

Contents

1. INTRODUCTION	6
2. PROJECT OVERVIEW	6
3. OBSERVATIONS AT SITE.....	8
3.1. Goose Site	11
3.1.1. Airstrip and Security Waiting Area	12
3.1.2. Goose Exploration Camp.....	14
3.1.3. Goose Lake and Rascal Stream West Culverts.....	23
3.1.4. Goose Quarry (Burn Pit)	24
3.1.5. Echo Pit	25
3.1.6. Plant Pad	26
3.1.7. Underground Portal	31
3.1.8. Umwelt Pit	32
3.1.9. Blasting Area (Explosives Storage Area)	37
3.1.10. Emulsion Plant Pad	39
3.1.11. Llama Crusher Pad.....	40
3.1.12. Goose Camp.....	42
3.2. Winter Ice Road	44
3.2.1. Goose Check-in Point.....	45
3.2.2. Goose Check-In to Goose Forward Camp.....	46
3.2.3. Goose Forward Camp	50
3.2.4. Goose Forward Camp to MLA Forward Camp	53
3.2.5. MLA Forward Camp.....	57
3.2.6. MLA Forward Camp to Marine Laydown Area	60
3.3. Marine Laydown Area	66
3.3.1. Cargo Offload Area and WIR North Ramp	67
3.3.2. Lower Laydown Area and Warehouse	69
3.3.3. Airstrip and Bypass Road	71
3.3.4. Fuel Barge Transfer Line and Tank Farm	73
3.3.5. MLA Camp.....	79
4. FOLLOW-UP	80
5. CONCLUSION.....	82

Table of Figures

Figure 1: Back River Project Area Map (from B2Gold Nunavut's 2024 Annual Report).....	7
Figure 2: Goose Site Overview (August 2025, provided by B2 Gold Nunavut)	11
Figure 3: Winter Ice Road Base Map (Provided by B2Gold Nunavut).....	44
Figure 4: Overview of the Marine Laydown Area (Provided by B2Gold Nunavut)	66

List of Tables

Table 1: Observations linked to Terms and Conditions of PC 007.....	9
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List of Photos

Photo 1: Airstrip.....	12
Photo 2: Airstrip.....	12
Photo 3: Security waiting area	13
Photo 4: Communication tower	13
Photo 5: Air traffic control station	14
Photo 6: Accommodation units and weather havens.....	14
Photo 7: Incinerators - one housed inside the shed and one outside on the left when facing east.....	15
Photo 8: Incinerators and HAZMAT waste segregation (facing west).....	15
Photo 9: Incinerators and HAZMAT waste segregation (facing north).....	16
Photo 10: Wildlife monitoring camera located east of incinerators (camera housing appeared obstructed by accumulated snow)	16
Photo 11: Empty totes and drums located east of the incinerators	17
Photo 12: Empty totes and drums located east of the incinerators	17
Photo 13: HAZMAT stored in secondary containment (structure previously used for fuel tank housing)	18
Photo 14: Debris including damaged box and bulk bags on the snow surface east of HAZMAT containment .	18
Photo 15: Fueling station located north of the HAZMAT containment	19
Photo 16: Major Drilling shop located west of air traffic control building	19
Photo 17: Improperly secured seacans east of the air traffic control unit	20
Photo 18: Settling pond area, currently frozen and snow-covered	20
Photo 19: Unsecured mega bags, totes, and containers near the settling pond posing a potential wildlife entrapment hazard	21
Photo 20: Water intake facility	21
Photo 21: Greywater discharge area; no active discharge observed	22
Photo 22: Goose Lake meteorological station.....	22
Photo 23: Rascal Stream West culverts (downstream) facing east	23
Photo 24: Goose Lake looking northwest from echo crossing.....	23
Photo 25: Controlled access gate to the burn pit facility	24
Photo 26: Close-up of non-hazardous materials prepared for open-air burning.....	24
Photo 27: Echo Pit overview facing north	25
Photo 28: Echo Pit east wall	25
Photo 29: Echo Pit waste rock storage area	26
Photo 30: Entrance to plant pad and truck shop.....	26
Photo 31: Tank farm access road, looking east, with laydown areas on the right.....	27
Photo 32: Laydown areas located south of the Tank farm	27
Photo 33: Panoramic view of the Tank farm.....	27

Photo 34: Fuel truck offloading area with spill containment catchments	28
Photo 35: Leaching tanks, mill, and laydown area located north of the Tank farm.....	28
Photo 36: Powerhouse located north of the Tank farm	29
Photo 37: Screening building and ore stockpile dome facing west from Goose Lake.....	29
Photo 38: Batch plant located north of the ore stockpile dome	30
Photo 39: Fresh air intakes 1 (left) and 2 (right) for underground ventilation located north of the ore stockpile dome	30
Photo 40: Fresh air intake 2 (construction ongoing)	31
Photo 41: Underground portal facing southwest	31
Photo 42: Panoramic overview of the Umwelt Pit, facing south	32
Photo 43: Geotechnical monitoring system for pit wall stability monitoring	32
Photo 44: Close-up view of ongoing open-pit mining activities, looking southeast.....	32
Photo 45: Haul truck maneuvering through the Umwelt intersection enroute to the Umwelt Waste Rock Storage Area (WRSA).....	33
Photo 46: Haul truck maneuvering through the Umwelt intersection enroute to the Umwelt WRSA	33
Photo 47: Umwelt WRSA facing west from the blasting area access road.....	34
Photo 48: Umwelt WRSsA facing northwest from the blasting area access road	34
Photo 49: Haul truck unloading at the Umwelt WRSA	35
Photo 50: Landfill area located east of the Umwelt WRSA	35
Photo 51: Close-up view of the landfill	35
Photo 52: Dewatered Round Pond and Saline Water Pond (Umwelt Dam) access road	36
Photo 53: Saline Water Pond construction ongoing, facing southwest from the Umwelt pit.....	36
Photo 54: Blasting area	37
Photo 55: Storage and staging of Ammonium Nitrate (AN) bulk bags at the blasting area	37
Photo 56: Seacans east of AN storage area	38
Photo 57: Additional seacans north of AN storage area	38
Photo 58: Explosives storage magazine	39
Photo 59: Emulsion plant	39
Photo 60: Emulsion plant	40
Photo 61: Crusher pad facing west from the access road	40
Photo 62: Mobile crusher and stockpiles, facing southwest.....	41
Photo 63: Equipment laydown area and maintenance shop located southwest of the Llama crushers	41
Photo 64: Goose camp main entrance	42
Photo 65: Notice board displaying permits and occupational health and safety information	42
Photo 66: Waste segregation, fire safety equipment, and water dispenser in hallway	43
Photo 67: Indoor games area in the camp lounge.....	43
Photo 68: Dispatch building and staging area in the background.....	45
Photo 69: Trucks parked adjacent to the dispatch building	45
Photo 70: Signage at the winter ice road start point, northbound to MLA.....	46
Photo 71: Portage 1, northbound to MLA	46
Photo 72: Truck traffic toward Goose Mine with active snow management along the winter road, northbound to MLA	47
Photo 73: Trilingual signage at Lake 3-0	47
Photo 74: Northbound view on Lake 3-0 showing truck traffic toward the Goose Mine	48
Photo 75: Lake 4-0, northbound to MLA.....	48

