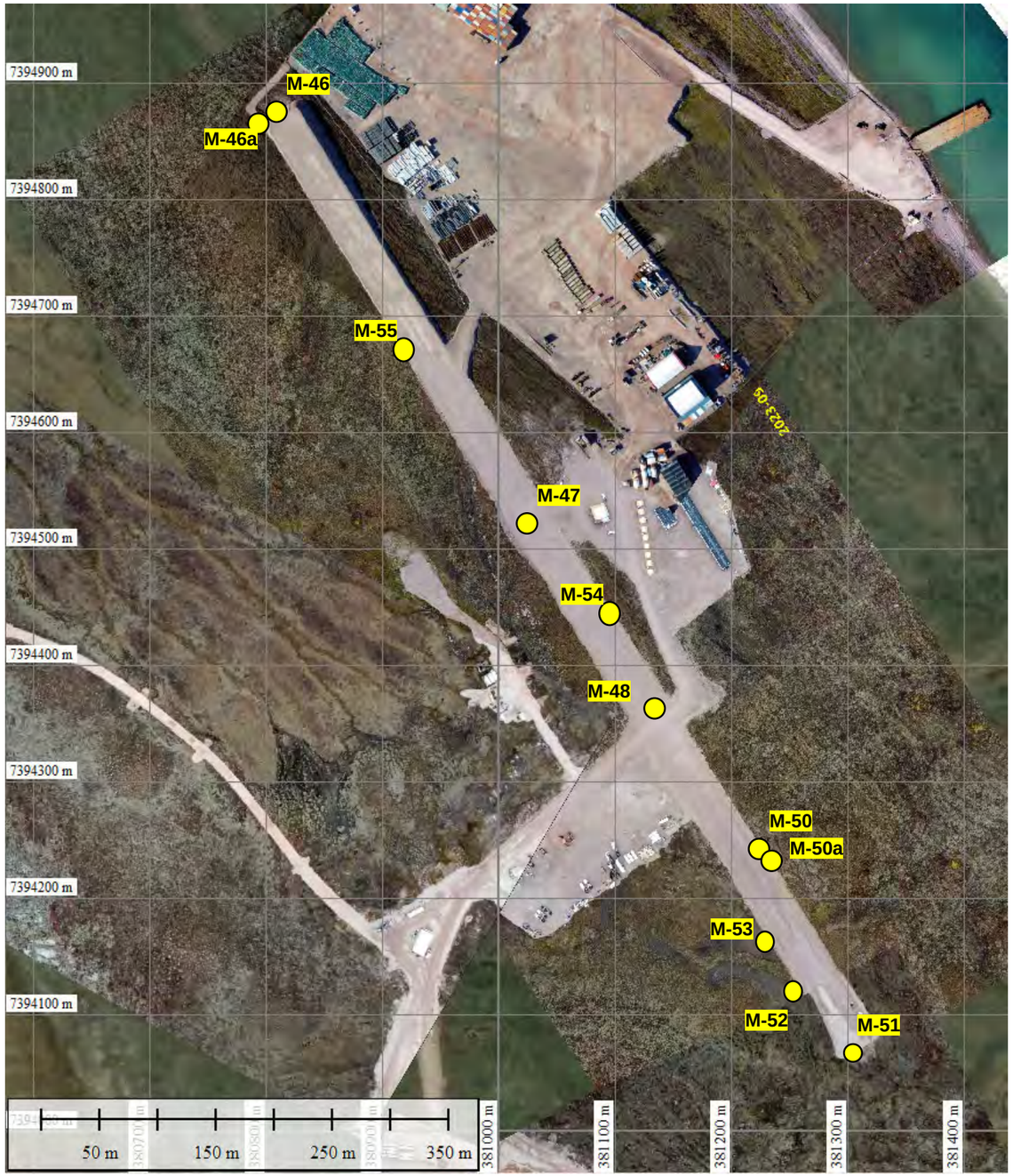
		Former Temporary Fuel Containment Area
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -17



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Job No: CAPR003105 Filename: BackRiver_Goose_2023AGI_Photolog.pdf	Back River Project	**MLA Airstrip**
		Date: 2024-02-28 · Approved: JBK · Figure: A.2 -18

M-46. – Set of deep erosion gullies at the NW end of the airstrip

M-46a. – Erosion gullies at the NW end of the airstrip

M-47. – Overview of the Airstrip surface looking SE

M-48. – Overview of the Airstrip surface looking NW

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		MLA Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -19

M-50. – SE end of the airstrip. Note a series of elongated cracks at the embankment crest.

M-50a. – SE End of the airstrip. Note that the crack width is 2-2.5 inch

M-51. – SE end of the airstrip. Note ponding waters at the toe of the embankment and crack at the crest.

