

APPENDIX G GOOSE & MLA PROJECT SITES – 2025 ANNUAL GEOTECHNICAL INSPECTION

Goose & MLA Project Sites – 2025 Annual Geotechnical Inspection

Back River Project, Nunavut, Canada
B2Gold Back River Corp.



SRK Consulting (Canada) Inc. ■ CAPR004312 ■ March 2026



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Aerial stitched drone photographs of the Goose Plant and Camp sites, taken July 2025.

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Executive Summary

In Q2 2025, the Back River Project completed its construction phase, achieved first gold production around June 2025, and declared commercial production in October 2025. As a result, most of the pads, roads, water conveyance (culvert), storage facilities and Primary Pond, were completed or near completion by the time of the 2025 Annual Geotechnical Inspection (AGI). The mine site, however, is still in active development, and several critical infrastructure (for example much of the planned water management infrastructure) were still either in detailed design stages or at an interim construction phase in 2025.

Assuming the in-progress infrastructure and earthworks construction are completed according to the available designs, significant issues were not expected with the current infrastructure at this time. All of the site's current operational procedures, which were not known or reviewed by SRK in detail as part of this inspection, are expected to further manage and mitigate infrastructure risks on site.

Observations of the interim state of the construction have been made in an attempt to allow for the site to improve or optimize the final configuration of the earthworks and water management infrastructure, aiming to prevent notable permafrost degradation and aiming to reduce ongoing maintenance requirements.

Figures 1 and 2 show recent earthwork progress at the Goose site, and Figures 10 and 11 show progress at the MLA site. These figures provide a high-level overview and comparison of the 2025 state of work to the planned design footprints and working areas. These figures also highlight some of the ongoing projects that B2Gold Back River 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 top five priorities, noted in the 2025 AGI, for site to consider or address in 2026 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. Some maintenance was completed at the Airstrip in 2025. Specifically, around freshet the airstrip will have to be closely monitored and active water management (including the use of pumping or diverting water around the S end of the airstrip) should be expected.
 - Goose Airstrip – SSE end – The design of the Rascal Diversion Berm should be updated to reflect current site conditions, including the new airstrip lighting pads. It is understood that this is on B2Gold's radar, and they are currently reviewing this with other consultants.
2. **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. As part of this work the Goose Neck culverts started to be updated. This included the installation of twinned 600 mm along with a 1200 mm diameter circular corrugated steel culvert. Twinned 900 mm culverts still remained to be installed. These final culvert

sections should be installed in 2026 if possible. So, this area has been improved, and further improvements (to meet full design requirements) are still planned by B2Gold.

3. **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.
4. **Goose and MLA – Tank Farm** – *Repair the liner damage and erosion to some of the tank pedestals noted at both of these tank farm locations.* Some smaller tears and rips were noted at both tank farms. These areas of damaged liner should be revisited and repaired. Any exposed HDPE liner is still suggested to be covered (covered as per the original designs) with protective engineering fill. Area where some of the tank installation measures (specifically apparent where ‘jacking’ was done below the tanks) have created low points which now are accelerating erosion of the tank pedestals should be repaired.
5. **Goose MSE Walls** – *A formal monitoring program should be established, and deformation surveys (at least monthly) should be completed at the MSE walls.* These structures (at the mill crusher and dome locations) are higher risk and more critical structure and should have more detailed monitoring and frequent inspections carried out to ensure they perform as designed. The design engineers should be consulted to assist with setting monitoring triggers.

Many additional, typically secondary, or best practice comments, observations, and suggestions were made as part of the 2025 AGI. These observations are summarized in the following report text (specifically in Table 3 and Table 4) and additional details are shown in the appendices.

1 Introduction

SRK Consulting (Canada) Inc. (SRK) was retained by B2Gold Back River 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 recently finished the transition from the early construction to production stage (Sabina 2021). The Goose site is licensed to conduct mining, milling, and associated water and waste management 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 7 and 8).

The Project has just started (in the second half of 2025) the operation phase; however, many 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 are expected to continue through and beyond 2026. A high-level overview of the Back River project development for the Goose and MLA sites is shown in Figures 4, 5, 6 and Figures 10, 11 and 12, respectively.

2 Background

Annual geotechnical inspections (AGI) at Back River have been carried out since 2021, with all previous inspections having been conducted by SRK. The AGI is conducted in accordance with Part 1, Item 10 of Water License 2AM-BRP1831 – Amendment No. 1, issued by the Nunavut Water Board (NWB) on October 15, 2021. The objective of the inspection is to confirm that the project's surface infrastructure is performing as intended from a geotechnical perspective and within the context of site operations. Given the project's location in a continuous permafrost region in Nunavut, the AGI places particular emphasis on maintaining permafrost integrity, reviewing water management practices, and assessing geotechnical and civil earthworks.

The site commenced operations on June 30, 2025. While many structures have been constructed, additional facilities and infrastructure remain in various stages of design and in different states of construction (some in active construction). Accordingly, the AGI evaluates both existing infrastructure performance and ongoing development to support safe and compliant operations.

SRK conducted the on-site physical component of the annual geotechnical inspection between September 5th and 11th, 2025. A site geotechnical inspection of the engineered infrastructure at the Back River Project was completed with a focus on the earthwork infrastructure components located on the surface at the Goose site (Figures 1 and 2) and the Marine Laydown Area (MLA) (Figures 7 and 8).

One of the primary purposes of the 2025 AGI was to document the physical condition of these structures based on visual observations, to provide a 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 active or planned work scopes, which may have been in place or being implemented soon on site, were not known to SRK at the time of the inspection and therefore may not have been fully factored in this AGI. SRK has attempted to comment on and consider all the information that was available to them for this report.

The AGI walk over and aerial 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 to summarize the conditions observed during the site inspection. A review of the available monitoring and instrumentation data associated with these structures is also discussed further in Section 5.1. The end of this report then summarizes observations based on the 2025 AGI site visit and data review.

3 2025 Annual Geotechnical Inspection

The Back River Project commenced operations at the end of June 2025. Since the previous inspection in 2024, numerous structures have been constructed or brought closer to their final configuration; however, additional facilities and infrastructure remain in various stages of design and construction. Accordingly, the 2025 AGI evaluates both the performance of existing infrastructure and ongoing development works to support safe and compliant operations. Observations of interim and active construction conditions are documented to assist in optimizing final earthworks and water management configurations, with the objective of preserving permafrost integrity and minimizing long-term maintenance requirements.

3.1 Overview

A site visit was carried out as part of the 2025 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 11th, 2025. John and Anna first arrived in Goose where they spent two days (September 5th and September 6th). Partly through the day of September 6th, they flew to the MLA, where they spent an additional two days (September 6th and September 7th). Finally, they went back to the Goose site around noon on September 7th and continued and finished the remainder of the Goose site inspection. SRK ended their site visit at the Goose site, from September 7th to September 11th. 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 overcast and cool, with periods of light wind and precipitation at the Goose site. No rain was noted during the inspection of the MLA. A photo logs showing an overview of the September 2025 inspection are provided in Appendix A for Goose and in Appendix B for the MLA.

At the Goose site, the inspections were focused on the water management infrastructure, the camp pad, tank farm, MSE walls and processing plant site. The portal and decline area as well as the rock pit slopes (at Echo and Umwelt) and waste rock storage areas (WRSAs) 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. The surface infrastructure that was inspected is shown in Figure 3. The inspection of the Airstrip, Exploration Camp, Echo Pit Overburden Slopes, Umwelt Pit Overburden, Echo Diversion and edges of the Echo WRSA, Echo Tailings Facility (TF) and tailings pipeline, culverts, access roads, tank farm, emulsion plant 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, including drone imagery, was available at the time of these inspections.

At the MLA, the inspections were focused on the access roads, pads, airstrip, and tank farm (Figure 9). All inspections at the MLA were completed on foot (the entire site was walked over).

In addition to the physical inspections, discussions with B2Gold Back River staff while on site, and review of monitoring data were used to supplement site observation and are part of this 2025 AGI.

Prior to the site visit, B2Gold provided aerial images and survey data of the Goose and MLA infrastructure, which were also reviewed as part of the 2025 AGI. The list of data that was provided by B2Gold is presented below:

For Goose:

- High-resolution satellite image of the Goose Site from August 16, 2025.
- LiDAR survey from September 1st, 2025

For MLA:

- Drone survey of the MLA site (compiled), survey completed on September 6, 2025.
- Drone survey of the Lower Laydown Area, survey completed on August 25, 2025.
- Drone survey of the Old Quarry and Tank Farm, survey compiled on August 16, 2025
- Drone survey of the MLA Airstrip, survey was compiled on September 5, 2025
- High-resolution satellite image of the MLA site from August 2, 2025

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, and D)
Instrumentation	Primary Pond Dam GTCs ¹⁾	N/A
	Previously installed GTCs (no data collected starting 2017)	N/A
Mining Infrastructure	Goose Quarry	Appendix A, Figures 34 to 37
	Umwelt Pit ²⁾	Appendix A, Figure 150
Containment Structures	Echo Tailings Facility ²⁾	Appendix A, Figures 38 to 42
	Echo Overburden Stockpile	Appendix A, Figures 43 to 44
	Echo Waste Rock Facility	Appendix A, Figures 45 to 46
	Echo Crusher Stockpile	Appendix A, Figures 43 to 44
	Llama Crusher Stockpile	Appendix A, Figures 171 to 174
	Goose Tank Farm	Appendix A, Figures 110 to 124
	Camp Pad and Ore Stockpile Pond	Appendix A, Figures 75 to 79
	Tote Storage Facility	Appendix A, Figures 70 to 70.2
	Umwelt Overburden Stockpile ²⁾	Appendix A, Figures 133 to 137
	Umwelt Waste Rock Facility	Appendix A, Figures 138 to 142
	ROM Pad and Ore Stockpile	Appendix A, Figures 71 to 74

Component	Inspection Item	Photo Reference (Appendix A, C, and D)
	Saline Water Pond and Access Road ²⁾	Appendix A, Figures 150 to 154
	Former Echo Treatment Plant	Appendix A, Figures 49 to 54
Infrastructure	Primary Pond Dam	Appendix A, Figures 155 to 168 and Appendix D, Figures D.2 to D.7
	All-Weather Road: ■ Goose Neck Crossing ²⁾ ■ Echo Crossing ■ Gander Crossing	Appendix A, Figures 80 to 85; and 169 to 170 Appendix A, Figures 130 to 132 Appendix A, Figures 28 to 33 Appendix A, Figures 9 to 11
	Echo Diversion	Appendix A, Figures 47 to 48
	Echo Haul Road	Appendix A, Figures 55 to 58
	Echo Tailings Pipeline	Appendix A, Figures 179 to 184
	Goose Barge Access Road	Appendix A, Figures 59 to 62
	Camp Pad and Camp Pad Extension	Appendix A, Figures 86 to 91
	Winter Ice Road Laydown Area South Pad North Pad	Appendix A, Figures 125 to 127 Appendix A, Figures 128 to 130
	Mining Operations Pad	Appendix A, Figures 63 to 70
	Main Crusher MSE Wall	Appendix A, Figures 106 to 109
	Dome MSE wall	Appendix A, Figures 102 to 105
	Processing Plant Pad	Appendix A, Figures 92 to 101
	Airstrip and access road	Appendix A, Figures 12 to 28, and Appendix C
	Explosives Access Road and Emulsion Plant Pad	Appendix A, Figures 143 to 149 and Appendix D, Figure D.1
	Exploration Camp	Appendix A, Figures 2 to 8
	Access Roads and Pads at Llama Lake	Appendix A, Figures 175 to 178

Notes:

¹ GTCs – Ground Temperature Cables.

² Under construction during the time of the 2025 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) GTS cables at MLA Tank Farm	N/A
Containment Structures	MLA Quarry Tank Farm Fuel Offload pad (Fireball) Former Temporary Fuel Containment	Appendix B, Figures 47 to 65 Appendix B, Figures 47, 51 to 53, 57 to 60 Appendix B, Figures 40 to 42
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) ³⁾ Anchor Pads Fuel Offload Access Road	Appendix B, Figures 2, 6 to 8 Appendix B, Figures 2 to 6, 8 to 14 Appendix B, Figures 15 to 21 Appendix B, Figures 43 to 46 Appendix B, Figures 22 to 39 Appendix B, Figures 77 to 81 Appendix B, Figures 73 to 76
Mining Infrastructure	Sand Borrow Pit MLA Quarry	Appendix B, Figures 54 to 55 Appendix B, Figures 66 to 72

Notes:

¹ GTCs – Ground Temperature Cables

² Under construction during the time of the 2025 AGI

³ Construction was paused in 2024

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. Further, the Echo and Umwelt Pits and associated WRSA were inspected separately by the Design Engineer and Engineer of Record (or representative of), and those mining elements are reported on in a separate document generated by others (outside SRK's scope).

SRK's review does not include an assessment of the structural integrity of any buildings, larger culverts (no bridges were apparent in 2025 inspection), or the structural elements of the MSE walls. 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 are 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 and 2024 AGI as well so this is a simplified list. The 2023 AGI and 2024 AGI reports should be consulted for a more detailed description and discussion on these points (SRK 2024b, SRK 2025b).

■ 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 new roadways have been built to minimum design thicknesses (often in the 1.5 to 2 m thick ranges). However, most historic (pre 2025 roadways) 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 updated and submitted for 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 and 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 complicated 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. Around the future Saline Water Pond (Umwelt Dam) location thermosyphons in the foundation key trench have been incorporated into the designs to assist with improving thermal performance and to attempt to minimize future thermal mitigation and maintenance.

- **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 are highlighted in the summary recommendation tables at the end of this report (Table 3 and Table 4)

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 permafrost integrity in the surrounding area. 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 B2Gold's annual report to the Nunavut Impact Review Board (Sabina 2021). 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 progress in this area, developing an initial revision of a thermal monitoring plan in 2023 and 2024. In 2025, 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 2025 to early 2026. The thermal monitoring plan is a stand-alone document and the details of this plan are therefore not included in this AGI report. 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 2026a, b). 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 (please refer to the 2024 AGI), 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. The set of horizontal and vertical GTCs was also installed in April 2025 to complete the designed requirements. A telemetry system with data acquisition every six hours was activated in May 2025 for all GTCs installed at the Primary Pond Dam. In addition, two ground temperature cables were installed in 2023 at the Camp Pad area. Since summer 2024, ground temperature data have been collected from a deep vertical GTC

monitoring station installed in the Umwelt Pit. These cables are also included in the site thermal monitoring program.

- Two vertical ground temperature monitoring stations were installed at the MLA tank farm in the summer of 2024, and data collection began in July 2024. These monitoring cables were also incorporated into the site's thermal monitoring plans.