Photo 76: Shed caribou antlers observed adjacent to road near Portage P6	49
Photo 77: Northbound view at Portage P8 with southbound truck traffic to the Goose Mine Site.....	49
Photo 78: Water application on Portage P8 to strengthen the winter road surface	50
Photo 79: View of Goose Forward Camp area showing Winter Ice Road alignment and camp access road ...	50
Photo 80: Weather havens looking east.....	51
Photo 81: Fuel tanks and power generator.....	51
Photo 82: Washroom facilities	52
Photo 83: Kitchen	52
Photo 84: Portage P10, Northbound to MLA.....	53
Photo 85: Southbound truck to Goose Site on lake between Portages 10 and 12 (~ km 30); no delineators present	53
Photo 86: Close-up: Southbound truck to Goose Site on lake between Portages 10 and 12 (~ km 30); no delineators present	54
Photo 87: Lake between Portages 13 and 14 (~ Km 50)	54
Photo 88: Portage 14, northbound to MLA	55
Photo 89: Convoy of trucks traveling southbound toward the Goose Mine Site on Portage 19 (distant view) ..	55
Photo 90: Wildlife camera on lake between Portages 19 and 20	56
Photo 91: Portage 29, northbound to MLA	56
Photo 92: View of MLA Forward Camp area showing Winter Ice Road alignment and camp access road.....	57
Photo 93: Weather havens and maintenance shop, facing south	57
Photo 94: Equipment laydown area.....	58
Photo 95: Equipment laydown area.....	58
Photo 96: Fuel tanks in secondary containment	59
Photo 97: Hydraulic fluid or oil spill, northern end of MLA Forward Camp	59
Photo 98: Close-up: Hydraulic fluid or oil spill, northern end of MLA Forward Camp	60
Photo 99: southbound truck traffic to the Goose Mine site on Bathurst Lake; no delineators present.....	60
Photo 100: Road along the eastern edge of Bathurst Lake (~ Km 120) with traffic signage present and a 10 km/h speed restriction in effect	61
Photo 101: Bathurst Lake and Portage 34 (the Saddle), northbound to MLA	61
Photo 102: Portage 34 (the Saddle), northbound view	62
Photo 103: Portage 34 (the Saddle), southbound view	62
Photo 104: Portage 34 and the ice road extending onto sea ice toward the Arctic Ocean at Bathurst Inlet	63
Photo 105: Disabled equipment truck on sea ice, facing east	63
Photo 106: Truck traffic on sea ice section of the road, northbound view	64
Photo 107: Sea ice section of the road, northbound view.....	64
Photo 108: Sea-ice section of the road with the MLA cargo offload area located on the left; northbound view.....	64
Photo 109: Southbound truck traffic from MLA to Goose Mine at the WIR North Ramp	65
Photo 110: Truck traffic on sea ice section of the road, southbound view.....	65
Photo 111: Truck traffic on sea ice section of the road, southbound view.....	65
Photo 112: Cargo Offload Area (barge terminal) with the MLA camp visible in the background, facing south .	67
Photo 113: Cargo Offload Area and WIR North Ramp with the Arctic Ocean in the background, facing east ..	67
Photo 114: Cargo Offload Area and Desalination Plant.....	68
Photo 115: Desalination Plant	68
Photo 116: A truck being loaded at lower laydown	69
Photo 117: Seacans and tires, facing east	69

Photo 118: Concrete bulk bags	69
Photo 119: Northeastern area of the lower laydown showing properly stacked sea cans and posted speed-limit signage	70
Photo 120: Maintenance shop and Warehouse, facing east	70
Photo 121: Airstrip, facing northwest.....	71
Photo 122: Airstrip, facing southeast.....	71
Photo 123: Bypass road closure in place to facilitate aircraft landing	72
Photo 124: Cargo aircraft on the airstrip	72
Photo 125: Marine fuel transfer line pumphouse, facing north	73
Photo 126: Marine fuel transfer line, facing east.....	73
Photo 127: Fuel transfer line running along the fuel transfer road toward the tank farm, facing north	73
Photo 128: Spill-at-Sea response seacans located adjacent to the marine fuel transfer area	74
Photo 129: Spill-at-Sea response seacans located adjacent to the Marine Fuel Transfer Area.....	74
Photo 130: Dust samplers located adjacent to the fuel transfer road.....	75
Photo 131: Fuel transfer line and Tank Farm, facing north	75
Photo 132: Fuel tanks within secondary containment, facing west.....	76
Photo 133: Fuel tanks within secondary containment, facing west.....	76
Photo 134: Trucks and fuel tankers staged north of the tank farm.....	77
Photo 135: Truck shop located north of the tank farm, housing a wildlife camera used to monitor activity in the incinerator area to the west.....	77
Photo 136: Incinerators	78
Photo 137: HAZMAT waste storage area	78
Photo 138: MLA camp entrance	79
Photo 139: Waste management at MLA camp.....	79
Photo 140: Notice board at the camp entrance	80
Photo 141: Ammonium nitrate (AN) spill area following cleanup, photo extracted from the internal spill report	81
Photo 142: Oil spill area following cleanup, photo extracted from the internal spill report.....	81

1. INTRODUCTION

The Nunavut Impact Review Board (NIRB or Board), established under Articles 10 and 12 of the Nunavut Agreement and s. 135(4) of the *Nunavut Planning and Project Assessment Act* (*NuPPAA*), oversees post-environmental assessment monitoring. The NIRB also provides periodic updates regarding its monitoring program to the most impacted community(ies) regarding the monitored project. This report summarizes observations from NIRB's site visit to the Back River Project, conducted on March 23-25, 2026, under Project Certificate No. 007, Amendment 01. The visit aimed to visually assess project activities for compliance with the Certificate's Terms and Conditions, as required by Section 12.7.2(b) of the Nunavut Agreement and s. 135(3)(b) of *NuPPAA*. Observations made during the site visit will inform NIRB's 2026 Annual Monitoring Report.