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		MLA Airstrip
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M-52

M-53

M-54

M-55

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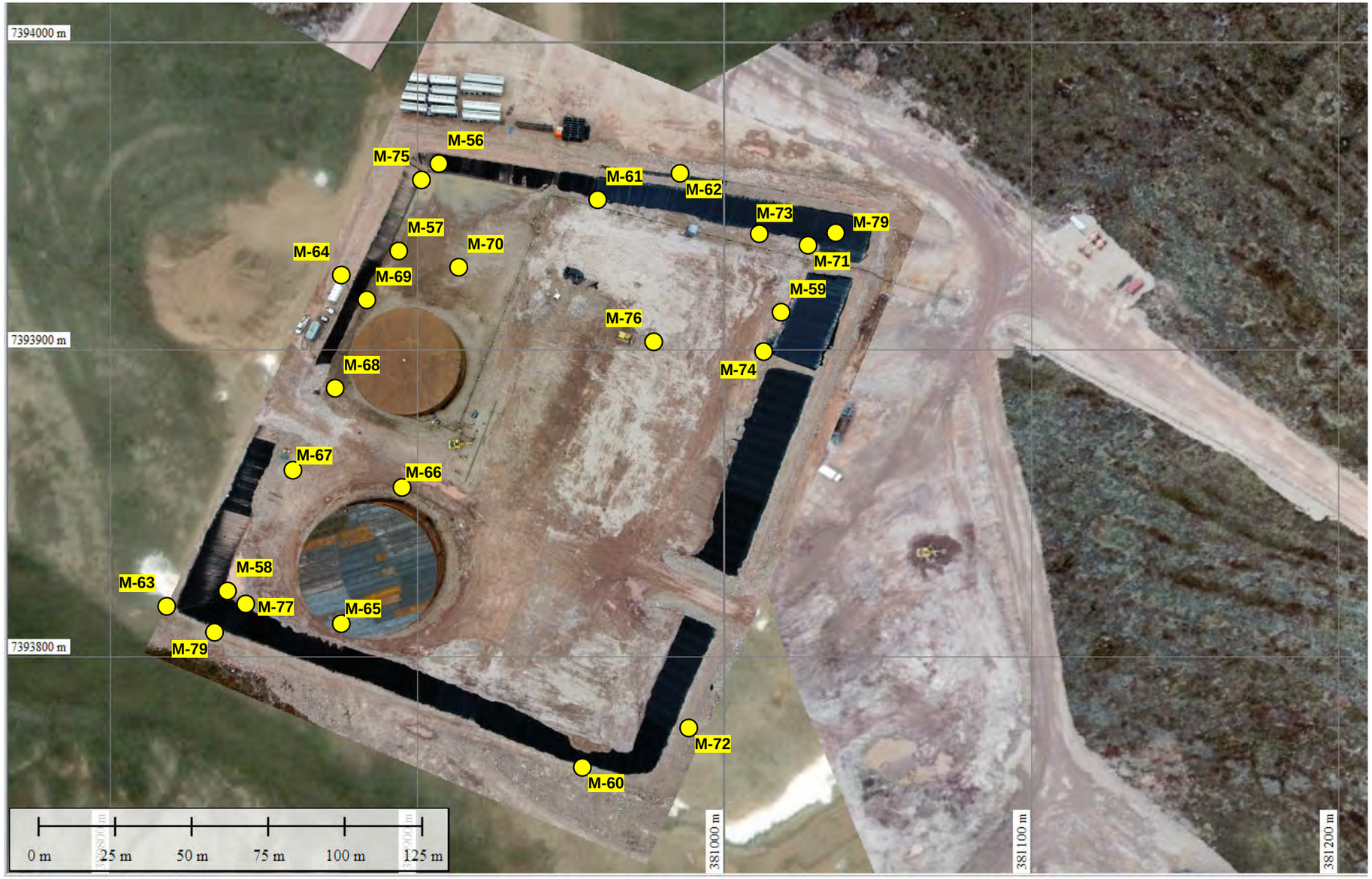
		MLA Airstrip
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -21



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		MLA Tank Farm
Job No: CAPR003105 Filename: BackRiver_Goose_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 · Approved: JBK · Figure: A.2 -22

M-56. – Ponding water at the base of the NW corner of the containment area, looking south.

M-57. – Ponding water at the base of the NW corner and along the toe of the western berm of the containment area, looking NE.

M-58. - Ponding water at the base of the SW corner of the containment area, looking NW.

M-59. – Ponding water at the base of the NE corner along the toe of the western berm of the containment area, looking N.

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		MLA Tank Farm
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M-60. – SE corner and eastern berm of the containment area. Note that the HDPE liner is not backfilled.

M-61. – Northern and western inner slopes. Note that the slopes are oversteepened (approx. 1.5H:1V) and not covered with the fill material.

M-62. – Outer slope of the northern berm of the containment area

M-63. – Outer slope of the SW corner of the containment area. Note that the slope is oversteepend and has a height about 4 m

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		MLA Tank Farm
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M-64. – Outer slope of the western berm

M-65. – Thank #2 pedestal. Southern slope and berm, looking NE. Note some cracks at the crest.