Beyond the thermal monitoring, B2Gold conducts limited monitoring (visual comparison or year-to-year surveys) of most of the other infrastructure on site

Observations

B2Gold, in collaboration with SRK, have developed an initial revision of a site-specific thermal monitoring plan. In 2025 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 2025 AGI, some of the historic Goose thermistor sites were visited and their condition was documented. The initial phase of the instrumentation audit identified several locations where historic GTCs had been removed or are likely damaged beyond repair. A review of the historic dataloggers also indicated that no additional data (typically from 2017 to present) could be retrieved, as most units had no power supply, depleted batteries, and no recoverable stored memory. Troubleshooting and potential data recovery from these sites are planned to continue in 2026.

In addition to the existing ground temperature monitoring network, seven shallow site-wide thermistors are planned for installation across the Goose Property.

In addition to the thermal monitoring program, a comprehensive set of instrumentation, including surficial, fixed, and deep monitoring points, has been installed at the Primary Pond Dam. Installation of the monitoring system was partially ongoing during the 2025 site visit; however, the data collected to date were reviewed as part of the 2025 AGI.

The monitoring dataset includes surficial measurements (e.g., surface settlement and lateral movement), fixed reference points for survey control, and deep instrumentation (e.g., inclinometers and settlement systems) to assess subsurface deformation. Review of the available data indicates stable performance of the dam, with no measurable movement or concerning trends observed to date.

Aside from the GTC / thermal monitoring and set of monitoring points at Primary Pond 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 were reviewed as part of this AGI) and site operational observations and records. It is SRK's understanding and as it was mentioned above in 2026 B2Gold plans to establish additional site-wide thermal monitoring locations, as well as physical survey monitoring locations (survey pins or markers) at the tank farm and MSE wall locations. Any additional monitoring information that becomes available will be reviewed as part of the 2026 AGI.

5.2 Goose Property

The Goose property has been in a state of active development since around 2018. Construction activities ramped up over the last couple years to get infrastructure in place for the mill start-up and first gold in 2025. Figure 1 and 2 shows a plan view of the Goose site and some of the roads and infrastructure that were constructed or expanded in 2025. Figure 3 shows some points highlighting more specific locations that were visited as part of the inspection. Please refer to the Appendix A photolog for photos pertaining to the Goose Property inspection. Figures 4, 5 and 6 provide a high-level overview of Sentinel-2 satellite images showing the development of the Goose property from 2016 to 2025.

The primary summary of the Goose AGI observations and recommendations are presented in Table 3.

At the Goose site the following primary locations were visited:

1. Goose Quarry
2. Echo Pit and Echo Waste Rock Storage Area (WRSA)
 - Focus on Echo Pit as tailings deposition was just starting at site around the time of the AGI site visit
3. Echo Overburden Stockpile
4. Echo Diversion
5. Echo Haul Road
6. Goose Tank Farm
 - Former Echo Treatment Ponds
 - Ore Stockpile / Camp Pad Pond
7. ROM Pad and Ore Stockpile
8. Primary Pond Dam
 - This area was still in construction at the time of inspection
9. All-Weather Roads
10. Goose Neck and Echo Crossings
11. Gander Crossing
12. Camp Pad and Camp Pad Extension
13. Processing Plant Pad
 - Notable development in this area as construction and assembly of the mill and plant completed in 2025
14. Mining Operations Pad
15. Tote Storage Area
 - New area in 2025 – lined containment constructed for tote storage

16. Goose Airstrip and Access Road

- No further expansion of the airstrip since the 2024 AGI – length remained as per 2024)

17. Goose Fresh Water Barge Access Road

18. Explosive Access and Emulsion Plant Road

- New area constructed in 2025

19. Exploration Camp

20. Umwelt Overburden Stockpile

21. Access Roads and Pads near Llama Lake

Additional background information on the general development of these locations is overviewed in more detail in the SRK 2024 AGI (SRK 2025b).

Although SRK went by the Echo and Umwelt Pits and WRSA these areas were not part of their scope of work, and therefore not inspected in detail; and SRK is unfamiliar with the latest designs and plans for these areas. General observations around the pits and WRSAs were passed on to site staff. The pits and WRSA have separate inspections and annual reporting. These Pit and WRSA inspections are completed by the engineer of record, or representative of, for the pits and dumps. SRK understands that the engineer for the waste rock and pits is Terracon Geotechnique who works in close collaboration with the B2Gold Back River site Technical Services, and Mining departments.

The primary dike or dam structure, currently on site, is the Primary Pond dam, which was still under final stages of construction during the 2025 AGI. As a result, the first Annual Dam Safety Inspection (DSI) would only be initiated in 2026, and there is limited data to report at this time. The Primary Pond dam only temporarily had water in it in 2025 before being drawn down for winter 2026; very low water level by the end of November 2025.

There is a robust monitoring system in place for the Primary Pond dam (including thermal and deformation monitoring and frequent visual inspections and water level monitoring), and data collection has begun. Some general comments on the Primary Pond are presented as part of this AGI. Those comments were deemed high priority and were mostly addressed immediately (at or shortly after the AGI inspection). For the 2026 annual reporting a separate and standalone DSI will be completed for the Primary Pond, including a full review of all the available monitoring data, and the Primary Pond structure will be removed from the future overall AGI reports (as similar to the pits and WRSAs this structure will have an independent and more detailed annual inspection report).

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 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.

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.

Figures 7 and 8 show a plan view of the MLA site and some of the roads, pads and infrastructure that were constructed or expanded in 2025. Figure 9 shows some points highlighting more specific locations that were visited as part of the inspection. Please refer to the Appendix A photolog for photos pertaining to the MLA inspection. Figures 10, 11 and 12 provide a high-level overview of Sentinel-2 satellite images showing the development of the MLA site from 2017 to 2025.

The primary summary of the MLA AGI observations and recommendations are presented in Table 4.

At the MLA site the following primary locations were visited:

1. MLA Quarry Tank Farm
2. Former Temporary Fuel Containment Area
 - Partially remediated - all tanks in area now relocated or removed.
3. Shoreline Pad
4. Freight Storage Pad
5. Camp Pad and Camp Pad Extension
6. Fuel Offload Pipeline Rad
7. MLA Airstrip
8. Roadways (including former explosives storage access road)
9. Anchor Pads

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 6 for Goose and in Figure 7 to 12 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 previous inspections (2022 - 2024) and the 2025 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. The newer / more recently constructed infrastructure generally had a higher standard with some of the older historic infrastructure still requiring ongoing maintenance; the latter which was done more typically when equipment was in any given area completing other earthworks (done more opportunistically when equipment in the area). As the site transitions from exploration now to an operational 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 2024 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 the summary and recommendation tables.

Table 3: Summary of 2025 AGI Observations and Recommendations (Goose Property)

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Goose Airstrip and Aprons	Airstrip has been undergoing increased grading maintenance which has greatly reduced visible cracking on the surfacing material of the runway. <i>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.</i> <i>These checks constitute a portion of the information relayed to the airline companies prior to every landing.</i>	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 should be 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. In addition, a drone survey should be performed each spring around freshet time and at the end of summer (likely late August or early September), when the active layer thickness is at its maximum. 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 2024 AGI notes and recommended to continue in 2025. <i>A topographic survey was completed in 2025. In 2026 it is suggested that at least two surveys be completed. One after snow melt and another near the end of summer (likely late September) before snowfalls result on site.</i>	General maintenance/monitoring
		Based on the visual inspection, the runway appears to be in satisfactory condition; however, visual inspection cannot rule out the formation of sinkholes in the future (through thermal erosion areas with massive ice). The site may strategically consider performing a ground penetrating radar survey within the next couple years to identify or rule out the possibility of potential voids within the airstrip fill or foundation.	2025-AGI-G-1

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	Similar to inspections since 2022, 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). More cracking was 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. 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 2026 to assist with ongoing monitoring.	General maintenance/monitoring
	The northeast end of the airstrip has been over-steepened. Erosion gullies previously identified during the 2024 AGI have further progressed at the crest and along the slope. The erosion has extended to the runway edge lights, resulting in exposure of the electrical cables.	The over-steepened slope should be regraded. Eroded areas should be backfilled and compacted with suitable material to restore slope geometry. The site should consider implementing erosion control measures, such as the placement of erosion-resistant armoring (e.g., riprap), to help prevent further degradation. Exposed electrical cables should be reburied at the appropriate depth and protected with suitable cover material. Ongoing monitoring should be conducted to confirm the effectiveness of the remedial measures. <i>It is understood from discussions with site personnel that all required earthworks at the Northern face of the airstrip have been completed in October 2025. This included cleaning out some of the crush material in that area and adding in additional coarser fill and then cleaning and resloping the slopes. No field notes and photos were provided.</i>	2025-AGI-G-2
	Similar to the 2023 and 2024 inspections, water was observed flowing along the south end of the airstrip and ponding at the toe of the embankment, predominantly at the northeast corner and the south-southwest end near the new airstrip lighting locations. Ponded water and areas of anticipated ice-rich ground were noted adjacent to, and in some locations intersecting, both site airstrips. The new apron constructed on the southeast side of the airstrip (new observation for the 2025 AGI) appears to be impeding surface water flow between the airstrip embankment and the apron pad, resulting in increased water accumulation in this area.	- 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. - These areas should also be considered in more detail as part of the site thermal monitoring plans.	Carried over from 2024 AGI 2024 & 2025-AGI-1
	A series of erosion channels were observed at the crest of the current aircraft parking pad. The erosion has impacted the radar tower foundation, and a significant portion of the concrete slab has become exposed.	A detailed geotechnical and structural assessment of the affected area should be conducted to evaluate the extent of erosion and its impact on the radar tower foundation. The eroded areas should be backfilled and compacted with suitable engineered material to restore support around the foundation. Surface regrading should be performed to divert runoff away from the crest. Site also should consider	2025-AGI-G-3

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		armouring the area with the riprap to prevent further degradation and maintain long-term stability.	
	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 since the 2022-2024 AGI notes.	Temporary access area / roadway to the airstrip to be expanded (thicker) if the site decided to keep that access as an additional / emergency access to the airstrip <i>It is understood from discussions with site staff that this access road will be used as a secondary access after the permanent access point is constructed. 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.</i>	General maintenance Carried over from 2024 AGI 2024 & 2025-AGI-2
	- Higher priority – Southern end of the airstrip (operated since November 2023). As it was outlined in the 2024 inspection, airstrip extends to the south intersects some more notable surface water flow pathways / ephemeral streams. The South end of the extended Goose Airstrip is an area that should be closely monitored and more permanent long-term water conveyance through portions of the airstrip is expected to be required. - Fish species in the streams were observed during the 2025 AGI at the southern end of the airstrip.	- Special attention should be given to the SSW end of the airstrip. Softer shoulder conditions continue to be noted during walk-around inspections of the airstrip perimeter. Additional and ongoing settlement is anticipated, particularly at the southern end. As outlined in the 2024 inspection report, the design of the Rascal Diversion Berm should be updated to reflect current site conditions, including the presence of fish species in the stream, the existing airstrip lighting system, and associated pads. It should be noted that the initial Rascal Diversion design focused solely on fish passage and did not consider the southern airstrip extension or the diversion of all water flows originating from the Rascal Lake catchment area. <i>This comment was acknowledged and it is understood from discussions with site personnel they are currently reviewing the Rascal Diversion designs with other consultants.</i> - In the event of above-average rainfall or freshet conditions, portions of the existing airstrip – in the absence of a permanent long-term water conveyance system – may experience significant erosion and potential overtopping of the airstrip surface, which may restrict use of the SSW end of the airstrip. Over time, this may also contribute to continued thermal degradation in the area. - Plans for additional water management and conveyance at the southern end of the airstrip should be finalized prior to freshet. Alternatively, consideration should be given to operating a shortened airstrip during the summer months to mitigate potential safety risks associated with voids or	Carried over from 2024 AGI 2024 & 2025-AGI-3

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		excessive settlement beneath the southern portion of the airstrip.	
		- The south end of the airstrip should be closely monitored during and around freshet, as well as during periods of significant rainfall. Airstrip operators should continue to be consulted to obtain their input and exercise their discretion regarding the suitability of the airstrip surface for various aircraft types. - Visual inspections and drone-based monitoring should continue. Given the critical and higher-risk nature of the Goose airstrip, drone imagery and ground-level photographs should be collected again in the summer of 2026 and compared with data gathered between 2022 and 2025. Collection of orthorectified drone imagery in summer 2026 is recommended for inclusion in the 2026 AGI and to support improved long-term monitoring, tracking, and assessment.	General maintenance/ monitoring
Goose Tank Farm and Fuel Offload Area (Fireball)	Construction of the Goose Tank Farm was completed by the time of the 2025 inspection. The Phase 1 HDPE liner was observed to be protected with geotextile; however, in most areas it had not yet been covered with a sufficient thickness of fill material, and sections of the liner and geotextile remained exposed. The Phase 2 and Phase 3 HDPE liners were found to be covered with fill material.	A survey of the base and the inner slopes of the tank farm should be done to verify the fill thickness. This will ensure that there is an 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 and 2024 AGI 2024 & 2025-AGI-1
		Continued routine inspections of containment areas are recommended to ensure liner integrity and adequate freeboard capacity.	General maintenance/ monitoring
	The HDPE liner was found to be not properly anchored along the southern and western berm crests of the Phase 1 tank farm containment. The liner on the inner slopes of Phase 1 berms appears to be under tension, which may increase the risk of damage or tearing, particularly as it has remained uncovered and being exposed to solar radiation for several years. This condition has been noted since 2023 AGI.	The anchoring of the HDPE liner along the southern and western berm crests should be reviewed and corrected to ensure the liner is properly secured. 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 2024 AGI 2024 & 2025-AGI-2
		The site should consider reworking those areas where the liner is under tension to relieve stress, which may include re-anchoring the liner, adjusting its placement, or providing additional slack where required.	2025-AGI-G-4
		Containment volume checks should be completed on the as-built arrangement of the existing tank farm.	Carried over from 2023 AGI 2024 & 2025-AGI-4