2. PROJECT OVERVIEW

The Back River Project (NIRB File No. 12MN036) consists of the proposed mobilization, construction, operation, closure, reclamation, and post-closure monitoring of a gold mine in the Kitikmeot region of Nunavut. The Project is located approximately 400 kilometres (km) southwest of the community of Cambridge Bay, 400 km southeast of Kugluktuk, and 520 km northeast of Yellowknife, Northwest Territories (Figure 1).

The Project includes the Goose Property and the Marine Laydown Area (MLA) located at Bathurst Inlet, approximately 130 km northwest of the Goose Property, with a Winter Ice Road (WIR) connecting these two (2) main developments.

The George Property is an advanced exploration camp located approximately 50 km northwest of the Goose Property and B2Gold may construct an annual spur road from the winter ice road to the George Property for transportation of supplies. The continuation of a diamond drilling-based mineral exploration program for the George Property and the Wishbone claim of mineral leases was included within the scope of the Board's assessment for the Back River Gold Mine Project. It should be noted that further advanced exploration (i.e., bulk sampling and infrastructure development) was not included in the Project scope, with the understanding that such activities would require further assessment by the NIRB before occurring.

Details on the project activities can be found at www.nirb.ca/project/124149 (original Back River Project, Project Certificate 007) and www.nirb.ca/project/125740 (Back River Project Energy Centre, Project Certificate 007 Amendment 1).



Figure 1: Back River Project Area Map (from B2Gold Nunavut's 2024 Annual Report)

3. OBSERVATIONS AT SITE

From March 23 to 25, 2026, NIRB staff conducted a site visit to the Goose Property Area, travelled the Winter Ice Road (WIR), and visited the Marine Laydown Area (MLA) of the Back River Project, accompanied by B2Gold Nunavut's environment team. The purpose of the visit was to review construction progress, environmental management practices, and compliance with Project Certificate No. 007, Amendment 01. During the visit, NIRB staff observed ongoing construction, commissioning, and operational activities and held discussions with B2Gold Nunavut personnel regarding environmental monitoring, mitigation measures, and adherence to Project Certificate requirements ([Table 1](#))

At the Goose site, visited areas included the airstrip and security waiting area, Goose Exploration Camp, Goose Lake and Rascal Stream West culverts, Goose Quarry (burn pit), Echo Pit, plant pad, underground portal, Umwelt Pit, blasting and explosives storage area, emulsion plant, Llama Crusher Pad, and the Goose Camp. Several facilities were operational or under continued development, with appropriate winter-specific environmental and safety controls in place.

The Winter Ice Road was fully visited along its entire length, including all check-in points, checkpoints, and forward camps between the Goose site and the Marine Laydown Area. Observations focused on road construction and maintenance, traffic and access control, fuel handling practices, and the implementation of environmental protection measures specific to winter operations.

At the Marine Laydown Area, NIRB staff visited the cargo offload area and WIR north ramp, lower laydown area and warehouse, airstrip and bypass road, fuel barge transfer line and tank farm, and the MLA camp. Environmental controls, including secondary containment, spill response equipment, and monitoring infrastructure, were observed at key locations.

Due to seasonal conditions, several areas, such as lakes, streams, and certain water management and drainage infrastructure remained snow covered or frozen and could not be fully accessed or assessed during the visit. These components will be reviewed during future site visits conducted under snow-free conditions.

Overall, B2Gold Nunavut demonstrated continued efforts to comply with environmental and regulatory requirements during winter operations. No major non-compliance issues were identified during the site visit. NIRB will continue to monitor project activities and environmental performance through ongoing engagement and future inspections.

Table 1: Observations linked to Terms and Conditions of PC 007

T&C	Requirement	Site Observation
Ecosystemic		
1	Air Quality Monitoring and Management Plan	Observed dust fall monitoring stations.
4	Incineration Management Plan	Observed incinerators at the Goose Exploration Camp and Marine Laydown Area and associated waste management practices (Photo 7 , Photo 8 , Photo 9 , and Photo 136).
8	Weather Monitoring and Adaptive management	Observed the meteorological stations.
Terrestrial Environment		
14	Waste Management Plan	Observed waste segregation (Photo 8 , Photo 9 , Photo 66 , and Photo 139), HAZMAT waste storage (Photo 13 and Photo 137), burn pit (Photo 26) and landfill (Photo 50 and Photo 51).
Geological Features, Surficial and Bedrock Geology, and Geochemistry		
16	Site-specific quarry operation and management plans	Observed goose quarry.
Groundwater and Surface water Quality		
22	Site Water Monitoring and Management Plan	Due to winter conditions, watercourses, lakes, culverts, and related water management infrastructure were snow covered or frozen and could not be accessed or assessed during the site visit.
23	Maintain appropriate setback distance between quarries and fish-bearing or permanent waterbodies	No quarry was observed near fish-bearing or permanent waterbodies.
24, 26, 29, and 30	Freshwater Aquatic Environment-Water Courses, Fish Passage, Water Crossings, and Monitoring Program for Culverts	Due to winter conditions, watercourses, lakes, culverts, and related water management infrastructure were snow covered or frozen and could not be accessed or assessed during the site visit.
Terrestrial Wildlife and Wildlife Habitat		
37	Wildlife Mitigation and Monitoring Program	Observed wildlife log and educational posters related to site interactions.
38	Wildlife Monitoring	Multiple wildlife cameras were observed installed across the site, particularly near incinerator and landfill areas, to monitor wildlife presence and interactions. The

		wildlife camera located at the Goose Exploration Camp incinerator was observed to be obstructed by accumulated snow at the time of the visit (Photo 10).
45	Wildlife Mitigation Measures	Observed roads and areas under construction allow safe passage of caribou and other terrestrial wildlife.
Birds and Bird Habitat		
56 and 57	Mitigation measures to reduce impacts on birds and raptors from construction and clearing activities	Bird deterrent devices were observed installed on each fuel tank at both the Goose Fuel Tank Farm and the MLA Fuel Tank Farm to minimize bird attraction and reduce potential wildlife interactions (Photo 34 and Photo 133).
Traditional Activity and Knowledge		
80	Potential impacts of winter ice road usage on caribou harvesting	B2Gold Nunavut plans to conduct harvest study interviews beginning in 2026 to support the assessment of potential Winter Ice Road effects on caribou harvesting.
Human Health and Safety		
88	Include consideration for worker safety in its winter ice road (WIR) operations	WIR safety measures observed included speed restriction signage, traffic signage, pre-trip inspections, SAT phones, 72-hour Arctic survival kits, spill response materials, fire extinguishers, window-breaking tools, tire chains, and wheel chocks. Delineators were not observed on the road crossing lake and sea-ice.
Accidents and Malfunctions		
89	Prevention measures for fuel spills into the marine environment and mitigating potential effects of an accidental spill	Observed spill kits at refueling stations at all sites and the Spill Equipment Seacans at the Marine Laydown Area.