M-66. – Thank #2 pedestal. Northern slope, looking south

M-67. – Overview of the SW corner of the containment area and Tank #2, looking SE

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		MLA Tank Farm
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M-68. – Pedestal of Tank #1. Southern slope, looking east

M-69. – Pedestal of Tank #1. Western slope and western berm of the containment area, looking south.

M-70. – Pedestal of Tank #1. Northern slope, looking south

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		MLA Tank Farm
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M-71. – A drainage at the NE corner of the containment area

M-72. – Southeast berm of the containment area. Note that the fill material cracking at the crest.

M-73. – Northern berm of the containment area. Note unwelded and unprotected HDPE liner panels at the toe

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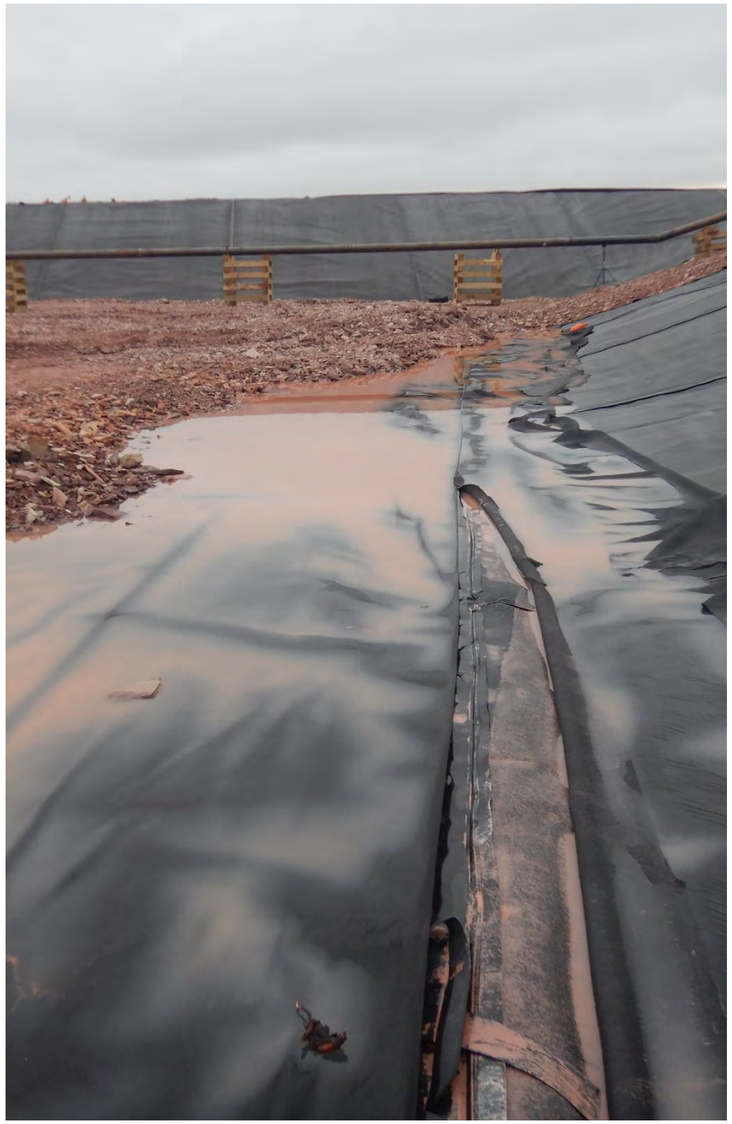
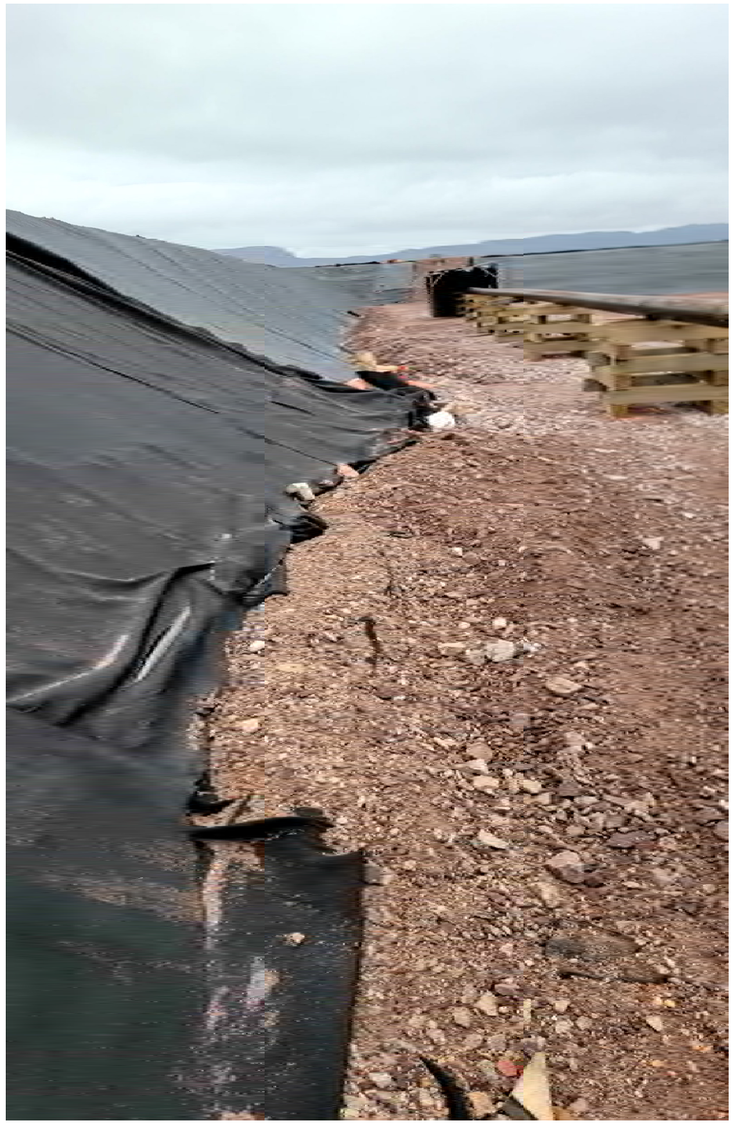