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		<i>B2Gold has indicated that this is planned to be completed once the tank farm construction is complete. Design for the Goose Tank Farm by others (appeared to be by Sacré Davey).</i>	
	- No pumps were observed within the Phase 1 tank farm containment area. Ponding water was noted at the western low point of the containment, near Tank #4. This condition was also identified in the 2024 AGI. - A sump location was observed within the Phase 3 containment facility. - The berm between Phase 1 and Phase 2 includes an emergency spillway located approximately 0.5 m below the berm crest. Inspection of the spillway identified liner gaps along both sides of the spillway, likely associated with welding activities. Note that unlined areas observed below the spillway crest elevation.	- Develop and implement operating procedures outlining the management and removal of ponded water within the containment areas. The procedures should ensure that adequate containment capacity is maintained at all times in accordance with design requirements. Installation of a permanent or temporary pumping system in Phase 1 should be considered to facilitate water management. - The HDPE liner at the spillway between Phase 1 and Phase 2 should be surveyed and inspected, including all seams and welds. Any liner gaps or unlined areas should be repaired. Following confirmation of as-built conditions, the containment volume should be reassessed and updated as necessary to reflect the actual constructed configuration.	Carried over from 2024 AGI 2024 & 2025-AGI-5
	Several wooden stair bridges were installed along the tank farm berms to provide personnel access to the containment areas. All wooden bridges within Phase 1 containment were installed directly on the exposed liner. The wooden supports bearing directly on the exposed liner may, over time, result in puncturing or tearing of the liner.	The wooden bridges should be monitored and consideration of appropriate and more long term protection between the supports and the liner should be considered. A suitable protective layer (e.g., additional geotextile, protective boards, or a granular protection layer of adequate thickness) could be placed beneath all supports to prevent direct contact with the liner. Any areas where the liner may have been damaged should be inspected and repaired in accordance with project specifications. Ongoing inspections should be conducted to ensure that the access structures do not compromise liner integrity.	2025-AGI-G-5
	All five tank pedestals were inspected. A series of shallow erosion gullies was observed along the pedestal crests; however, the overall condition of the pedestals is considered satisfactory.	- The identified erosion gullies should be repaired by regrading and backfilling with suitable compacted material to restore the original crest geometry and prevent further deterioration. - For the long-term pedestals stability buttressing should also be considered - Routine inspections and ongoing maintenance should continue to monitor for additional erosion and ensure the long-term stability and integrity of the tank pedestals.	2025-AGI-G-6
	During a walkover inspection of the containment area, a damaged HDPE liner was observed at the toe of the northern berm of Phase 2 containment area.	The damaged liner should be exposed and inspected to assess the full extent of the tear. Repairs should be completed in accordance with project specifications and applicable liner repair procedures. Following repair, the area should be re-protected with the engineering fill material for protection	2025-AGI-G-7

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	- During the 2025 inspection, the Fuel Offload Area (Fireball) was under construction. The concrete pad and sump were inspected. - Minor cracks were observed at the pad curbs, and several voids were noted between concrete sections. In some locations, expansion joint filler was missing at the slab joints. - No liner was observed between the tank farm containment area and the Fireball during the inspection. As the facility was still under construction at the time, a final inspection will be conducted as part of the 2026 AGI.	- The concrete joints should be reviewed to confirm proper finishing and protections installed in accordance with the design specifications. - Minor curb cracks should be assessed and sealed as required to prevent moisture ingress and long-term degradation (such as from freeze-thaw).	- General maintenance/monitoring 2025-AGI-G-8
	The PVC pipe at the sump location was observed to extend above the concrete pad elevation.	The final pipe elevation should be verified to ensure it is consistent with the design intent and allows for adequate drainage capacity.	2025-AGI-G-9
Explosives Access Road and Emulsion Plant Pad	- The access road thickness appears thinnest along the northern side of the Umwelt overburden stockpile. A similar observation was noted in the 2024 AGI. - Ponding water and soil accumulation were observed in areas where the access road runs along the overburden stockpile. - A series of smaller depressions ranging from 0.3 to 0.5 m deep were observed in some sections of the access road primarily associated with the areas where the road fill thickness is less than 0.5 m.	- Consider expanding and increasing the thickness of the access road leading to the emulsion plant pad. This recommendation applies only if longer-term monitoring indicates that the active layer is deepening or becoming unstable. - The site team has indicated that the current access road is temporary and has plans to upgrade it in 2025. - 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.	2025-AGI-G-10
	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. This was also noted in the 2024 inspection.	Consider installing culverts or constructing French drains (coarser and cleaner rockfill) at the points where the road intersects seasonal (ephemeral) creek flow	- Carried over from 2024 AGI 2024 & 2025-AGI-6
	The slopes of the road fill are oversteepened, which can lead to the fill material cracking close to the road edges	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 2024 AGI 2024 & 2025-AGI-7
	A crack approximately 6 cm wide and a sloughing failure were observed at the SE corner of the pad. The crack extends toward the SE corner of the building's concrete slab. Differential settlement of the pad is anticipated to continue. The observed distress may be associated with thawing of the overburden material used during pad construction. Fans of eroded silt and fine-grained material were observed at the toe of the pad in the area of the sloughing failure	- Consider placing additional armouring material and compacting it in the sloughing area to restore slope stability. - Monitor the crack width and settlement progression at the SE corner on a regular basis (e.g., seasonal inspections), particularly during thaw periods. Survey the pad elevation periodically to quantify differential settlement and assess whether movement is ongoing. Improve surface drainage around the affected area to prevent water infiltration, which may further accelerate thawing and erosion.	2025-AGI-G-11

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		If monitoring indicates continued movement or increasing crack width, a geotechnical assessment should be completed to evaluate the need for remedial measures (e.g., pad reconstruction, insulation layer installation, or thermosyphon support, if applicable). <i>Site Civil/Earthwork crew performed all required earwork at the SE corner of the pad, the slopes of the pad were regraded, and a safety berm was built. Photos of the completed work provided by B2Gold can be found in Appendix D</i>	
	Some sections of the road were constructed of overburden or high overburden-rich bulk material. This also has been outlined in the 2024 inspection	Overburden rich material could benefit from be encapsulated by placing a thin layer (at least one lift) of compacted Run-of-Quarry (ROQ) rock fill over this material. This will help with ongoing erosion control and for improved thermal protection.	- Carried over from 2024 AGI 2024 & 2025-AGI-8
Ore Stockpile Pond (OSP)	Little change from the previous year, the perimeter berms were made higher due to the construction of the tailings pipeline road at the SSW side of the pond.	Completed inspection before freshet 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 and 2024 AGI 2024 & 2025-AGI-9
	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 outside exposed edges of the HDPE liner so that it is not damaged and so it is anchored and not lifted 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. A proper liner tie in should be also performed.	- Carried over from 2023 and 2024 AGI 2024 & 2025-AGI-10
	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.	- Carried over from 2024 2024 & 2025-AGI-11
	Some ponding and slow flowing (trickle) water was observed at several locations along the northern toe of the all-weather road at the Goose Neck.	- Investigate the source and drainage pathways during peak flow conditions on the downstream areas of the road (potential seep sample) - Continue monitoring seepage areas for signs of embankment softening or erosion. - Collect seep sample at these locations to determine they originate from the upstream camp pad, ore stockpile or other locations.	2025-AGI-G-12

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Processing Plant Area	- The mill and most facilities at the Processing Plant site were completed at the time of inspection; however, several components remain under construction (e.g., the secondary crusher MSE wall, the dome, the arctic corridor, and other minor structures). Construction materials and equipment were present throughout the site and are expected to be removed upon completion of construction. - Overall, the Processing Plant site was observed to be in good condition, with no areas of concern identified during the 2025 Annual Geotechnical Inspection (AGI). The site will be revisited during the 2026 AGI.	Overall Processing Plant site appears in satisfactory condition, and nothing more than routine maintenance was noted. <i>Site staff noted that they are currently revisiting flow pathways between buildings and completing some additional grading and maintenance to further improve this area.</i>	General maintenance/monitoring
Main Crusher MSE Wall	- Construction of the MSE wall and associated access road was completed in spring 2025. - The inspected MSE wall exhibited minor gaps within some of the wire baskets. In several areas, cobbles were protruding from the wall face, and localized minor convex deformation was observed.	- Develop and implement a monitoring plan for the MSE wall, including periodic visual inspections and survey monitoring to detect potential deformation, wall deflection or movement over time. - Complete routine inspections and consult the design engineers for input and monitoring considerations and triggers.	2025-AGI-G-13
Dome MSE Wall	The construction of the Dome MSE wall was in progress during the 2025 inspection; therefore, only limited sections of the wall were available for review. The facility will be inspected during the 2026 annual geotechnical inspection.	- A final inspection would be suggested to be completed by design engineer once construction of the MSE wall and Dome is finalized to confirm that the works were completed in accordance with the design intent and specifications. - A displacement monitoring program should be implemented for the MSE wall to confirm that wall movements remain within acceptable limits during operation. - The condition of the MSE wall components, including baskets and metal tie elements, should be periodically inspected to ensure proper separation, alignment, and overall structural integrity.	2025-AGI-G-14
Camp Pad and Camp Pad Extension	- Overall, the main camp pad area and slopes are in good condition. Some 'pockets' of overburden material were observed in the camp pad extension pad, but most of these overburden areas appear to be encapsulated with the rock material (ROQ/ROM). - The slopes of the camp pad extension were observed to be over-steepened. As noted in the 2024 AGI, the camp pad extension was constructed using overburden material (silty sand and sandy silt placed 3 to 3.5 m in height), which is susceptible to significant settlement and cracking. - The overburden material is encapsulated with more than 2 m of ROQ/ROM material.	- 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 - Given that the camp pad extension exceeds 2 m in height, the side slopes should be regraded to a maximum slope of 2H:1V to improve long-term stability. - Implement a monitoring program for foundations and buildings within this area to assess potential differential settlement, as overburden material is prone to settlement, particularly if	- General maintenance/monitoring 2025-AGI-G-15

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		sufficient thermal protection has not been provided to limit thaw settlement. Surface drainage should also be maintained to prevent water infiltration, which could further contribute to thaw-related settlement and slope instability.	
All-Weather Road (General)	The main all-weather road (section from Primary Pond to Airstrip) has been thickened in 2025. The thickness of the road is observed to be typically around 1 to 1.5 m. The side slopes of the road embankment are typically at 1.5H:1V.	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 areas where slopes are steeper than 1.5H:1V.	General maintenance/monitoring
		- The ponding water locations should be monitored as they are more likely to result in surface / tundra degradation; 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.	General maintenance/monitoring
Goose Neck Crossing	The Goose Neck Crossing Road is generally in good condition. The road widening from 15 m to 30 m, completed in Q1 2025, required the installation of additional culverts. Replacement of five single 600 mm culverts, which were originally installed without engineering oversight, was initiated in Q1 2025; however, the work had not been completed at the time of inspection.	- The newly installed culverts should be monitored during the 2026 freshet to confirm proper hydraulic performance. Attention should be given to ensure that all inlets and outlets remain free of debris, erosion, and blockages. - A post-freshet inspection should be conducted to assess culvert performance, embankment stability, and any signs of scour or settlement.	General maintenance/monitoring
	At the time of inspection, single 1200 mm culvert and one twinned 600 mm culvert had been installed. A second 600mm culvert was later installed. Installation of the remaining twinned 900 mm culvert is anticipated to be completed in Q2 2026.	Two remaining 900 mm culverts still to be installed <i>SRK understands that the remaining 900mmm twinned culverts have now been procured and are planned to be installed in the 2026 low flow season.</i>	2025-AGI-G-16
Echo Crossing	Echo Crossing access road and installed culvert were inspected during the 2025 AGI. Based on the visual inspection, no fill material was observed around the installed culverts. No improvements were observed since the 2024 AGI.	The fill cover thickness over the culvert pipes should be checked to ensure that the fill thickness is sufficient for the largest equipment using on that road. This would be done to avoid damage or compression of the underlying culverts and to ensure that the culvert design cross-sections are maintained. <i>B2Gold has indicated that during the construction of the Echo CWP dam, the area will be improved.</i>	Carried over from 2024 AGI 2024&2023-AGI-12

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	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. 0.5 m from the toe of the road embankment. No fine material around the culvert was observed. This condition was also identified in the 2024 AGI.	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). <i>B2Gold has indicated that during the construction of the Echo CWP dam the damaged culverts will be replaced.</i>	Carried over from 2024 AGI 2024 & 2025-AGI-13
Gander Crossing	Gander Crossing culverts were inspected during the 2025 AGI. Culvers were found to be in good condition. Minor improvements are suggested.	The condition of the metal components should be routinely monitored. If additional deterioration is observed, corrective measures should be implemented, such as increasing the cover (fill material) above the culverts to provide added protection.	General maintenance/ monitoring
	Surface flow was observed entering the center of the large arches. This condition was also identified in the 2024 AGI.	Consider constructing a small berm between the twin culverts to properly channel surface flow into the culvert inlets. The berm should be properly compacted and graded to prevent bypass flow and minimize erosion.	Carried over from 2024 AGI 2024 & 2025-AGI-14
General comments for all culverts installed on site		- B2Gold should have as-built survey for all of the culverts on site. Continuous monitoring of all culverts should also be conducted 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. Or consider implementation of the erosion control or further maintenance (coco matting or similar) may be required in the spring to prevent erosion from the exposed overburden.	General maintenance/ monitoring
Llama Crusher Pad and Haul Truck Laydown Area	Overall, both pads are in a good condition	No concerns observed	General maintenance/ monitoring
Primary Pond	<i>At the time of the 2025 AGI inspection the Primary Pond construction was not complete. As the Primary Pond is now done construction it will be removed from the 2026 AGI report and will be the subject of its own report (done as a formal Dam Safety Inspection as per its dam safety classification and as typical as per Mining Association of Canada and Canadian am Association approaches.</i>	Site should conduct routine visual inspections to identify signs of distress, erosion, or seepage; survey settlement monitoring points regularly to confirm dam performance; collect and review instrumentation data (inclinometers, deep monitoring stations) in accordance with the monitoring plan; and perform regular ground temperature monitoring and review results against established trigger thresholds.	General maintenance/ monitoring

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	Construction of the Primary Pond Dam was substantially completed in May 2025. The remaining instrumentation, including inclinometers and deep monitoring stations, was installed in September 2025, after the site inspection was conducted. At the time of inspection, the eastern wing of the dam was still under construction; it was subsequently completed in October 2025.		
	- The post-construction inspection of the facility revealed several concerns most of which were addressed by B2Gold immediately: - Unapproved water spigot discharge locations were identified near the upstream toe of the dam. This condition may accelerate permafrost degradation, particularly thawing of ice lenses identified during key trench construction.	Waste spigot / discharge points near the upstream toe of the dam must be relocated, and appropriate surface water management measures (e.g., controlled drainage pathways or collection systems) to prevent uncontrolled flow and infiltration should be implemented. Site also should conduct an assessment of potential permafrost degradation in the affected area, with particular attention to previously identified ice lenses. Increase monitoring of ground temperature and seepage conditions at the upstream toe to detect early signs of thaw settlement or loss of ground stability. <i>While SRK were on site, B2Gold was notified about the potential risk that could cause the end of pipe discharge at the current spots, and the site immediately stopped discharging from the pipeline at the upstream of the Primary Pond dam. The disturbed tundra and depression developed due to water erosion was backfilled with low-permeability material. A new discharge point was picked to minimize thermal impacts to permafrost and ice-rich zones. B2Gold confirmed that moving forward, they will use only designated spots or will confirm the location with EOR prior to discharging activities. Photos of the completed work provided by B2Gold can be found in Appendix D</i>	2025-AGI-G-17
	- Multiple sinkholes, voids and depressions of varying sizes were observed along the upstream slope. It should be noted that any of the installed settlement monitoring points did not indicate any displacement trends. Areas of concern were marked, surveyed, and will become additional monitoring points. - The upstream thermal protection barrier, affected by extensive thawing of the overburden material, exhibited several sinkholes and significant depressions.	Continue regular monitoring of identified sinkholes and depressions along the upstream slope and thermal protection barrier. Areas exhibiting progression should be surveyed and outlined in the inspection report; EoR should be notified immediately. A geotechnical assessment should be conducted to evaluate the extent of thaw-related settlement. <i>B2Gold immediately addressed the issues, and all the voids and depressions were backfilled with the proper engineering fill. The thermal protection barrier was leveled to the designed elevation.</i>	