The following sections provide area-specific observations and include general overview figures sourced from B2Gold Nunavut's annual reports, as well as photographs taken during the site visit.

3.1. Goose Site

The Goose site is the primary mine site for the Back River Project and includes the main operational, processing, and accommodation infrastructure. Key facilities at the site include the airstrip and security waiting area, exploration and accommodation camps, fuel storage and handling areas, waste management facilities, the processing plant and mill, underground and open-pit mining areas, crushing and materials handling areas, and associated support infrastructure.

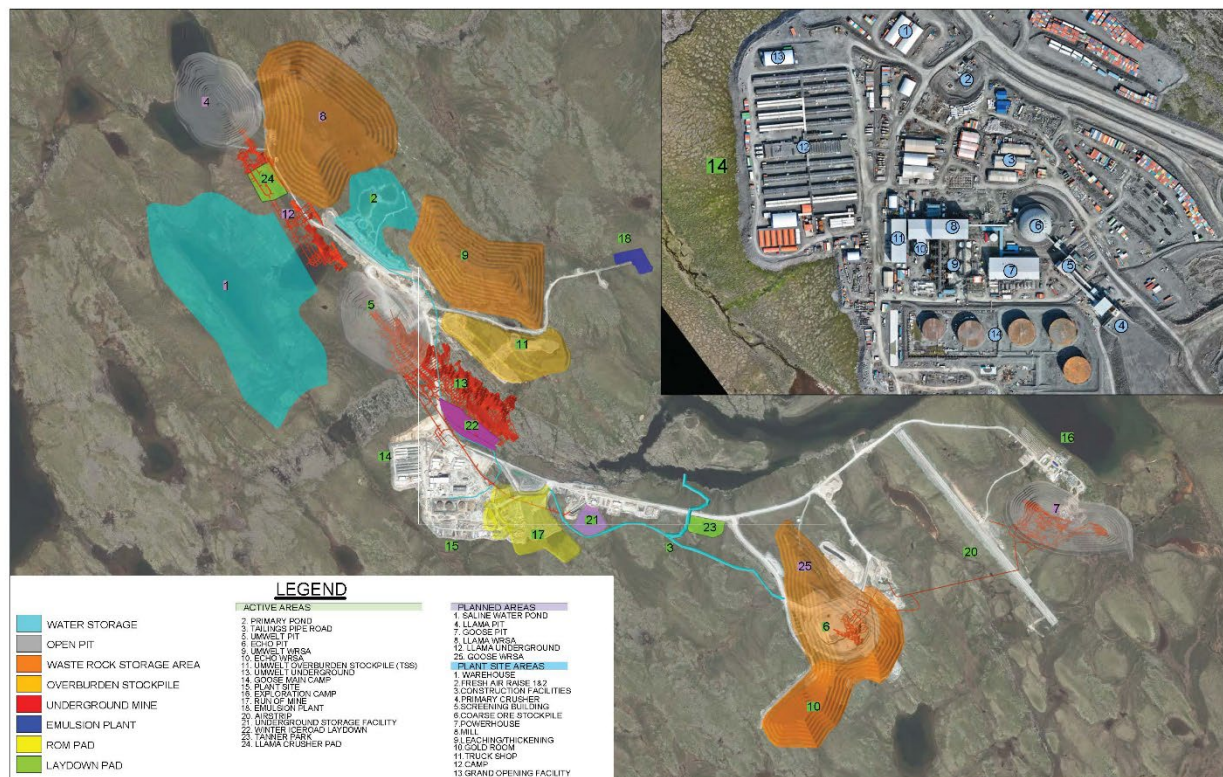


Figure 2: Goose Site Overview (August 2025, provided by B2 Gold Nunavut)

3.1.1. Airstrip and Security Waiting Area¹



Photo 1: Airstrip



Photo 2: Airstrip

¹ Goose Airstrip has undergone multiple construction phases since before 2016, with major extensions and upgrades between 2020 and 2024. Future Expansion may require additional water conveyance infrastructure and completion of the Rascal Diversion Berm and fishway passage.



Photo 3: Security waiting area



Photo 4: Communication tower

3.1.2. Goose Exploration Camp²



Photo 5: Air traffic control station



Photo 6: Accommodation units and weather havens

² The Goose Exploration Camp continues to support exploration and drilling operations for the Back River Project. The camp will be dismantled over the next few years as it is located on the site of the future Goose open pit.



Photo 7: Incinerators - one housed inside the shed and one outside on the left when facing east



Photo 8: Incinerators and HAZMAT waste segregation (facing west)



Photo 9: Incinerators and HAZMAT waste segregation (facing north)



Photo 10: Wildlife monitoring camera located east of incinerators (camera housing appeared obstructed by accumulated snow)



Photo 11: Empty totes and drums located east of the incinerators



Photo 12: Empty totes and drums located east of the incinerators



Photo 13: HAZMAT stored in secondary containment (structure previously used for fuel tank housing)



Photo 14: Debris including damaged box and bulk bags on the snow surface east of HAZMAT containment



Photo 15: Fueling station located north of the HAZMAT containment



Photo 16: Major Drilling shop located west of air traffic control building



Photo 17: Improperly secured seacans east of the air traffic control unit



Photo 18: Settling pond area, currently frozen and snow-covered



Photo 19: Unsecured mega bags, totes, and containers near the settling pond posing a potential wildlife entrapment hazard