M-74. – exposed liner at the toe of the eastern berm



M-75. – Toe of the northern berm of the containment area

M-76. – Exposed Geotextile and HDPE liner at the base of the containment area.

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		MLA Tank Farm
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M-77. – Note there is no cap

M-78. – Water discharge point at the NW corner of the berm.

M-79. – NE corner of the containment area. Note unwelded and unprotected HDPE liner panels at the toe.

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		MLA Tank Farm
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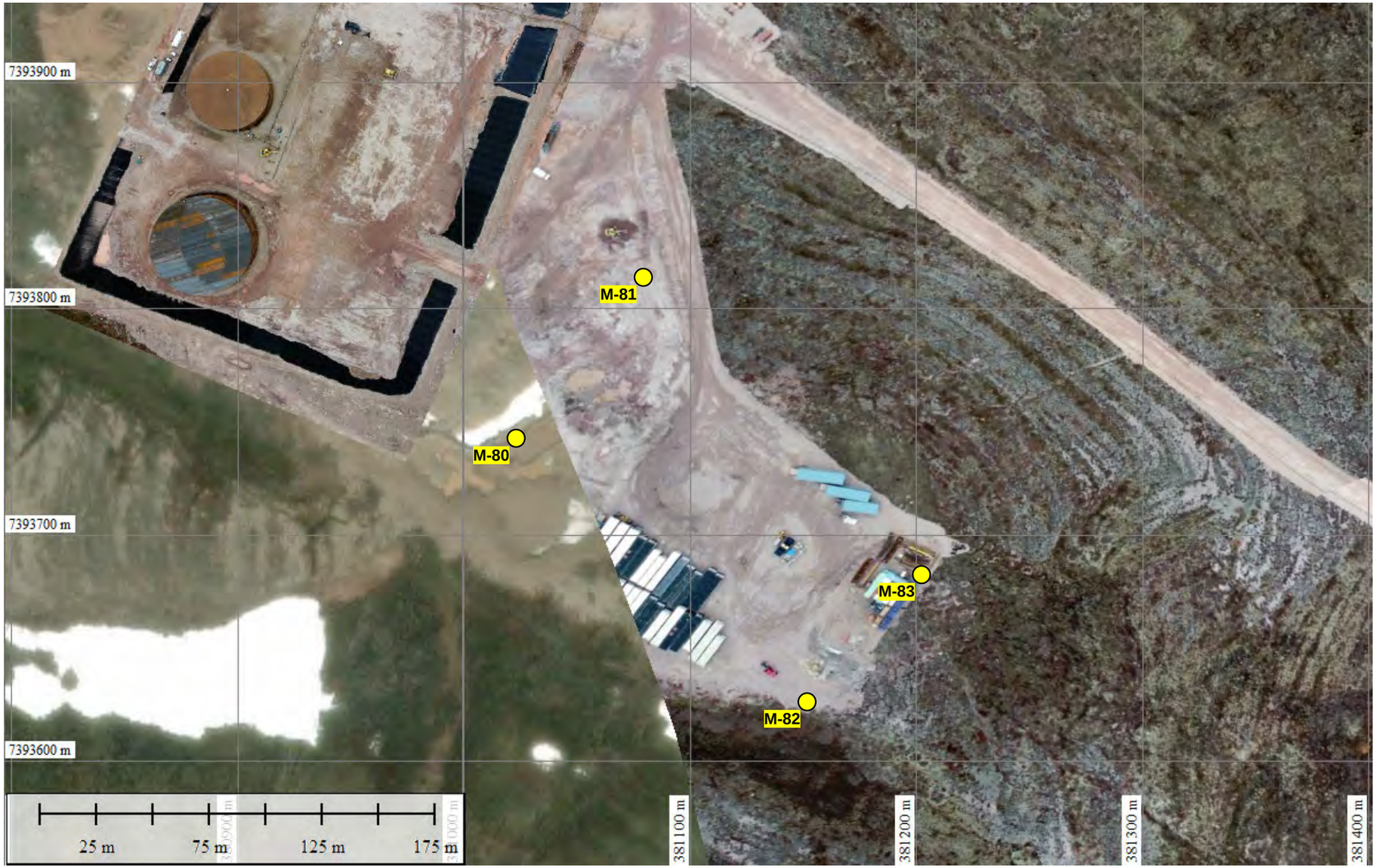