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	– An unpermitted culvert installed at the downstream toe may pose an additional risk to the dam foundation due to potential thawing and thermal erosion. – Pipes installed along the upstream crest are obstructing access to instrumentation at the eastern end of the dam. – Causeway surfacing material was placed on the ROQ, resulting in the formation of a number of sinkholes and 5-7 m of the relaxation zone at the front side of the causeway, where the seacan with the pumping system is installed. These voids may compromise the foundation of the seacan and lead to differential settlement of the facility. – Rocks were observed obstructing access to the spillway. – Insufficient cladding thickness was noted at the crest and along the slopes of the spillway.	■ Remove or properly decommission the unpermitted downstream culverts. If drainage is required at this location, install a designed and approved structure that mitigates thermal and erosion risks to the dam foundation. ■ Relocate or modify crest piping to restore safe and unobstructed access to all dam instrumentation. Ensure that instrumentation remains accessible for inspection, maintenance, and emergency response. ■ Using appropriate engineering fill, repair affected areas of the causeway crest. Regrade, backfill, and compact sinkholes and sloughed sections with suitable engineered fill to restore stability and prevent differential settlement beneath the seacan. Consider conducting a stability review of the pumping platform foundation. ■ Remove rocks and debris obstructing spillway access to ensure safe operation and maintenance. ■ Increase the cladding thickness at the spillway crest and slopes to meet design specifications and improve erosion protection and long-term durability. ■ Conduct a follow-up inspection after remedial works are completed to confirm stability, drainage performance, and thermal protection effectiveness.	
	■ Most of the sections with the exposed Tundra at the downstream toe observed during the 2024 AGI were covered with rock material. The section of the exposed Tundra at the downstream toe was found at the northern edge of the Civil Laydon area at the eastern end.	■ 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.	2025-AGI-G-18
	■ Large rocks were observed sporadically placed at the eastern end of the spillway, which may obstruct flow conveyance.	■ Consider removing the rocks to maintain a clear flow path and ensure unobstructed spillway performance.	2025-AGI-G-19
Primary Pond Reclaim Pipeline Embankment	■ The reclaim pipeline embankment is found to be overall in a satisfactory condition. Some soft edges were observed.	■ Location of the pipes (active/inactive) should be outlined in the Primary Pond inspection form ■ Site should monitor the soft edges and address the stability concerns if needed.	General maintenance/monitoring

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Tote Storage Facility	- Construction of the containment facility was finished in August 2025 prior to the site inspection. The design and record drawings were performed by SRK. - Tote storage facility appears in good condition	- No concerns observed - Place the totes inside the facility at a sufficient distance from the inner berm toe to allow access for snow removal and routine maintenance.	General maintenance/monitoring
Concrete Storage Pad	- Construction of the pad was completed in spring 2025. No major concerns were observed. - The totes found to be placed at the edge of the pad	- The pad is in satisfactory condition. The pad area should continue to be periodically inspected to ensure proper housekeeping and safe storage practices are maintained. - Totes should be stored away from the pad edge to maintain adequate clearance for safe access, snow removal, and routine maintenance activities.	General maintenance/monitoring
Technical Services and Maintenance Pad and Adjusted Laydown Area	- No changes from the 2024 AGI. - The northern face of the laydown area appears to be oversteepened. Several oversized rocks were observed on the slope, which may pose a risk of falling and potentially obstructing the section of the all-weather road located at the toe of the laydown area.	- The northern slope of the laydown area should be periodically monitored for signs of instability or rock displacement. - Oversized rocks located on the slope should be removed or stabilized to reduce the risk of rockfall and potential blockage of the adjacent all-weather road	General maintenance/monitoring
Echo Tailings Facility	The in-pit tailings facility was found to be in a generally good conditions at the time of the inspection. A reclaim barge had not yet been constructed. <i>Update: The reclaim barge was established on site around November 2025</i> <i>Similar to the completed Primary Pond dam the Echo Tailings Facility will be reported on separately in 2026 (not in the 2026 AGI as its own geotechnical inspection by the EoR or representative of the EOR for the in-pit tailings facility). Note that a standalone Operation Maintenance and Surveillance (OMS) document now exists for the Echo TF.</i>	- The in-pit tailings facility should be frequently inspected by site personnel during regular operations, with findings documented in formal inspection reports. Daily inspections should include visual assessment of overall facility conditions, confirmation of water levels and tailings discharge at the Echo TF, identification of pipeline leaks or breakages, detection of potential pump or reclaim barge issues, and verification of the condition of tailings spigot points. - Comprehensive visual inspections should be conducted weekly to identify potential or developing issues. Weekly inspections should include review of pit walls and slopes, pit ramps, pipelines, pond level, and seepage. Identified deficiencies should be addressed as soon as practicable. - The closure plan should be advanced over the next couple years outlining the methodology for placement of waste rock from the Main Pit WRSA over the in-pit tailings facility, including sequencing, stability considerations, drainage management, and monitoring requirements. Note that at this time the tailings and water levels are not close (well below) the pit rim (top) elevation (well contained within the pit).	General maintenance/monitoring General maintenance/monitoring 2025-AGI-G-20
	A similar comment was noted during the 2024 inspection of the Echo Pit: the SSW wall slope was found to be approx. 2.5H:1V, with overburden wall heights ranging from about 8 m	The Echo TF EOR has been engaged to take a closer look at if there are ways for additional thermal cladding or tailings deposition plans to be modified to allow for additional thermal	2025-AGI-G-21

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	to 15 m. Portions of the slope had been covered with run-of-quarry rock cladding, varying in thickness from approximately 0.5 m to 1.0 m; however, no cladding was present at the pit crest. The cladding is intended to mitigate thermal erosion and degradation of the overburden material, thereby reducing the potential for gully formation. Now that the pit has been converted into a tailings facility, the stability and adequacy of the overburden bench cladding need to be looked at in closer detail.	cover over overburden portions of the slopes. This would be done to help enhance long-term slope stability, mitigate thermal degradation.	
Echo Tailings Pipeline Road / Embankment	The tailings pipeline embankment was inspected on foot, as vehicle access was not possible. The designated maintenance access route is obstructed by the pipeline, which may complicate required daily inspections, snow cleaning, and maintenance activities	The tailings pipeline embankment was inspected on foot, as vehicle access was not possible. The designated maintenance access route is obstructed by the pipeline, which may complicate future inspection and maintenance activities. <i>Site has indicated that plans are in place to do maintenance on the pipeline road / embankment to help fix grades in spring to summer 2026.</i>	2025-AGI-G-22
	The embankment surface is uneven and contains several significant depressions, up to approximately 0.6 m deep, which may increase the risk of pipeline stress or damage.	The embankment surface is uneven and contains several significant depressions, up to approximately 0.6 m deep, which may increase the risk of pipeline stress or damage	2025-AGI-G-23
	The overall embankment grade is inconsistent and does not appear to meet the design criteria. In some sections, the pipeline alignment and grading may not allow tailings to flow by gravity to the tailings facility as intended in the design.	In some sections, the pipeline alignment and grading may require maintenance and additional material or blocks(dunnage) to better allow tailings to flow by gravity to the tailings facility (in the event of a pipeline shutdown).	2025-AGI-G-24
Former Echo Treatment Ponds	- No improvements have been made since the 2024 inspection. Visual inspection indicates that no treatment system has been installed, and the lined ponds are not functioning as a treatment facility. Instead, the area is being used as lined storage for contaminated soils and water. - The liner is damaged, with multiple tie-in rips observed at the top of the berms. The far north cell has a liner cut extending from the top of the berm to the bottom of the facility. This damaged cell contains bulk material, and totes filled with soils and rocks.	- The facility should be decommissioned, and all contaminated soils and water should be relocated to a designated, compliant containment facility. - Soil and water sampling should be conducted in and around the former facility to confirm that contamination has not spread beyond the liner. - Following removal, the area should be rehabilitated according to site closure and environmental management requirements, including liner replacement or soil remediation as needed.	2025-AGI-G-25
Echo Diversion Berm	No changes from the 2024 inspection. Echo diversion berm is found to be primarily constructed from a bulk fill rich in overburden. 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,	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	Carried over from 2024 AGI 2024&2025-AGI-15

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	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) 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.	slopes are shallower than initially designed to prevent ponding and ensure that the design berm crest is maintained	
Echo Haul Road and Former Mining Equipment Laydown	- No significant changes were observed compared to the 2024 AGI. - Ponding water continued to be observed on both sides of the road embankment. Elongated cracks were noted along the crest of the embankment in areas where water had accumulated. - The laydown area appears to obstruct natural drainage pathways at the northeast corner, resulting in water accumulation at the toe of the pad and beneath the fill material.	- The affected areas of the road embankment should continue to be regularly monitored for signs of cracking, settlement, or soft ground conditions. - Access and equipment operation should be restricted near the softened edges of the embankment to reduce the risk of localized instability.	General maintenance/monitoring
Echo WRSA	Construction of the Echo WRSA was completed in May 2025. <i>The EOR for the Pits and WRSA (or the site technical services and mining group) have a separate inspection report that covers the Pits and WRSA (these mining elements are outside the scope of this AGI report).</i>	- General comments that were passed on included: - Consider ponded water at toes. - Ensure encapsulate landfill material within the central portion of the WRSA using appropriate waste rock buttressing. Remove any material placed outside the approved WRSA footprint to maintain the intended dump geometry and reduce the risk of global instability.	-
Former Echo Crusher Pad	- No significant changes were observed compared to the 2024 Annual Geotechnical Inspection (AGI). - The pad appears to be generally well maintained; however, the NEE side of the pad was observed to be locally oversteepened.	- The slopes along the NEE side of the pad should be periodically monitored for signs of instability or erosion. - Equipment operation should be restricted near the edge of the pad to reduce the risk of localized slope failure or edge sloughing. If signs of instability develop, the affected slopes should be regraded to a more stable configuration. <i>B2Gold has indicated that during the construction of the Echo Tailings Dike dam, this area will be revisited and improved.</i>	General maintenance/monitoring
Echo Overburden Stockpile	The overburden stockpile is generally in satisfactory condition. Minor erosion features, including small rills and gullies, were observed on the overburden pile.	- The slopes of the overburden stockpile should continue to be monitored and may require localized regrading to maintain overall slope stability. - Consider implementing progressive reclamation of the Echo WRSA using suitable overburden material from the stockpile.	General maintenance/monitoring

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
Goose Quarry	- No active mining was observed in the quarry during the inspection. The quarry floor appeared to be partially backfilled with bulk material, potentially as part of future closure activities. - No evidence of large-scale global slope instability was observed in the areas of the quarry slopes that were visible during the inspection. - Ponding water and landfill were observed at the base of the quarry.	- Similar to the comment outlined in the 2024 inspection report, a water management plan should be developed to address ponding water on the quarry floor and to control runoff and potential infiltration. - A quarry closure plan should be prepared outlining the long-term strategy for backfilling, drainage management, and final landform configuration. - Periodic visual inspections of the quarry slopes should be carried out to monitor any signs of localized instability or erosion.	General maintenance/ monitoring
Umwelt Pit	The Umwelt Pit was under active development at the time of the AGI inspection: <i>The EOR for the Pits and WRSA (or the site technical services and mining group) have a separate inspection report that covers the Pits and WRSA (these mining elements are outside the scope of this AGI report).</i>	-	-
Umwelt WRSA	The facility appeared to be in reasonable condition at the time of inspection. Localized ponding water was observed at the SSW and NW toes of the facility. The facility was actively being developed at the time of the AGI site visit. <i>The EOR for the Pits and WRSA (or the site technical services and mining group) have a separate inspection report that covers the Pits and WRSA (these mining elements are outside the scope of this AGI report).</i>	-	-
Umwelt Overburden Stockpile	During the 2025 AGI, a number of sinkholes, surface undulations and depressions, sediment erosion fans at the toe, tension cracks at the crest, minor sloughing along the slopes, and ponding water at the toe of the facility. These conditions indicate ongoing surface instability and erosion processes.	- Consider implementing a sediment management and monitoring program in coordination with the Environmental Team. - Evaluate and construct downstream sediment control measures (e.g., diversion berms or containment structures) to limit migration of fine materials and total suspended solids (TSS) toward the receiving waterbody (Goose Neck). - Regrade affected areas as necessary to improve surface drainage and reduce ponding and erosion potential.	2025-AGI-G-26
Exploration Camp	No changes from the 2024 inspection.	- Continue visual monitoring and implement permanent remediation if deterioration becomes significant. - A detailed closure plan should be developed for the exploration camp area, addressing long-term stability, erosion control, and water management in the disturbed area. The plan should	General maintenance/ monitoring

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		include timelines, remediation methods, and monitoring requirements to ensure sustainable site rehabilitation.	
	■ The temporary fuel and tote storage lined area was repaired. Inspection indicated that the containment area is lined with an HDPE liner, anchored at the top of the perimeter berm. No design or construction documentation, photos, or as-built survey data were available for review during the inspection.	■ Verify the containment volume using available construction notes and any liner survey data.	2025-AGI-G-27

6.2 MLA Site

Similar to the 2022 to 2024 AGI, the primary 2025 observation was that the MLA area remained functional but was also still in a transitional or developing phase. With the tank farm further expanded the main developments were more around the Camp Extension and more minor modifications or expansions to other pads and roads. 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 2025 AGI recommendations for the MLA area is presented in Table 4.