Photo 20: Water intake facility



Photo 21: Greywater discharge area; no active discharge observed



Photo 22: Goose Lake meteorological station

3.1.3. Goose Lake³ and Rascal Stream West Culverts⁴

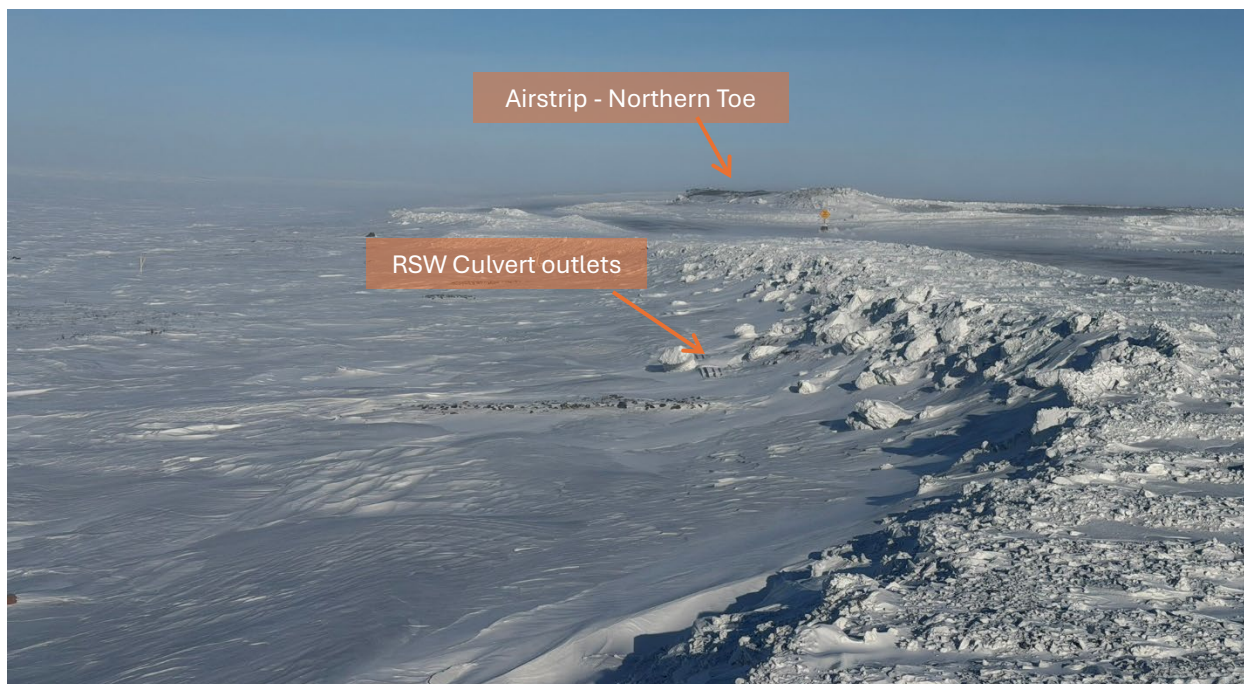


Photo 23: Rascal Stream West culverts (downstream) facing east

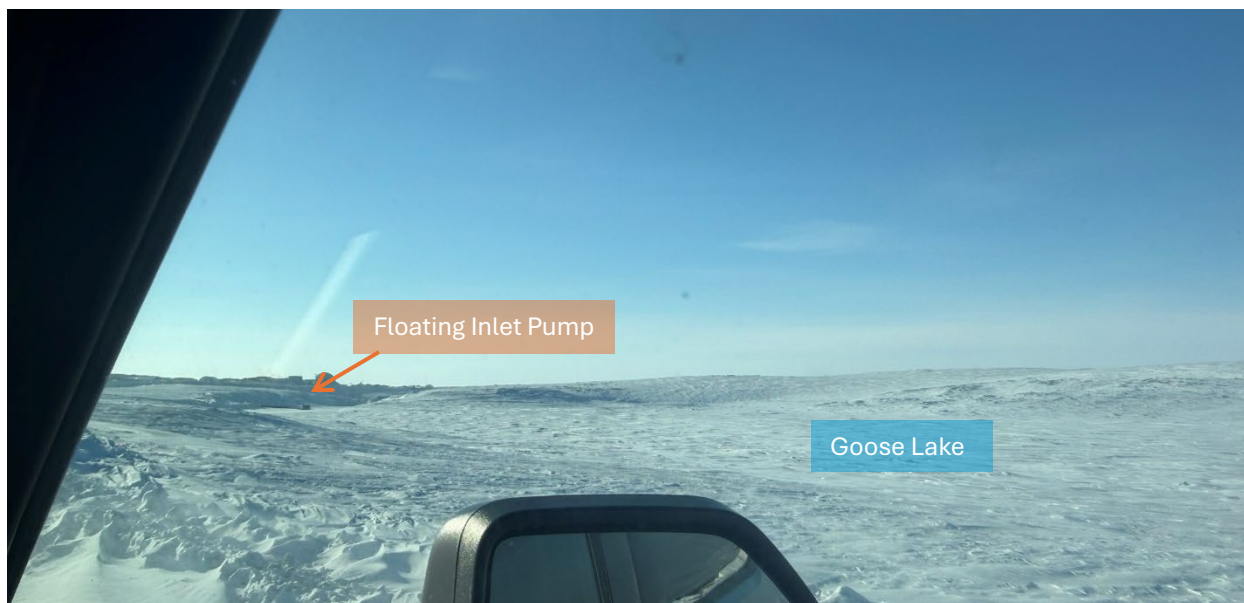


Photo 24: Goose Lake looking northwest from echo crossing

³ Freshwater from Goose Lake is used in the mill, process plant, underground, and batch plant for dust control and other miscellaneous activities (e.g., vehicle washing), and to supply potable water to Goose Camp.

⁴ Rascal Stream West (RSW), also referred to as Gander Pond Outflow, is located north of the Goose Airstrip and intersects an all-weather road near its confluence with Goose Lake. RSW is a known Arctic Grayling spawning stream. Watercourse crossings, including a single-span bridge (2018) and culvert upgrades (2023), were approved by DFO and constructed in accordance with regulatory requirements and environmental protection measures.

3.1.4. Goose Quarry⁵ (Burn Pit)



Photo 25: Controlled access gate to the burn pit facility



Photo 26: Close-up of non-hazardous materials prepared for open-air burning

⁵ Goose Quarry (now referred to as the Burn Pit) was established in 2021 for the disposal of Non-Potentially Acid Generating (NPAG) run-of-mine material. The area was later utilized as a temporary landfill and storage facility and is currently operated as an open-air waste management area for the combustion of non-hazardous materials, such as clean wood and cardboard.