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		Upper Laydown Area
Job No: CAPR003105 Filename: BackRiver_Goose_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 | Approved: JBK | Figure: A.2 -30

M-80. – Quarry. Southern wall, looking south.

M-81. – Laydown area adjacent to the eastern side of the MLA Tank Farm, looking NW. Note some depressions at the base contain water.

M-82. – SE corner of the Upper Laydown Area adjacent to the SE side of the MLA Tank Farm, looking west.

M-83. – Eastern side of the Upper laydown Area, looking NW. Note that the thickness of the pad is less than 1m and materials are stored to close to the crest.

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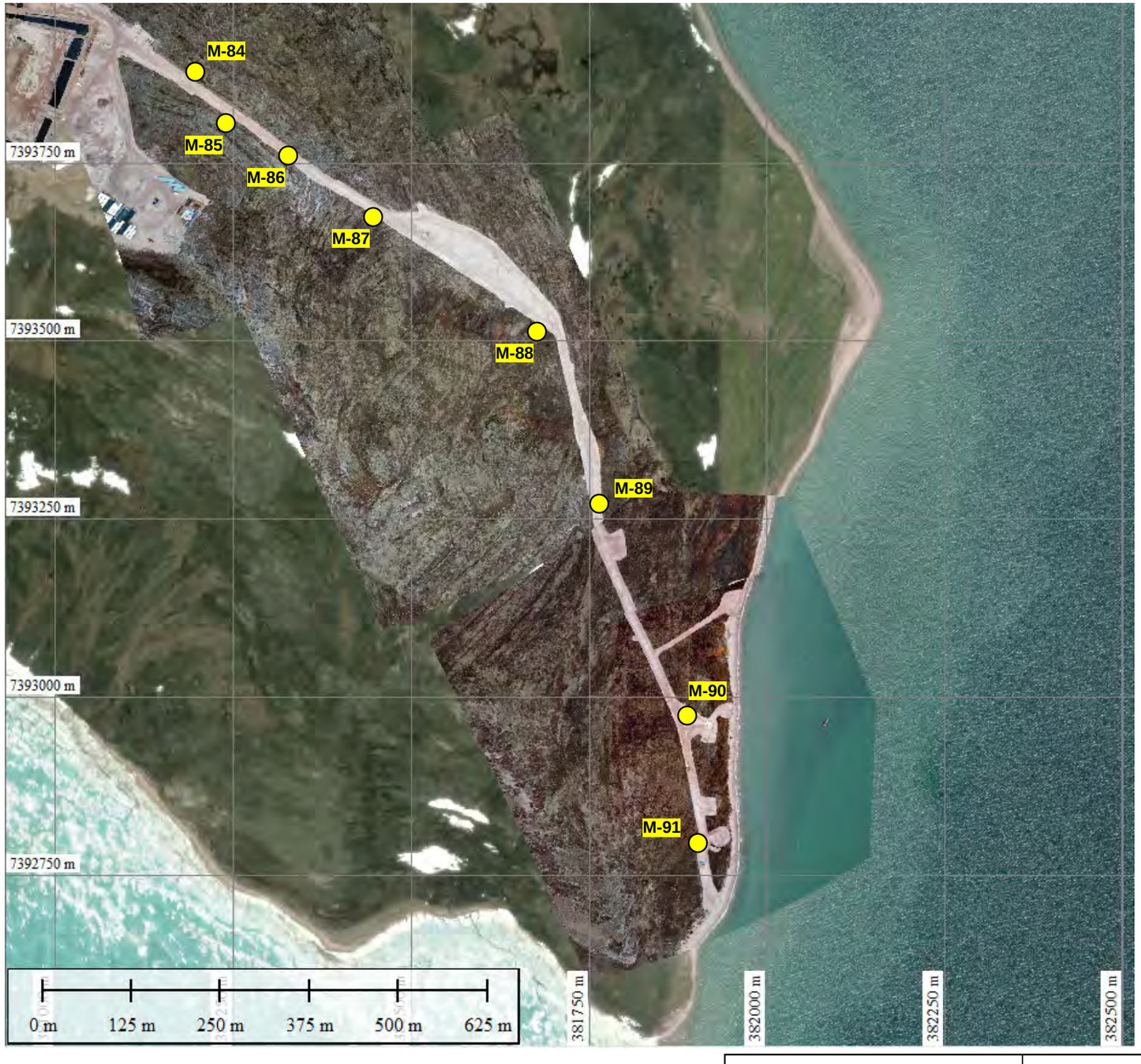
		Upper Laydown Area
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 · Approved: JBK · Figure: A.2 -31