Table 4: Summary of 2025 AGI Observations and Recommendations (MLA Property)

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
MLA Quarry Tank Farm	Construction of the MLA Tank Farm was completed in Spring 2025, SRK performed the final QA inspection and AGI in September 2026, after the construction was completed. Exposed geotextile was observed in the containment area. This also has been observed during the 2022, 2023, and 2024 AGIs.	- As-built checks were performed to confirm the overliner thicknesses. Based on the visual inspection and as-built checks it was observed that the thickness of the overliner material in most of the areas at the base of the facility is sufficient for equipment to travel over the liner. NW and SW inner toes and N and W slopes of the containment area haven't been backfilled to the designed thickness. - In many areas the nonwoven geotextile that covered the HDPE liner was still exposed on the slopes. The NE side of the Phase 2 containment facility has an exposed HDPE liner, not covered with geotextile and not covered with the fill material. The liner should be protected with the fill material.	- Carried over from 2024 AGI 2024 & 2025-AGI-M-1
	An access road for fuel trucks runs along the western berm of the containment facility. The closest approach of the road to the crest of the lined berm occurs at the southwest corner. It was observed that the thickness of the overliner fill material in this area may be insufficient for frequent heavy traffic. Although the berm has been widened, there remains a risk that a truck tire could travel directly above the buried liner.	The edge of the buried liner should be clearly identified based on as-built survey information and marked in the field. Delineators or physical barriers should be installed to prevent vehicle encroachment over areas with limited liner cover. In addition, the overliner fill thickness along the designated travel path should be reviewed and, if necessary, increased to provide adequate protection for ongoing fuel truck traffic.	2025-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, 2023, and 2024 Inspection reports.	It is suggested that in the summer of 2026, when all water is removed from the tank farm base, that a visual inspection be done around the design sump areas 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.	- Carried over from 2024 AGI 2024 & 2025-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 when ambient air temperatures are consistently above -5°C this area should be closely monitored and frequent pumping should be required as part of ongoing operations and maintenance activities in spring to fall months.	General maintenance / monitoring
	No settlement monitoring system was implemented to monitor settlement of the tank pedestals by the time of the 2025 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 pedestals. 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	- Carried over from 2024 AGI 2024 & 2025-AGI-M-3

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		programs and could be used for early warning and to help plan future maintenance (if / as required).	
	Damaged HDPE liner was observed at the toe of the Phase 3 eastern berm.	A damaged HDPE liner should be exposed and patched. The repaired HDPE liner should be surveyed and backfilled for protection.	2025-AGI-M-2
	Folded HDPE liner was observed at the toe of the western berm in the area where the fuel offload pad (Fireball) ties in. The folds may have resulted from pushing fill material downslope from the crest during placement.	A detailed liner inspection should be conducted to assess the extent of folding and confirm overall liner integrity. The affected area should be carefully exposed, and the liner evaluated for stress, stretching, or damage. If the liner integrity has been compromised, the impacted section should be repaired. Following repair, the liner should be properly re-laid, anchored as required, surveyed if applicable, and backfilled with fill material using placement methods that prevent further displacement or damage.	2025-AGI-M-3
	There was evidence that caribou are entering the tank farm area; therefore, there is a risk of animals slipping on the slopes and potentially disturbing the containment materials.	During periods of caribou presence, the containment area should be regularly inspected. If sloughing of fill material due to wildlife activity is observed, any exposed HDPE liner should be promptly covered with suitable protective material to prevent damage	General maintenance / monitoring
Fireball Pad	During the visual inspection, it was observed that the fireball pad is graded toward the western edge, away from the tank farm containment area. No berm has been constructed along the western side of the fireball pad, resulting in a lack of containment capacity for the fireball area.	An updated as-built survey should be completed to confirm the current pad grades. Based on the survey results, the fireball pad should be regraded as necessary and appropriate berms constructed to provide the required containment volume.	2025-AGI-M-4
Batch Plant	The batch plant deck does not have adequate structural support at the truck loading area and is not anchored. A sandstone joint (fault) is present in the foundation rock at the base of the deck.	The deck should be properly anchored to the foundation. In addition, construction of a buttress or other appropriate stabilization measures should be evaluated to mitigate the risk of failure associated with the sandstone joint at the base of the deck.	2025-AGI-M-5
Former Temporary Fuel Storage Depot Area	A landfill dump has been established at the location previously occupied by multiple Enviro Tanks (fuel storage tanks). Evidence of permafrost degradation and ponded water was observed in the area, which may increase the risk of soil contamination from the deposited waste.	The area should be assessed to confirm ground conditions and evaluate the extent of permafrost degradation. Measures should be implemented to improve drainage and prevent further ponding. Consideration should also be given to relocating the landfill to a properly prepared and thermally stable area, or implementing ground protection measures to minimize the risk of contamination.	2025-AGI-M-6

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
	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, 2023 and 2024 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).	General maintenance / monitoring
Shoreline Pad	The North side of the Shoreline Pad was visually inspected during the 2025 AGI. The inspected 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 2026 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.	General maintenance / monitoring
	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.	General maintenance / monitoring
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). This was also observed during the 2024 Inspections.	The pad should be surveyed and the thickness reviewed and compared against the long thermal closure commitments for these pads.	- Carried over from 2024 AGI 2024 & 2025-AGI-M-4
	Stored materials were placed less than 1 m from the pad crest in some areas. This was also observed during the 2024 Inspections.	It is recommended to maintain a storage-free zone at the crest of the pad, with a minimum width of 1 m.	- Carried over from 2024 AGI 2024 & 2025-AGI-M-5
	Several pipelines were observed to be placed directly on the tundra, and that in the long term can increase the risk of permafrost degradation due to heat transfer, potentially leading to differential settlement and subsequent damage to the pipelines.	Consider relocating the pipelines onto prepared pads or supporting them on elevated pipe racks to eliminate direct contact with the tundra. Elevating the pipelines to allow air circulation beneath them would help reduce heat transfer to the ground surface and minimize the potential for permafrost degradation and differential settlement.	2025-AGI-M-7
	Exposed and damaged HDPE liner was observed at the temporary fuel and lubricants storage facility northwest of the maintenance shop area. The liner panels were not welded together and were not properly anchored. In addition, no berms had been constructed around the facility, resulting in a lack of secondary containment.	The temporary storage facility should be upgraded to provide proper secondary containment, including installation of welded HDPE liner panels that are adequately anchored, construction of perimeter berms to achieve the required containment capacity, and repair or replacement of all damaged liner sections to ensure system integrity.	2025-AGI-M-8
Cam Pad	Pad maintenance was performed and the thickness of the pad was increased since the 2024 AGI inspection, and many depressions were backfilled, however the pad thickness is still quite thin (in some areas 1 m or less).	Ongoing maintenance is expected to be required for the camp pad. Care should be given for loads or equipment not to be storage to close to the edges of the pad (specifically where	General maintenance / monitoring

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		any tension cracking has been observed or where the thickness of the pad is less than 1.5m).	
	The northern slope of the camp pad extension was observed to be over-steepened. Seepage was noted along the toe of the slope, which may increase the risk of localized instability or sloughing of the fill material. This risk is compounded by the natural ground gradient (approximately 5% to 8.5%) and the placement of fill directly over exposed tundra.	It is recommended that the side slopes of the camp pad extension be regraded to 2.5H:1V to improve the overall stability and to reduce the potential for erosion and sloughing. In addition, drainage conditions along the toe should be reviewed and managed to limit seepage-related instability.	2025-AGI-M-9
	The concrete slab at the northwest corner was constructed too close to the pad crest. As a result of slope erosion and over-steepening, the northwest corner of the slab appears partially unsupported, giving the impression that it is “floating” above the underlying fill.	It is recommended that the northwest corner of the pad be regraded to provide adequate support and a stable side slope. Additional engineered fill should be placed and properly compacted, as required, to restore slope stability and ensure full bearing support beneath the slab. Consideration should also be given to maintaining a minimum 2 m setback from the pad crest for future structural foundations to reduce the risk of edge instability and erosion-related support loss.	2025-AGI-M-10
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. This was also observed during the 2024 Inspections.	The road embankment especially at the edges, as well as the fuel transfer conduit integrity should be inspected each year before use for fuel offloading. <i>Site noted that when the pipeline is being used / active that daily inspections of the liner are being completed.</i>	General maintenance / monitoring
Roadways	No change to prior (2022, 2023, and 2024) 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. - Similar to the recommendations given for roads built at Goose property, compilation and update of as-built pick-up of the roads and infrastructure at the MLA should be done.	- General maintenance / monitoring - General maintenance / 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

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		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 help determine 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 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
	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. This was also observed during the 2024 Inspections	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.	- Carried over from 2024 AGI 2024 & 2025-AGI-M-6
	Similar to the 2023 and 2024 inspection observations, ponding water was observed at the airstrip toe. This ponding is most prevalent near the south and southwestern portions (specifically near the edges) of the airstrip. A series of tension cracks along the southwestern crest was observed during the inspection.	Watch these areas (specifically as temperatures annually warm-up at site from winter to spring and to summer conditions). 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 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 reduce overall short and long-term maintenance activities.	- Carried over from 2024 AGI 2024 & 2025-AGI-7
	As noted in previous inspections, the cracking observed along the slopes of the airstrip is expected to be due to thaw settlement.	Limit any disturbance to the permafrost on either side of the airstrip and take steps to reduce the water flowing or ponding along the airstrip will likely reduce the required maintenance.	General maintenance/monitoring
	A tension crack approximately 3 m in length, with an opening of about 1 -1.5 inches, was observed ~ 5 m from the airstrip crest toward the runway. The crack location aligns with the area of ponded water observed at the southwestern toe of the airstrip embankment.	It is recommended that the ponded water be pumped out and that the runway condition be closely monitored. During the winter season (January 2026), when the ground is frozen, placement of additional fill at the western toe of the airstrip – particularly in areas where ponding was observed – should be	2025-AGI-M-11

Infrastructure	Observations	Recommendations and Comments	Recommendation ID
		considered to reduce permafrost degradation and push surface water away from the embankment toe.	
Anchor Pads	Upstream toe of the pads was found to be impacted by the water erosion, that led to a crack development at the crest of the anchor pad. This was also observed during the 2024 Inspections.	The crest and toe of the pad should be regularly monitored for progression of the existing crack or development of additional tension cracks. If cracking persists or expands, construction of a stabilization buttress at the affected area should be undertaken to restore slope stability.	- Carried over from 2024 AGI 2024&2025-AGI-8
	One of the anchor pads is obstructing the existing stream channel, resulting in ponded water accumulating on the northern side of the pad. This condition was also observed during the 2024 inspection. The extent of ponding at the toe of the pad has increased since the 2024 inspection.		
	Erosion due to the waves of the northern slope of the pads was observed during the inspection.	Monitor the slopes and consider strategic placement of riprap at the toe of the pads along the shoreline to prevent the erosion.	2025-AGI-M-12

7 Final Remarks

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 2025 AGI were quite similar to those from the 2023 and 2024 AGIs. The site is now in operation but continues to be in more of a transitional stage as additional surface, civil, mining, water and waste management infrastructure continually is being constructed to build out the infrastructure to the planned configurations and ultimate sizes. There has been an increased focus on monitoring, water management, and enhancing fill thicknesses for better thermal protection with the recent construction and designs but these areas should still be further expanded on as ongoing construction and operations continue.

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.

For completeness, additional comments and observations are provided in Figures 1 to 12 and Appendix A to Appendix D.

The executive summary at the beginning of this document presented five of the top priorities that are suggested to be further addressed and prioritized for consideration in 2026.

Closure

This report, Goose & MLA Project Sites – 2025 Annual Geotechnical Inspection, was prepared by

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Anna Timchenko, PhD, EIT
Senior Consultant

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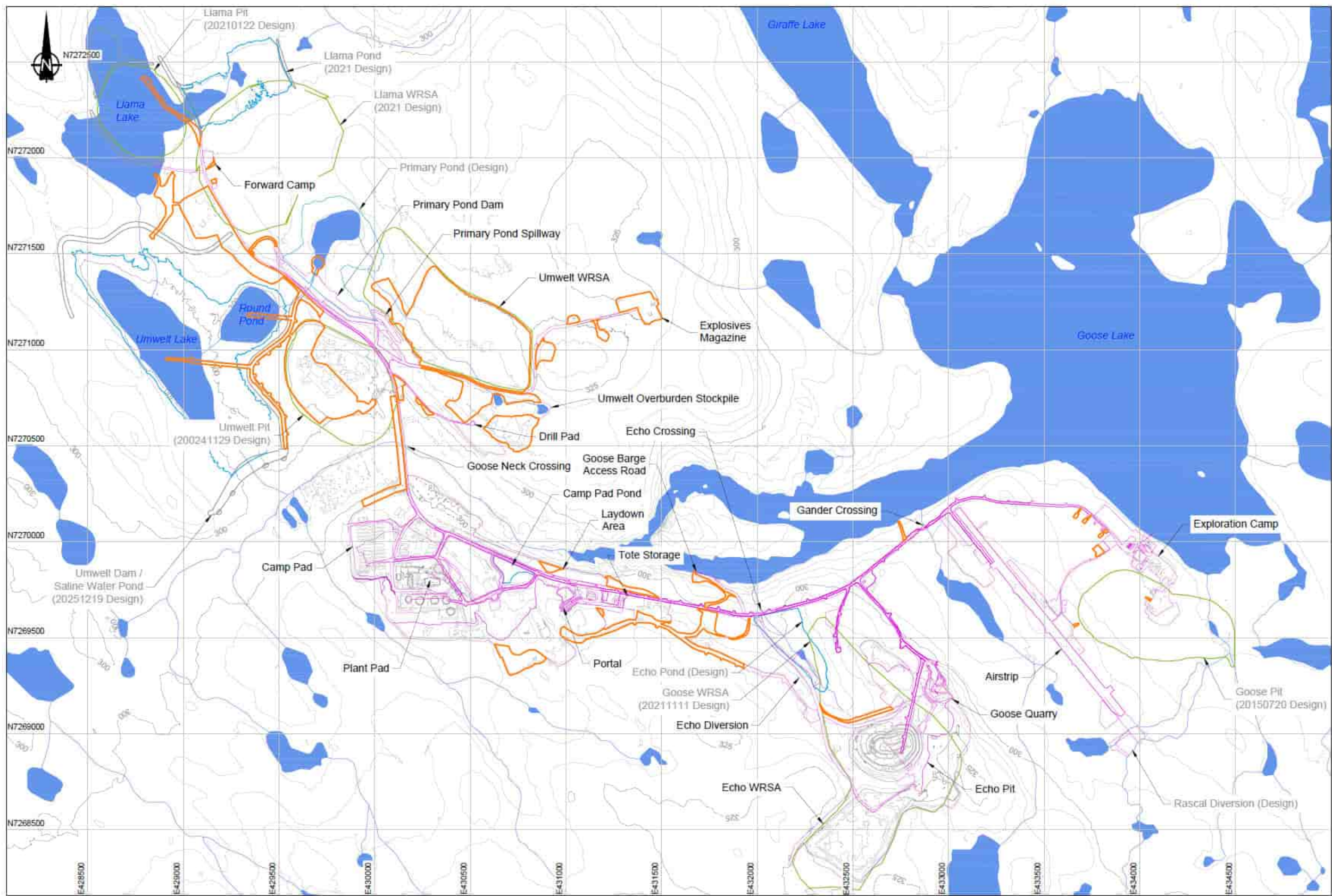
John Kurylo, MSc, PEng
Principal Consultant (Geotechnical / Civil)

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.