3.1.5. Echo Pit⁶



Photo 27: Echo Pit overview facing north

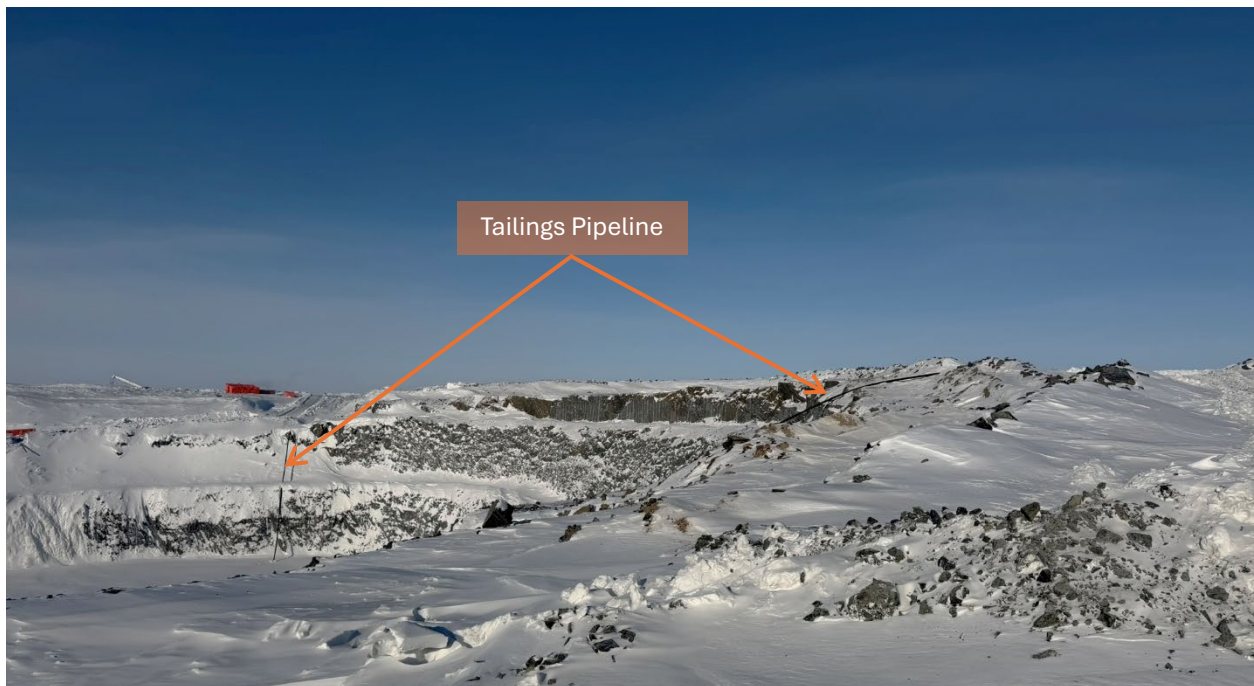


Photo 28: Echo Pit east wall

⁶ Echo Pit has been fully mined and is currently used as a temporary tailings storage facility pending completion of a permanent facility. The Echo Pit Waste Rock Storage Area is being used to store non-hazardous materials, including tires, scrap metal, and decommissioned fuel tanks.



Photo 29: Echo Pit waste rock storage area

3.1.6. Plant Pad⁷



Photo 30: Entrance to plant pad and truck shop

⁷ The Plant Pad serves as the primary production support area at the Goose Site. It hosts the process plant and mill, powerhouse, truck shop, fuel storage facilities, and associated operational infrastructure. The area also includes the primary crusher and screening facilities, ore stockpile dome, leaching tanks, water management infrastructure, construction facilities, and designated laydown areas.



Photo 31: Tank farm access road, looking east, with laydown areas on the right



Photo 32: Laydown areas located south of the Tank farm



Photo 33: Panoramic view of the Tank farm



Photo 34: Fuel truck offloading area with spill containment catchments



Photo 35: Leaching tanks, mill, and laydown area located north of the Tank farm



Photo 36: Powerhouse located north of the Tank farm



Photo 37: Screening building and ore stockpile dome facing west from Goose Lake



Photo 38: Batch plant located north of the ore stockpile dome



Photo 39: Fresh air intakes 1 (left) and 2 (right) for underground ventilation located north of the ore stockpile dome



Photo 40: Fresh air intake 2 (construction ongoing)

3.1.7. Underground Portal



Photo 41: Underground portal facing southwest

3.1.8. Umwelt Pit⁸



Photo 42: Panoramic overview of the Umwelt Pit, facing south



Photo 43: Geotechnical monitoring system for pit wall stability monitoring



Photo 44: Close-up view of ongoing open-pit mining activities, looking southeast

⁸ Umwelt Pit development advanced in 2025, with early-stage open-pit activities and progressing underground development. Waste rock is used for construction or placed in the Echo and Umwelt Waste Rock Storage Areas. Pit wall stability is monitored using a radar-based geotechnical monitoring system.



Photo 45: Haul truck maneuvering through the Umwelt intersection enroute to the Umwelt Waste Rock Storage Area (WRSA)



Photo 46: Haul truck maneuvering through the Umwelt intersection enroute to the Umwelt WRSA



Photo 47: Umwelt WRSA facing west from the blasting area access road



Photo 48: Umwelt WRSsA facing northwest from the blasting area access road



Photo 49: Haul truck unloading at the Umwelt WRSA



Photo 50: Landfill area located east of the Umwelt WRSA



Photo 51: Close-up view of the landfill



Photo 52: Dewatered Round Pond and Saline Water Pond (Umwelt Dam) access road



Photo 53: Saline Water Pond construction ongoing, facing southwest from the Umwelt pit

3.1.9. Blasting Area (Explosives Storage Area)



Photo 54: Blasting area



Photo 55: Storage and staging of Ammonium Nitrate (AN) bulk bags at the blasting area⁹

⁹ During the site visit, a puncture was observed on a bulk bag containing prilled ammonium nitrate, with active discharge onto the snow-covered ground surface. The damage was considered consistent with mechanical impact. B2Gold Nunavut staff were notified, and corrective actions were taken, including cleanup of the



Photo 56: Seacans east of AN storage area



Photo 57: Additional seacans north of AN storage area

released material (see Follow-Up section). Bulk bags were also observed to be placed directly on the ground surface, increasing the potential risk of material loss and environmental release.



Photo 58: Explosives storage magazine

3.1.10. Emulsion Plant Pad



Photo 59: Emulsion plant



Photo 60: Emulsion plant

3.1.11. Llama Crusher Pad¹⁰



Photo 61: Crusher pad facing west from the access road

¹⁰ The Llama crusher pad hosts mobile crusher units, with overburden and ore stockpiles present, and no active crushing observed during the site visit.