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2023 Annual Geotechnical Inspection

Fuel Offload and Access Road

Job No: CAPR003105

Filename: BackRiver_Goose_2023AGI_Photolog.pdf

Back River Project

Date: 2024-02-28

Approved: JBK

Figure: A.2 -32

M-84. – Fuel Offload Access road. Note the thickness of the embankment

M-85. - Fuel Offload Access road. Note the thickness of the embankment

M-86. – Fuel Offload Access road.

M-87. - Fuel Offload Access road. Note the thickness of the embankment

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		Fuel Offload and Access Road
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 / Approved: JBK / Figure: A.2 -33

M-88. – Fuel Offload Access road. Note that the edges of the road lack proper compaction of the fill material.

M-89. – Fuel Offload Access road.

M-90. – Offload Pad, looking NE. Note that the eastern slope of the pad is oversteepened and the thickness of the access road is less than 0.5m

M-91. – Offload pads, looking NE. Note that the thickness of the pad is less than 1m.

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		Fuel Offload and Access Road
Job No: CAPR003105 Filename: BackRiver_MLA_2023AGI_Photolog.pdf	Back River Project	Date: 2024-02-28 / Approved: JBK / Figure: A.2 -34

Appendix C Echo Pit: Southern-Southwestern Wall

Echo Pit - SSW Slopes

Observations and notes for site consideration

Available Information

The re-sloping and thickness of the cladding were analyzed based on the following survey provided by B2Gold:

- 2012-08-31 Lidar Survey
- 2023-07-22 Drone Survey
- 2023-08-14 Drone Survey
- 2024-01-01 Drone Survey
- 2024-01-07 Drone Survey

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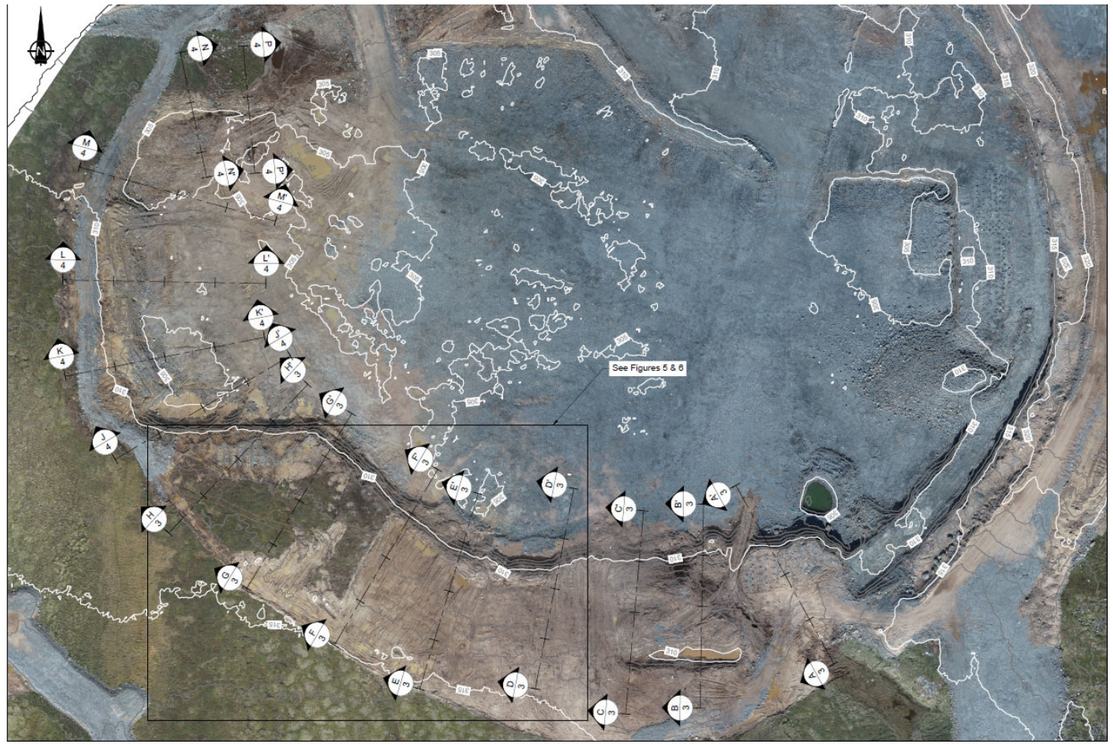
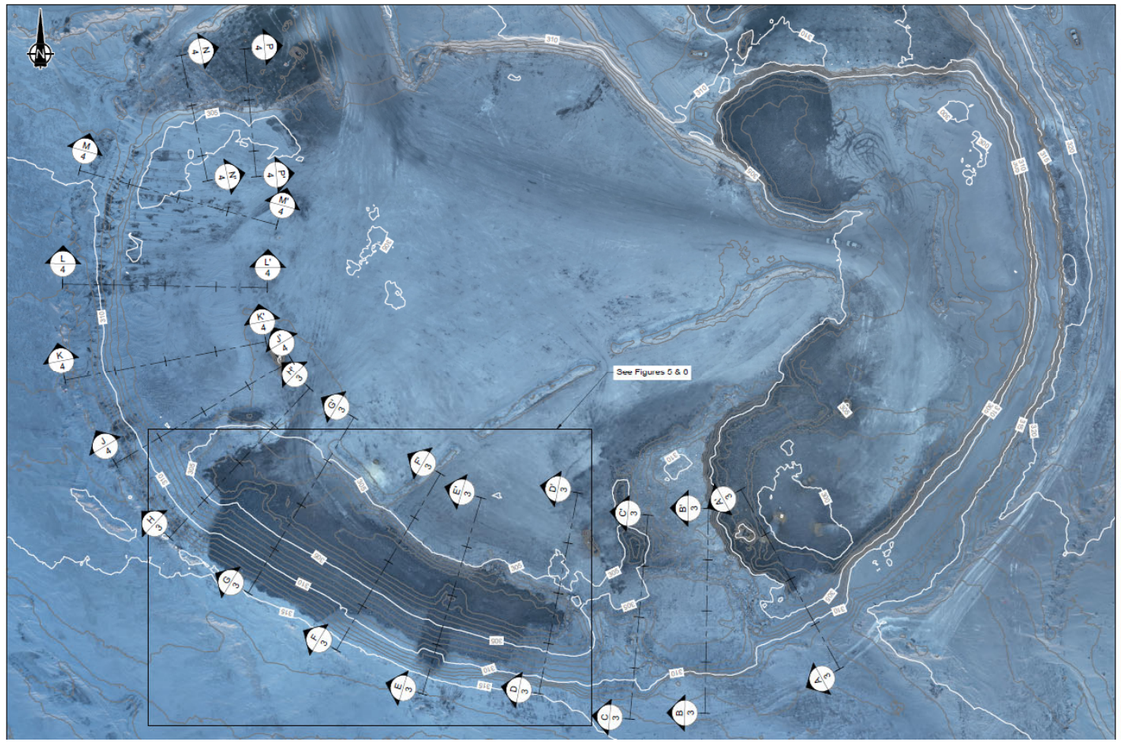
Echo Pit. Plan View