References

- Sabina (2021). National Instrument 43-101 (NI 43-101) Technical Report, 2021 Updated Feasibility Study for the Goose Project at the Back River Gold District, Nunavut, Canada (Technical Report or Updated Feasibility Study). March 3, 2021
- Sabina (2023). Back River Project. 2022 Nunavut Impact Review Board Annual Report. Sabina Gold & Silver Corp. March 31, 2023
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- SRK (2024a). Back River Project: Site-wide Ground Thermal Monitoring Plan. Revision 00. Prepared for B2Gold Corp. Project CAPR003102. April 2024.
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- SRK (2026a). Back River Project: Site-wide Ground Thermal Monitoring Plan – Revision 01. Prepared for B2Gold Back River Corp. Project CAPR004313. March 2026.
- SRK (2026b). Back River Project: 2025 Site-wide Ground Thermal Monitoring – Annual Reporting. Revision 01. Prepared for B2Gold Back River Corp. Project CAPR004313. March 2026.

Figures



LEGEND

- Design Pit and Dump Infrastructure
- Design Infrastructure
- Previous As-Constructed Infrastructure
- 2025 As-Constructed Infrastructure

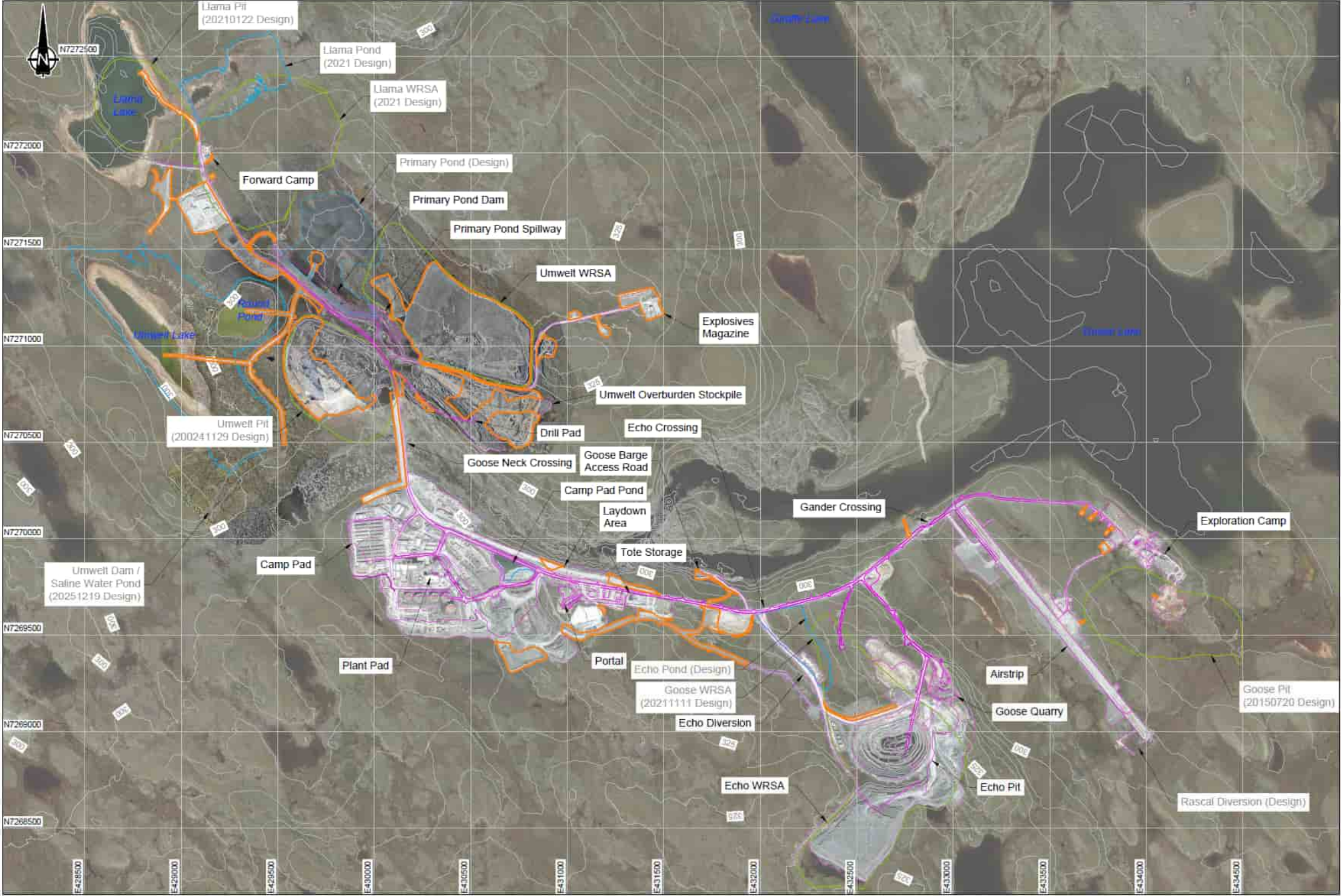
NOTES

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

REFERENCES

NAD83 UTM Zone 13.





LEGEND

- Design Pit and Dump Infrastructure
- Design Infrastructure
- Previous As-Constructed Infrastructure
- 2025 As-Constructed Infrastructure

NOTES

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

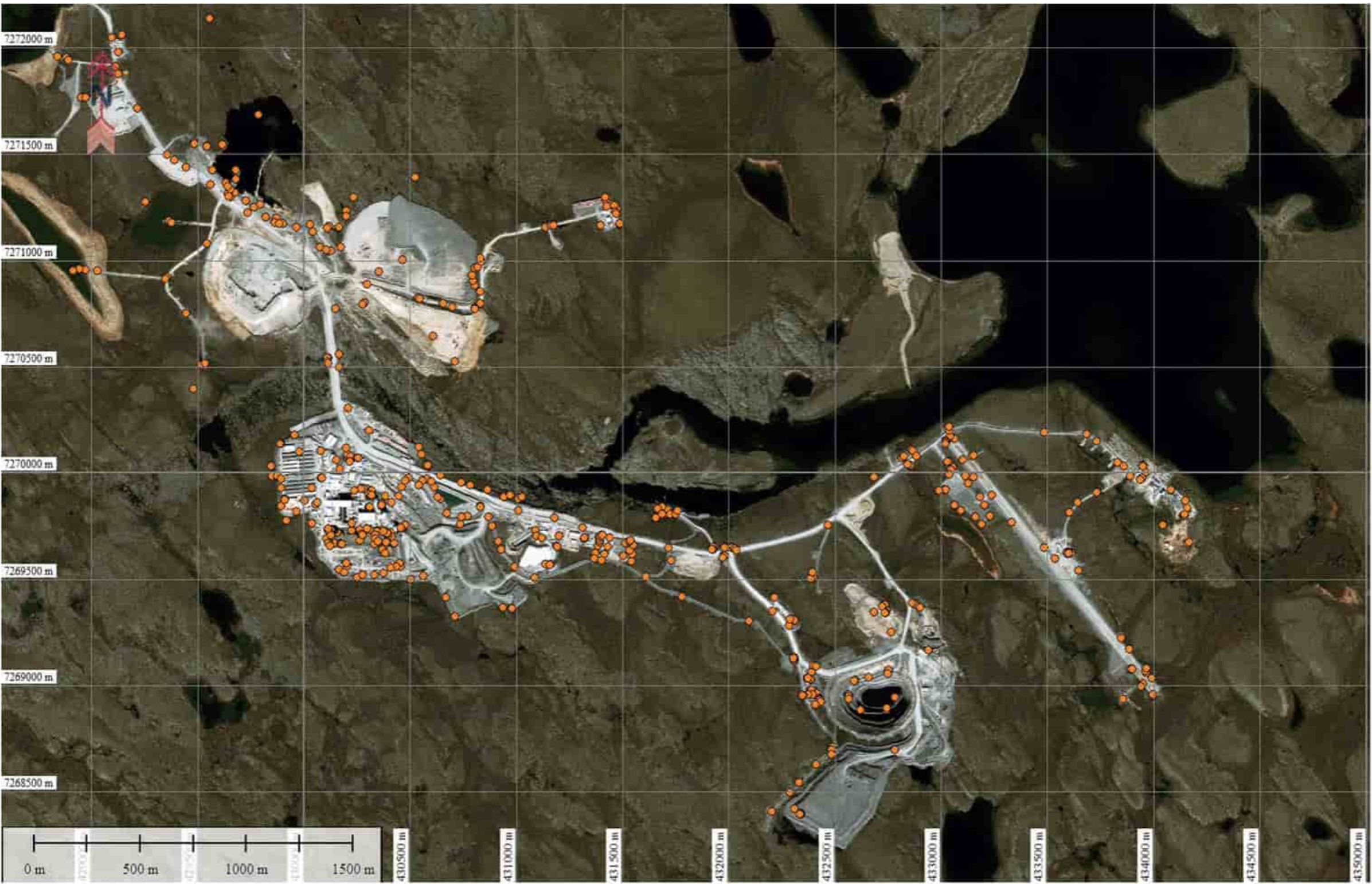
REFERENCES

NAD83 UTM Zone 13.

Aerial Imagery is compiled from:

- 20250816 Aerial Photo
- 20250817 Aerial Photo
- 20250909 Aerial Photo





LEGEND:

● Points Along the 2025 Inspection Track

Notes:

1. Drone Images were provided by B2Gold in August 2025.

		2025 Annual Geotechnical Inspection		
		Goose Site Inspection Areas		
		Job No: CAPR004312 Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf	Back River Project	Date: 2026-03-06



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.

		2025 Annual Geotechnical Inspection		
		Goose Site Satellite Image Review – 1 of 3		
Job No: CAPR004312 Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf	Back River Project	Date: 2026-03-06	Approved: JBK	Figure: 4



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.

				2025 Annual Geotechnical Inspection	
Job No: CAPR004312 Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf		Back River Project		Goose Site Satellite Image Review – 2 of 3	
				Date: 2026-03-06	Approved: JBK
				Figure:	5



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



Dataset: PlanetScope Scene
Date: 2025-07-15

Notes:

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



LEGEND

2018 Initial Survey

Previous As-Constructed Infrastructure

2025 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.





LEGEND

- 2018 Initial Survey
- Previous As-Constructed Infrastructure
- 2025 As-Constructed Infrastructure

NOTES

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

REFERENCES

NAD83 UTM Zone 13.
Aerial Imagery is compiled from:

- 20250802 Aerial Photo
- 20250816 Aerial Photo



Job No: CAPR004312
Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf



Back River Project

2025 Annual Geotechnical Inspection

**Marine Laydown Area Plan View
with Imagery**

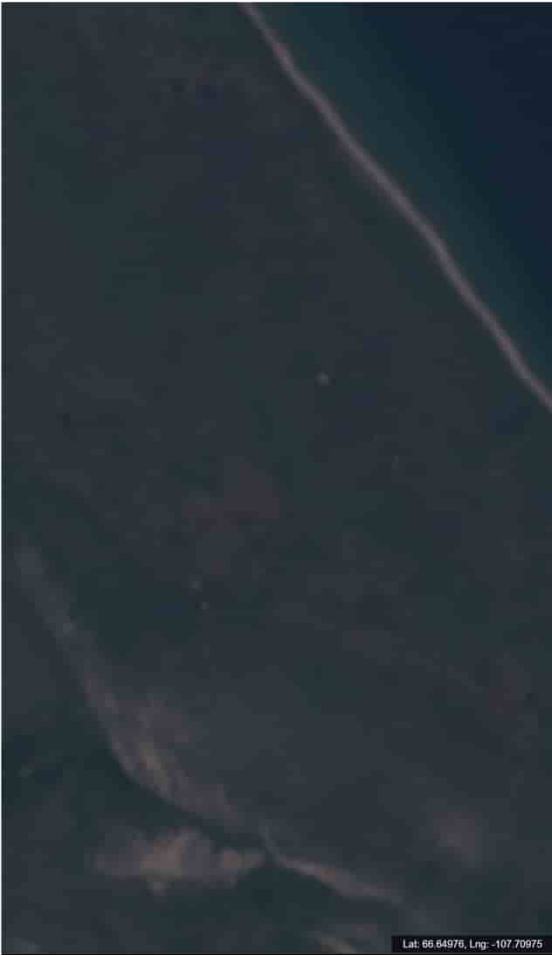
Date: 2026-03-06	Approved: JBK	Figure: 8
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LEGEND:

● Points Along the 2025 Inspection Track

- Notes:
1. Aerial image for MLA was provided by B2Gold on August 9, 2025
 2. Serial images for MLA laydowns, tank farm, camp pad, fuel pipeline road and other infrastructure were provided by B2Gold in September 2025



Lat: 66.64976, Lng: -107.70975 100 m

Dataset: Sentinel-2 L1C

Date: 2017-07-10



Lat: 66.64582, Lng: -107.69807 100 m

Dataset: Sentinel-2 L1C

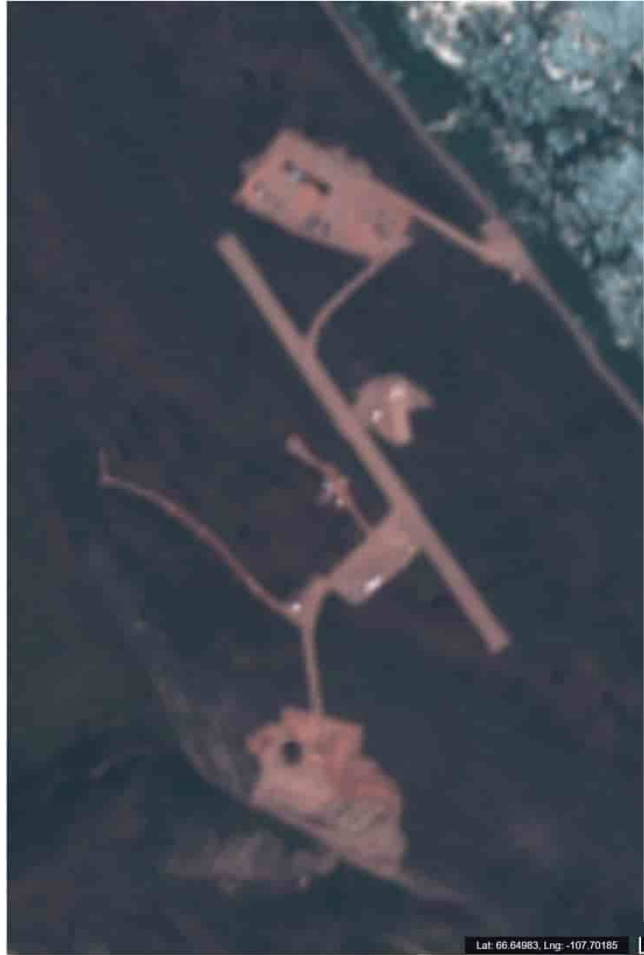
Date: 2018-06-27



Lat: 66.65021, Lng: -107.70477 100 m

Dataset: Sentinel-2 L1C

Date: 2019-06-27



Lat: 66.64983, Lng: -107.70185 100 m

Dataset: Sentinel-2 L1C

Date: 2020-07-01

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

srk consulting

Job No: CAPR004312
Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf



Back River Project

2025 Annual Geotechnical Inspection

Marine Laydown Area
Satellite Image Review – 1 of 3

Date: 2026-03-06	Approved: JBK	Figure: 10
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Dataset: Sentinel-2 L1C
Date: ◀ 📅 ▶ 2021-07-21



Dataset: Sentinel-2 L1C
Date: ◀ 📅 ▶ 2022-07-21



Dataset: Sentinel-2 L1C
Date: ◀ 📅 ▶ 2023-07-21



Dataset: Sentinel-2 L1C
Date: ◀ 📅 ▶ 2024-07-22

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



Job No: CAPR004312
Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf



Back River Project

2025 Annual Geotechnical Inspection

Marine Laydown Area
Satellite Image Review – 2 of 3

Date: 2026-03-06	Approved: JBK	Figure: 11
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Dataset: PlanetScope Scene
Date: 2025-07-15

Notes:
1. All images from PlanetScope Scene satellite data.