Photo 62: Mobile crusher and stockpiles, facing southwest



Photo 63: Equipment laydown area and maintenance shop located southwest of the Llama crushers

3.1.12. Goose Camp ¹¹



Photo 64: Goose camp main entrance

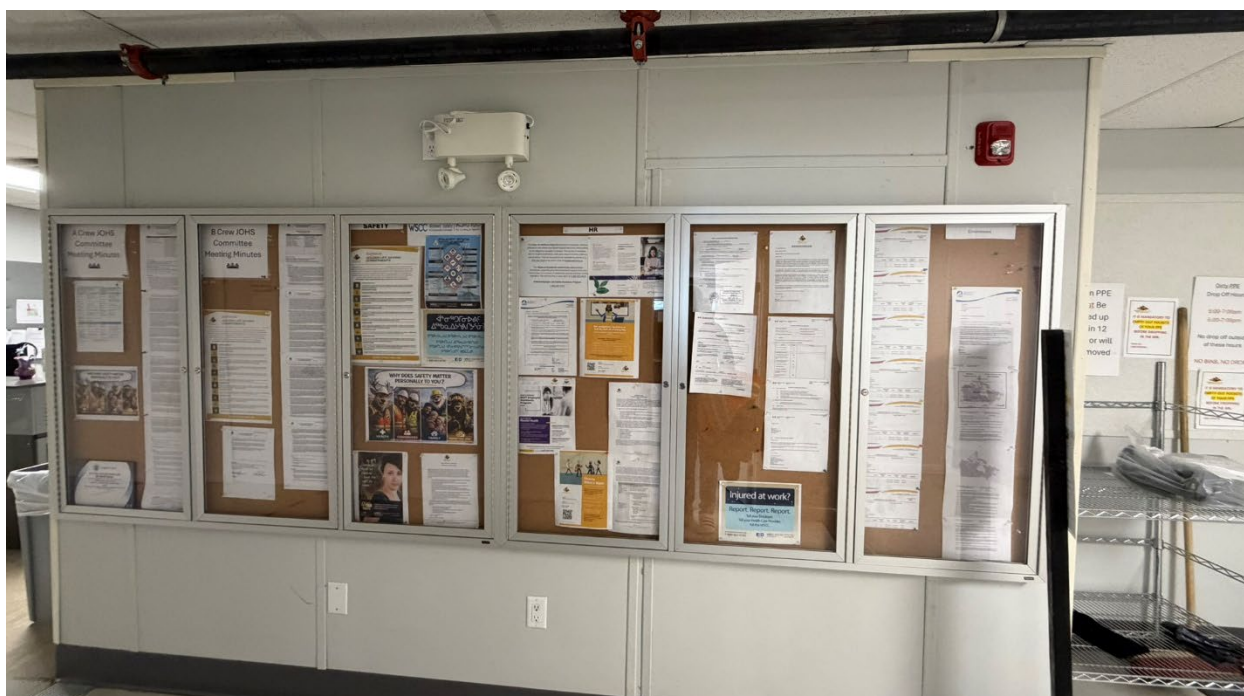


Photo 65: Notice board displaying permits and occupational health and safety information

¹¹ Goose Main Camp serves as the primary office and accommodation complex supporting site operations. Construction was completed in May 2024, expanding the camp capacity to approximately 600 beds.



Photo 66: Waste segregation, fire safety equipment, and water dispenser in hallway



Photo 67: Indoor games area in the camp lounge

3.2. Winter Ice Road

The Goose Mine Site and Marine Laydown Area are seasonally connected by an approximately 160-km Winter Ice Road. The Winter Ice Road is used to transport supplies from the Marine Laydown Area, where materials are delivered by sealift, to the Goose Mine Site during the winter season when sufficient ice conditions are present. The route traverses freshwater lakes and a final section over sea ice, with designated check-in points, portages, and forward camps along the alignment. The Goose Mine Site, Winter Ice Road (including associated forward camps), and Marine Laydown Area were all visited during the site visit.