2023-08-14 Plan view



2024-01-07 Plan view



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 and Surface were acquired on 20240107.

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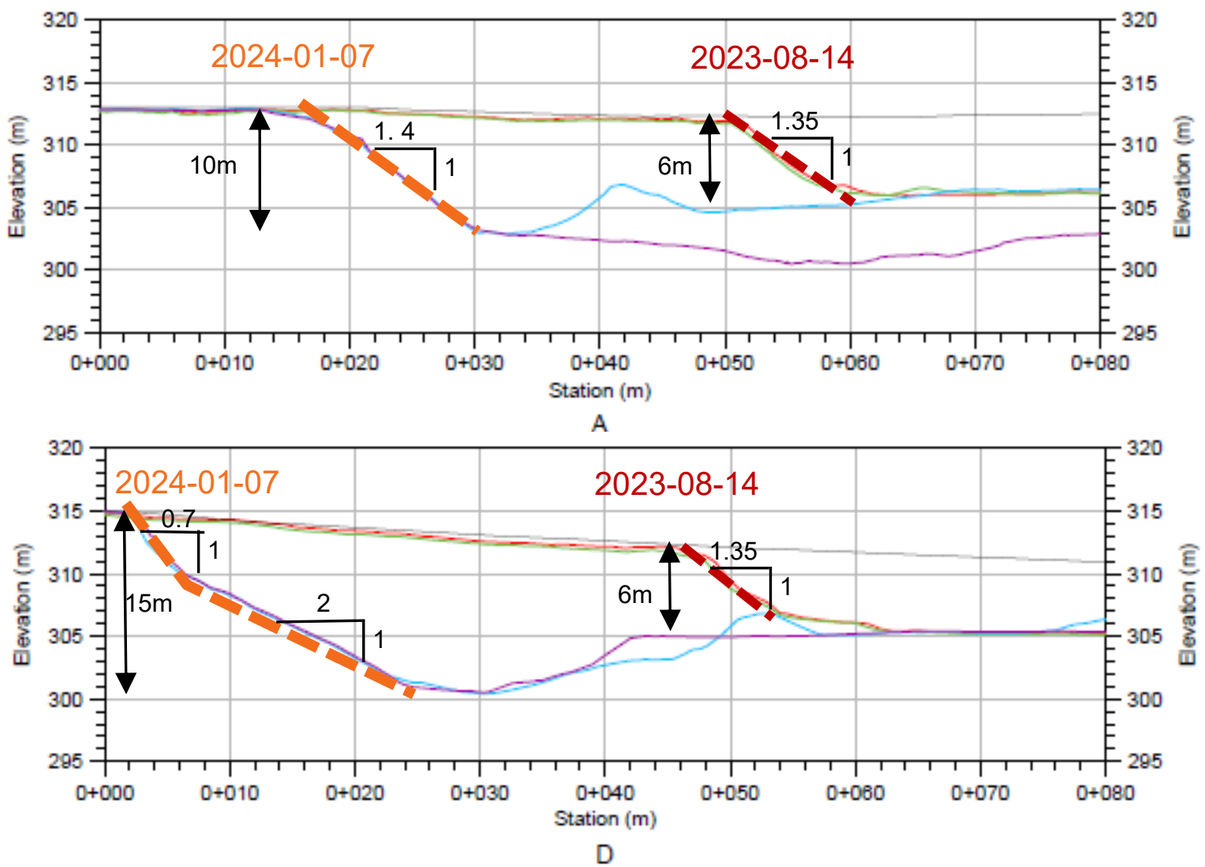
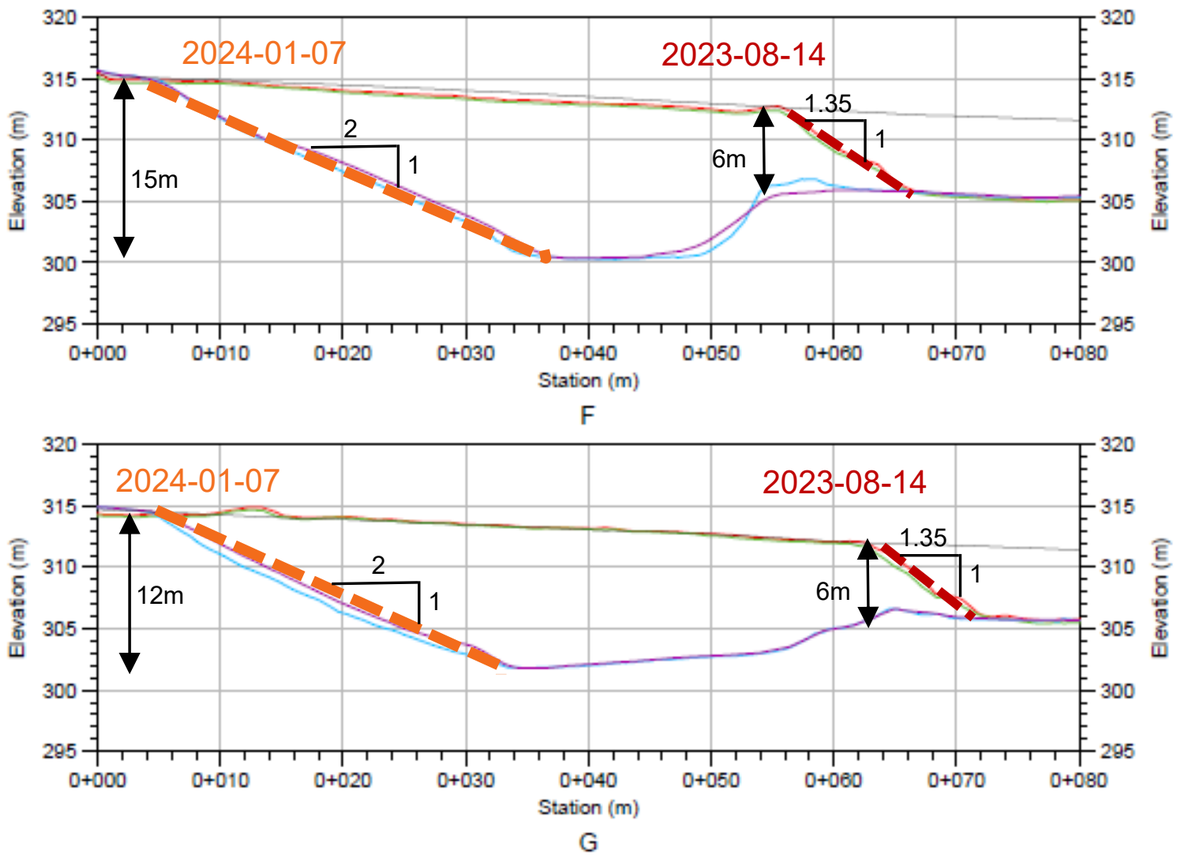
Re-Sloping of the SSW wall





- The slopes of the SSW wall vary from 1.4H:1V to 2H:1V.
- The top 6 m of the southern wall is observed to be too steep: slope 0.7H:1V (55°) .

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