Job No: CAPR004312
Filename: BackRiver_MLA&Goose_2025AGI_Figures..pdf



Back River Project

2025 Annual Geotechnical Inspection

Marine Laydown Area
Satellite Image Review – 3 of 3

Date: 2026-03-06	Approved: JBK	Figure: 12
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Appendix A Photolog from 2025 Site Visit – Goose







G-1: Exploration camp laydown area, looking SW



G-2: Exploration camp laydown area looking towards the airstrip access road



G-3: Historic ponded water areas near exploration camp - in future main pit footprint, looking NE



G-4: Historic ponded water areas near exploration camp – in future main pit footprint looking SE

		2025 Annual Geotechnical Inspection		
		Exploration Camp		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 3



G-5: Ponding water north of pond in main pit footprint



G-6: Temporary fuel storage, looking SE



G-7: Incinerator, looking NE



G-8: Exploration camp, looking N



G-9: Temporary fuel storage facility and incinerator, looking S



G-10: Goose Lake and tower viewed from exploration camp



G-11: Exploration camp, looking N



G-12: Exploration camp tote storage and berm



G-13: Tote storage area and berm



G-14: Tote storage area and berm



G-15: Exploration camp core storage on degraded tundra, looking NW



G-16: Exploration camp tote storage and Quonset, looking SE



G-17: Laydown, looking S towards airstrip



G-18: Helipad



G-19: Helipad



G-20: Exploration camp road, looking E



G-21: Culverts under the airstrip access road, looking N



G-22: Exploration camp viewed from airstrip access road



G-23: Airstrip Road, looking towards exploration camp



G-24: Tundra N of airstrip access road – Note thickness of road rockfill





G-25: North side of road rockfill above twin culverts, looking E



G-26: Downstream (N) side of twin culverts, looking E



G-27: Downstream (N) side of eastern culvert



G-28: Interior of eastern culvert, looking upstream



G-29: South side road rockfill, looking SW



G-30: Upstream (S) side of twin culverts



G-31: Upstream (S) side of twin culverts, looking NE





G-32: SW slope of SW airstrip apron, looking SE



G-33: Slope of SW apron, looking NW



G-34: SW apron at W corner



G-35: Slope face of SW apron

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Pholog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 13



G-36: Below SW apron toe, looking NE



G-37: S corner of SW apron, looking NW



G-38: SW apron, looking NE



G-39: SE rockfill of SW apron, looking SW – Some larger boulders notes near edges



G-40: Looking NE towards runway from SW apron



G-41: Airstrip rockfill, looking NW



G-42: Smaller sinkhole in SW apron (expected from crush material migration in to voids of larger material)



G-43: SW side of runway, looking SE



G-44: Looking N across runway



G-45: Airstrip runway access road rockfill, looking NW



G-46: Airstrip runway access road settlement, looking NW



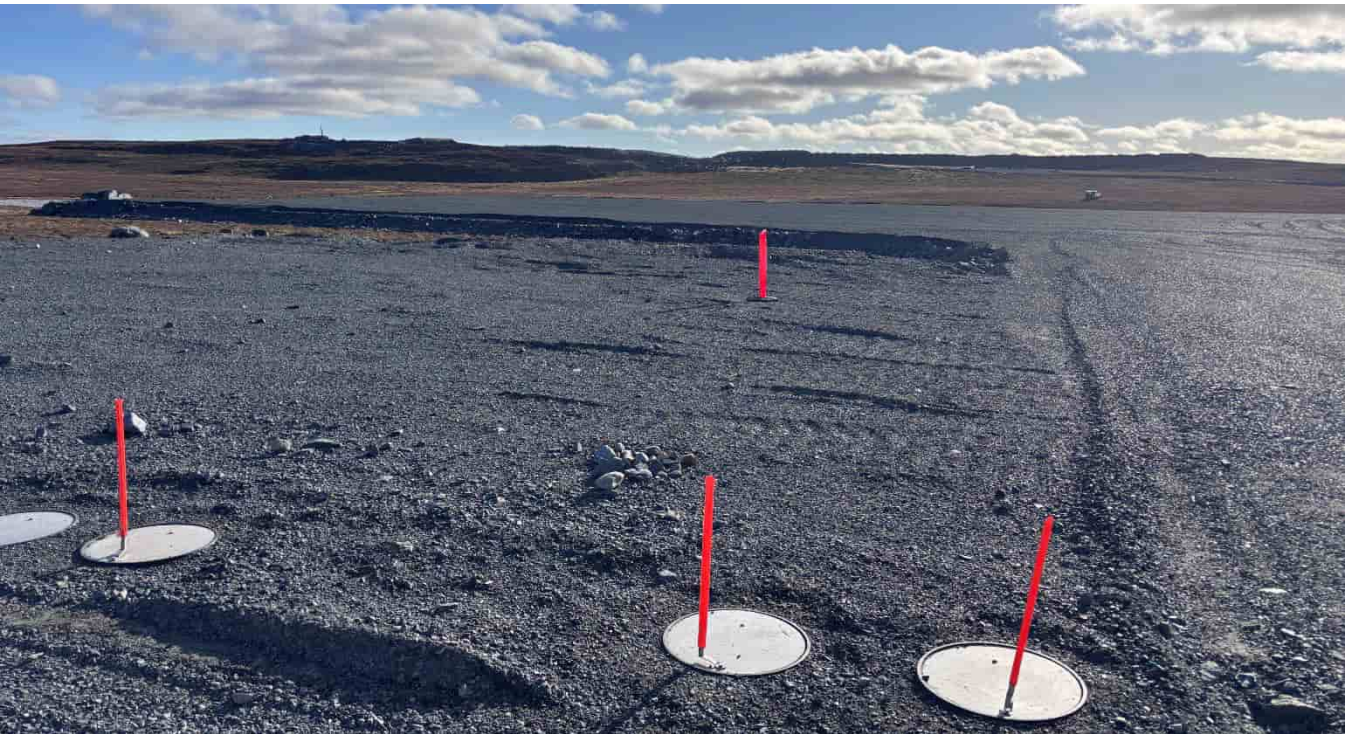
G-47: Airstrip rockfills at NW end of runway



G-48: SW airstrip apron, looking SE



G-49: SW apron, looking SW.



G-50: South side of SW airstrip apron, viewed from runway



G-51: SW runway rockfill, looking NW



G-52: SW runway rockfill, looking SE – Undefined edge in area



G-53: View towards exploration camp from airstrip



G-54: Ponding water at SE end of airstrip

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 18



G-55: View towards airstrip lighting apron, looking W – Exposed geotextile visible



G-56: Ponding at SE end of runway, looking SE



G-57: Ponding at SE end of runway, looking E



G-58: Pond beside unconstructed 'Rascal Diversion' area, looking NW

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 19



G-59: Stream beside SE end of runway, looking NE – lower pad thickness in area, ongoing settlement



G-60: Stream beside SE end of runway, looking NE



G-61: Culvert under SE end of runway



G-62: NE side of airstrip – Looking NE at the shoulder

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photolog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 20



G-63: Erosion pathway on NE side of airstrip – Looking SE



G-64: Airstrip runway, looking NW



G-65: Erosion pathways on NE side of runway



G-66: Erosion pathways and ponding on NE side of runway

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photos.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 21



G-67: View towards exploration camp from NE apron



G-68: Slopes of NE apron south of laydown area



G-69: Erosion on NE apron, looking SE



G-70: Erosion NE apron, facing N



G-71: Erosion pathway on NE apron



G-72: Shipping container near edge of pad



G-73: Airstrip laydown area and runway, looking NW



G-74: Erosion beside laydown area



G-75: Typical runway slope, looking SE



G-76: Unfinished construction of airstrip lights



G-77: Erosion pathway at NW end of runway



G-78: Slopes between All-Weather Road and NW end of runway

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photos.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 24



G-79: Erosion at NW end of runway, above All-Weather Road



G-80: : Erosion at NW end of runway – exposed cables



G-81: Erosion pathway at NW end of airstrip



G-82: Erosion pathway at NW end of airstrip

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 25



G-83: Erosion at NW end of airstrip



G-84: Erosion pathways at NW end of airstrip beside airstrip lights



G-85: NW end of runway



G-86: Typical rockfill of All-Weather Road beside airstrip



G-87: Airstrip and SW apron, looking N

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 27



G-88: Airstrip and SW apron, looking W

		2025 Annual Geotechnical Inspection		
		Goose Airstrip		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 28





G-89: N rockfill of All-Weather Road looking towards echo crossing culverts



G-90A: Downstream (N) end of western culverts



G-90B: Downstream (N) end of western culverts



G-91: Downstream (N) end of eastern culvert



G-92: Downstream (N) end of dry culvert



G-93: All-Weather Road N rockfill, looking E



G-94: Ponding on SE corner of junction between the All-Weather Road and Echo Pit Haul Road



G-95: Upstream (S) end of western culverts



G-96: Echo Pit Haul Road W rockfill



G-97: Upstream (S) side of western culverts – Two culverts raised approximately 0.5m from the toe rockfill



G-98: W rockfill of barge area access road, looking NW



G-99: N side of All-Weather Road – lower road thickness in area

		2025 Annual Geotechnical Inspection		
		Echo Crossing		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 32



G-100: E rockfill of access road to Goose barge area, looking N





G-101: Road to old explosive storage, looking SW – Thin access road



G-102: Looking SW towards former “Fountain Tire” pad



G-103: Seacan at end of old explosive storage access road – thin access road



G-104: Pad toe, slope and erosion beside Seacan

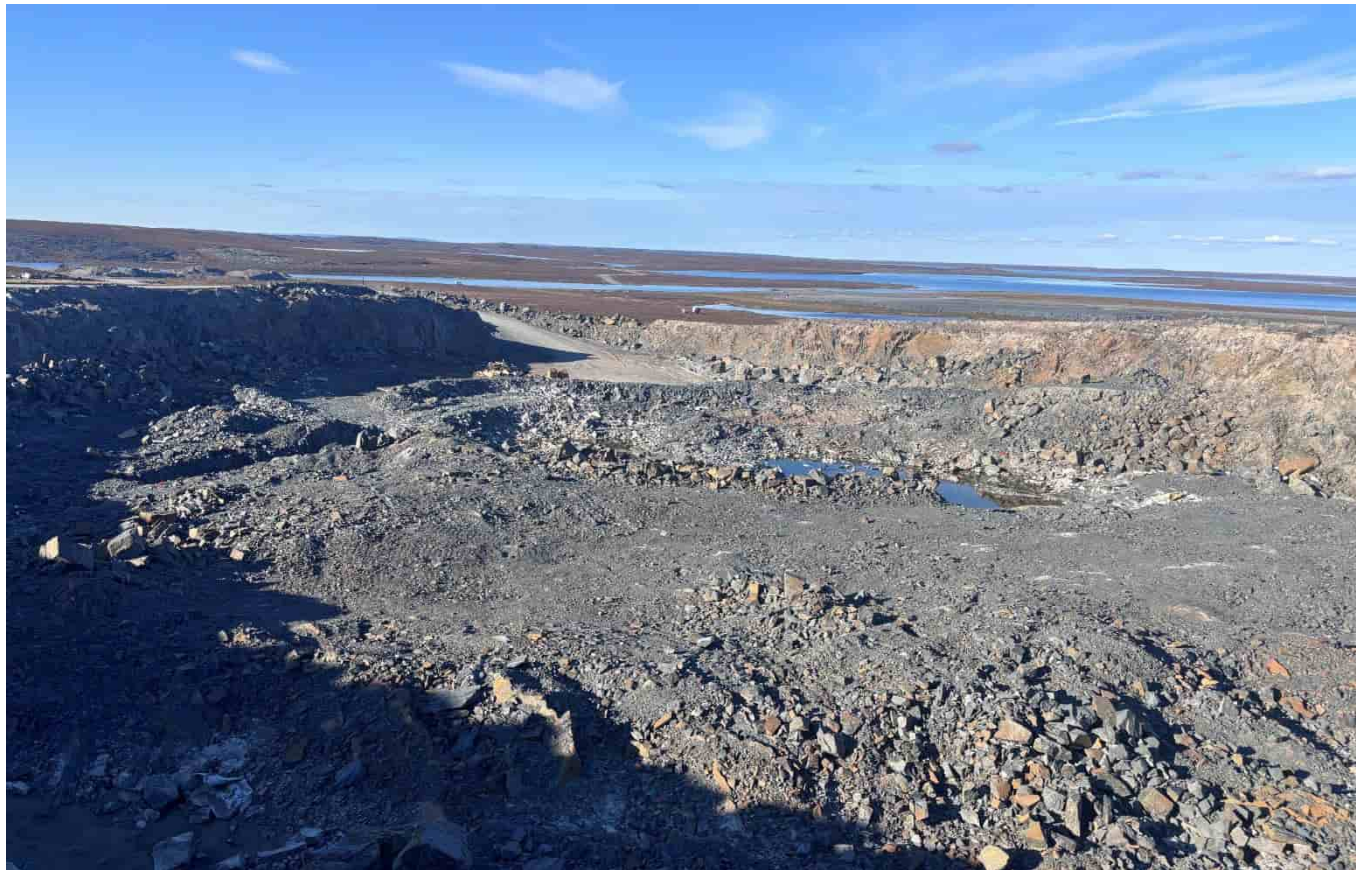
		2025 Annual Geotechnical Inspection		
		Old Explosive Storage		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photoslog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 35



G-105: Old explosive storage pad and laydown, looking N



G-106: Old explosive storage pad, looking S



G-107: Rock quarry, looking N



G-108: Entrance to rock quarry, looking SE



G-109: Rock quarry, looking S



G-110: Entrance to rock quarry



Job No: CAPR004312
 Filename: Back River_Goose_2025_AGI_Photolog.pdf



Back River Project

2025 Annual Geotechnical Inspection

Echo Rock Quarry

Date: February 2026	Approved: JBK	Figure: 37
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G-111: Northern highwall, looking E



G-112: Western wall, looking S + tailings pipeline in place



G-113: Entrance to Echo TF, looking W



G-114: Tailings pipeline at entrance to Echo TF



G-115: Overall view of Echo TF



G-116: Echo TF, looking S



G-117: Northern highwall above tailings pipeline



G-118: tailings pipeline, looking E



G-119: Typical tailings pipeline connection



G-120: Tailings deposition pipeline end, looking E



G-121: Tailings deposition pipeline end, looking NE



G-122: Tailings pipeline, eastern highwall



G-123: Eastern wall above pit pond



G-124: Tailings deposition pipeline entrance into pond, looking N



G-125: Southern wall and tailings pipeline, looking W

		2025 Annual Geotechnical Inspection		
		Echo Tailings Facility		
Job No: CAPR004312 Filename: Back River_Goose_2025_AGI_Photolog.pdf	Back River Project	Date: February 2026	Approved: JBK	Figure: 42



G-126: Echo overburden stockpile - general surface conditions, looking N



G-127: Echo overburden stockpile – eastern slope, looking N



G-128: Pad slope, looking S



G-129: Tension cracks in overburden stockpile pad (from settlement and melt – no large scale stability concerns)



G-130: Echo Overburden Stockpile – Central part



G-131: Example of the sinkhole in eastern side of the overburden stockpile



G-132: Example of sinkhole in the eastern side of the stockpile



G-133: Looking towards laydown area S of stockpile from stockpile entrance





G-134: Entrance road to Echo WRSA, looking SW – Garbage in upper windrow



G-135: Looking SE along berm



G-136: Top of berm, looking SE – Ponding water beside waste rock area



G-137: Looking SW towards Echo Diversion from waste rock storage area - ponding water on SSW end

Note: Photos from September 2025

		2025 Annual Geotechnical Inspection		
		Echo Waste Rock Storage Area		
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G-138: Looking N towards Echo Diversion from waste rock storage area – ponding water beside diversion and steep slope of waste rock dump



G-139: Beginning of diversion, looking SW – some ponding water



G-140: Tension / settlement crack in diversion



G-141: Diversion, looking SW – dump slopes abutting to diversion

Note: Photos from September 2025

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	Back River Project		Echo Diversion		
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G-142: Ponding water beside diversion, looking SW – thin rockfill placements in area



G-143: Ponding water beside diversion, looking N – undefined edge of diversion slope



G-144: Waste rock dump in pond, as seen from diversion – Steeper slopes into ponded area



G-145: Echo diversion, looking NE

Note: Photos from September 2025

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		Echo Diversion		
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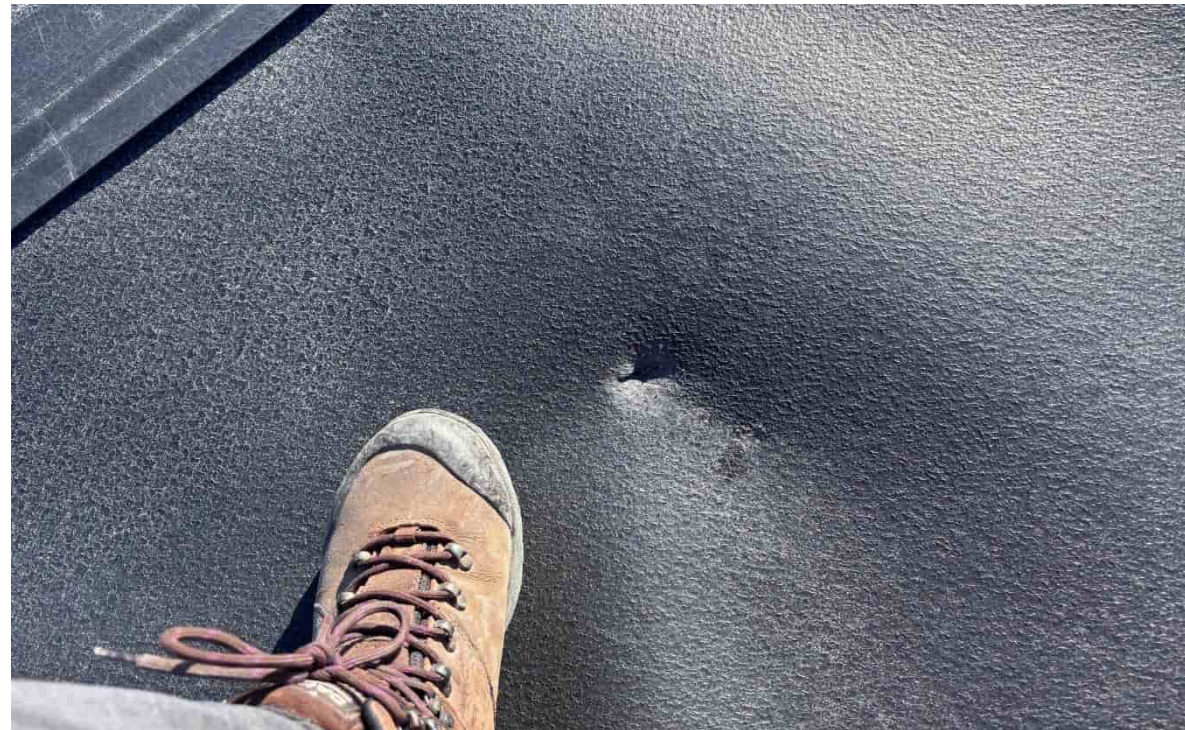




G-146: Treatment pond



G-147: Treatment pond



G-148: Puncture in treatment pond liner



G-149: Gap in treatment pond liner – higher elevation

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		Former Echo Water Treatment Plant		
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G-150: Treatment pond cell



G-151: Treatment pond liner damage above / top of slope



G-152: Exampke liner damage beside southernmost pond



G-153: Treatment pond oversteepened slope and liner damage



G-154: Coarse over-liner material



G-155: Coarse over-liner material

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		Former Echo Water Treatment Plant		
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G-156: Looking SE towards Echo WRSA and diversion from treatment ponds



G-157: Culvert underneath pad



G-158: Downstream of small culvert, looking W



G-159: Downstream of culvert – Some damage to pipe



G-160: Northernmost treatment pond with rock over liner



G-161: Inconsistent liner and damage to northernmost pond - low potential containment volume in area



G-162: Liner damage on northernmost pond



G-163: Inconsistent liner placement underneath rock fill

		2025 Annual Geotechnical Inspection		
		Former Echo Water Treatment Plant		
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G-164: tailings pipeline along road beside water treatment plant



G-165: tailings pipeline along road beside water treatment plant, looking SE



G-166: Road beside water treatment plant, looking NW



G-167: Acces road, looking NE



G-168: Pad beside All-Weather Road and Echo Pit Haul Road



G-169: Laydown area and Echo Pit Haul Road, facing S



G-170: Berm at edge of pad, facing SW



G-171: Echo “Fountain Tire” Pad overall view

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		Echo Pit Haul Road		
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G-172: Tire pad and road rockfill, facing W – minor ephemeral stream flow



G-173: Berm on W side of road, facing S





G-174: Barge access dock, facing NW



G-175: Barge access dock and pad slope above lake



G-176: Slope above barge access road and pipeline, looking S



G-177: Barge access road, looking E – Note ponding water



G-178: Middle pad above barge access road, looking SE



G-179: Highest pad above barge access road – pad approximately daylighting into slope



G-180: Access road to highest pad and trailer



G-181: Barge area pipeline, looking SE

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	Back River Project		Goose Barge Area	
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G-182: Barge area access road, looking SE



G-183: Typical slope above Goose Lake





G-184: Parking pad slope above operations area access road, looking S



G-185: Junction between All-Weather Road and operations area access road, looking E



G-186: Parking pad slope above access road, looking N



G-187: Historic discard core and laydown, looking NE



G-188: Berm beside laydown pad, looking S



G-189: Pad, looking W



G-190: Laydown area and Sandvik, looking E



G-191: Berm between laydown area and tailings pipeline, looking E



G-192: Tailings pipeline road rockfill above laydown, looking N



G-193: Laydown area N of Sandvik



G-194: Laydown area N of Sandvik



G-195: Pad slope beside Sandvik, looking N



G-196: Slope besides laydown area, looking NW



G-197: Slope beside Sandvik, looking SW



G-198: Slope beside laydown, facing W – Note differential settlement of northernmost seacan



G-199: Differential settlement of northernmost seacan in Sandvik laydown area



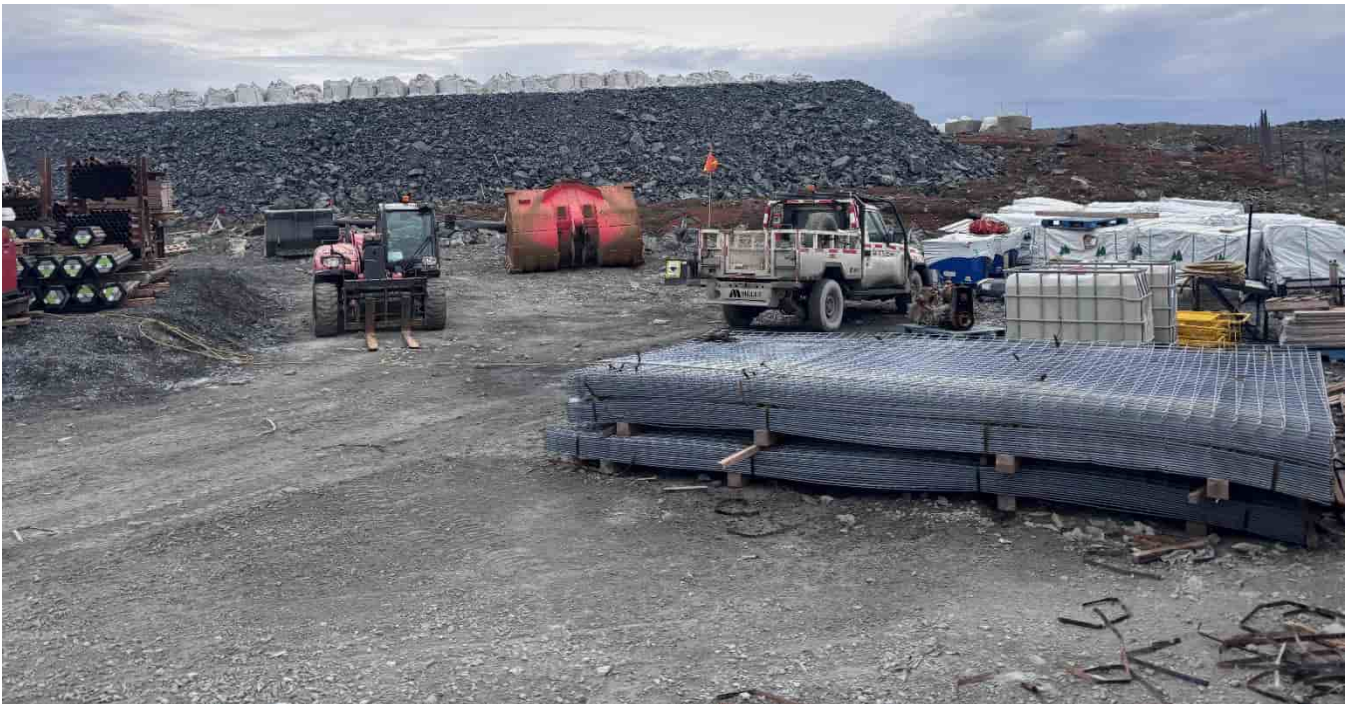
G-200: Differential settlement of seacan, looking E



G-201: Maintenance laydown, looking S



G-202: Underground portal, looking SW



G-203: Maintenance laydown, with cemented rockfill laydown and pad slope behind, looking SW



G-204: Access road to cemented rockfill laydown and ROM stockpile



G-205: Road rockfill – culvert inlet behind pad (outlet in pad rockfill)



G-206: Tundra, looking SE towards tailings pipeline road rockfill and culverts



G-207: Maintenance warehouse laydown – pad daylighting into tundra / slope

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		Maintenance Laydown, Tote Storage, Sandvik, and Operations Area		
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G-208: Maintenance warehouse and laydown



G-209: Tote Storage Facility: Southern berm



G-210: Tote Storage Facility: Crest of the southern berm, looking NW



G-211: Tote Storage Facility: SE corner



G-212: Tote Storage Facility: sump



G-213: Tote Storage Facility: Toe of the eastern berm, looking E



G-214: Tote Storage Facility: Crest and side of the northern berm, looking NW



G-215: Tote Storage Facility: Northern berm, looking N form the berm crest



G-216: Tote Storage Facility: Toe of the eastern berm



G-217: Tote Storage Facility, looking E



G-218: Tote Storage Facility: Western berm, looking N

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		Tote Storage Facility		
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G-219: ROM stockpile typical slope above road



G-220: Edge of ROM area, looking W towards main plant



G-221: ROM stockpiles as seen from W side, looking E



G-222: ROM stockpile slopes



G-223: ROM stockpiles, looking N



G-224: Edge of S side of pad, looking E



G-225: Typical stockpile pad surface condition



G-226: ROM stockpile SE end – daylighting into tundra



G-227: Typical stockpiles, looking N



G-228: Stockpiles and berm at S end





G-229: Contact water pond, looking NW



G-230: Contact water pond, looking NE



G-231: Looking E along northern edge of pond – minimal tie-in / anchoring



G-232: Eastern pond slope, looking S

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		Camp Pad Contact Water Pond		
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G-233: Typical S edge of liner condition, looking E – liner daylighting / laid ont tundra at this edge



G-234: Ponding water at S edge of pond, looking E – Note varying crest of liner



G-235: Typical liner surface conditions, looking NE



G-236: Edge of main Camp Pad pond at the time of the inspection, looking NW



G-237: Rock material directly on liner, looking SE



G-238: Liner at NW end of pond

		2025 Annual Geotechnical Inspection		
		Camp Pad Contact Water Pond		
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