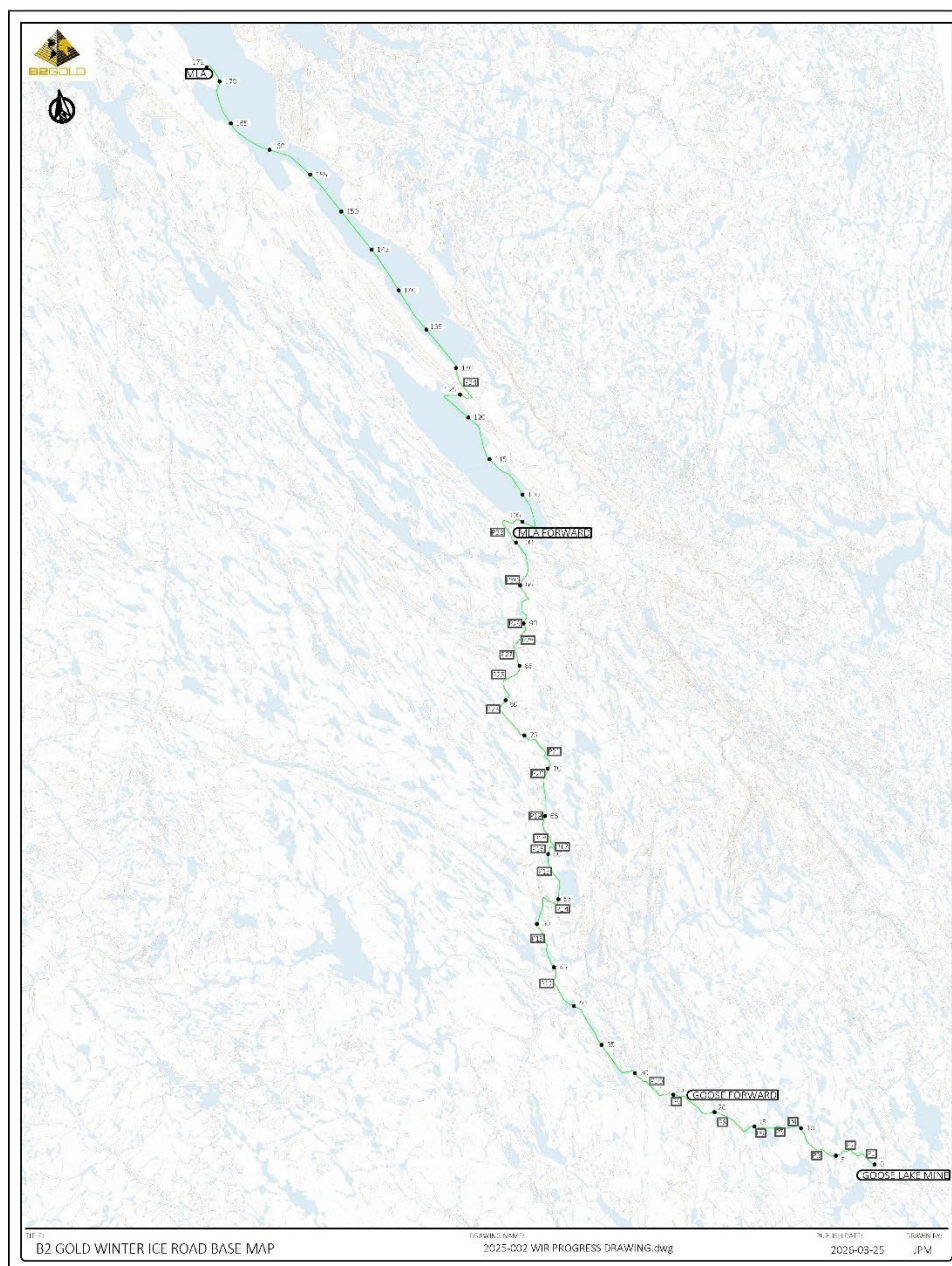


Figure 3: Winter Ice Road Base Map (Provided by B2Gold Nunavut)

3.2.1. Goose Check-in Point¹²



Photo 68: Dispatch building and staging area in the background



Photo 69: Trucks parked adjacent to the dispatch building

¹² The Goose Check-In Point includes a dispatch building, trucker lounge, and designated staging area for winter road operations.

3.2.2. Goose Check-In to Goose Forward Camp



Photo 70: Signage at the winter ice road start point, northbound to MLA



Photo 71: Portage 1, northbound to MLA



Photo 72: Truck traffic toward Goose Mine with active snow management along the winter road, northbound to MLA



Photo 73: Trilingual signage at Lake 3-0



Photo 74: Northbound view on Lake 3-0 showing truck traffic toward the Goose Mine



Photo 75: Lake 4-0, northbound to MLA



Photo 76: Shed caribou antlers observed adjacent to road near Portage P6



Photo 77: Northbound view at Portage P8 with southbound truck traffic to the Goose Mine Site



Photo 78: Water application on Portage P8 to strengthen the winter road surface

3.2.3. Goose Forward Camp

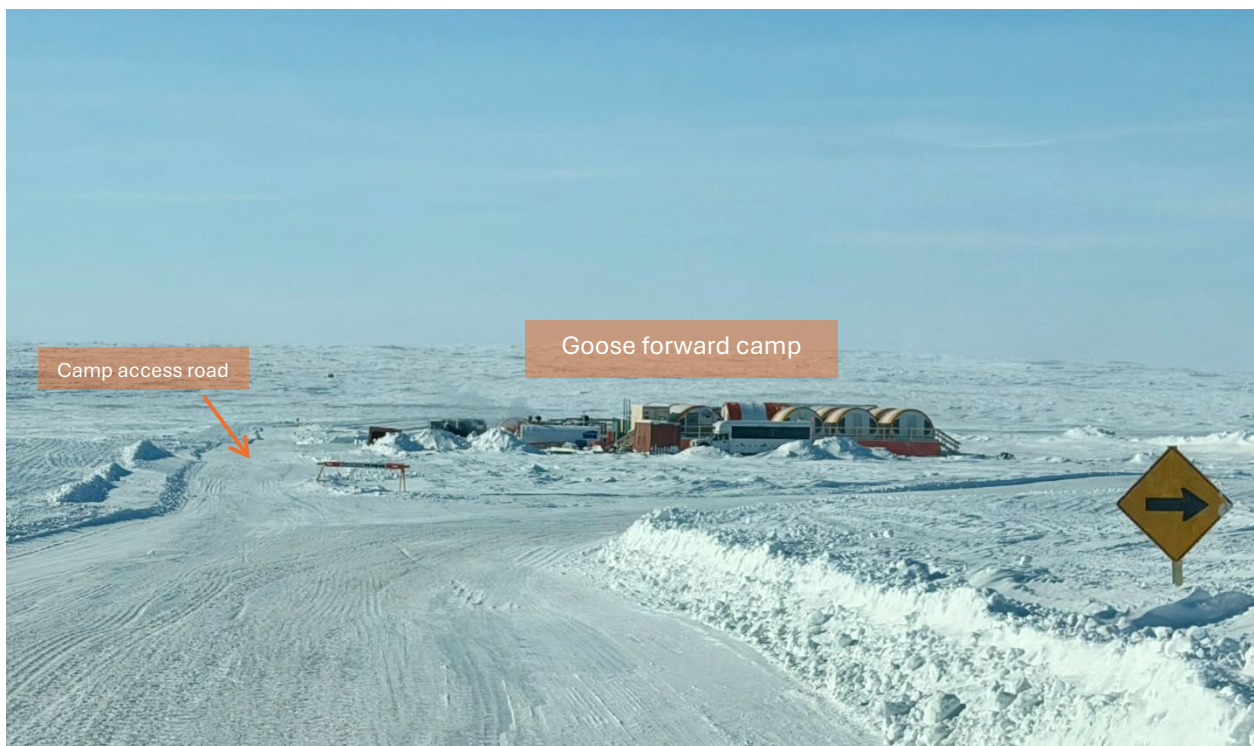


Photo 79: View of Goose Forward Camp area showing Winter Ice Road alignment and camp access road



Photo 80: Weather havens looking east



Photo 81: Fuel tanks and power generator



Photo 82: Washroom facilities



Photo 83: Kitchen

3.2.4. Goose Forward Camp to MLA Forward Camp



Photo 84: Portage P10, Northbound to MLA



Photo 85: Southbound truck to Goose Site on lake between Portages 10 and 12 (~ km 30); no delineators present



Photo 86: Close-up: Southbound truck to Goose Site on lake between Portages 10 and 12 (~ km 30); no delineators present



Photo 87: Lake between Portages 13 and 14 (~ Km 50)



Photo 88: Portage 14, northbound to MLA



Photo 89: Convoy of trucks traveling southbound toward the Goose Mine Site on Portage 19 (distant view)



Photo 90: Wildlife camera on lake between Portages 19 and 20



Photo 91: Portage 29, northbound to MLA

3.2.5. MLA Forward Camp



Photo 92: View of MLA Forward Camp area showing Winter Ice Road alignment and camp access road



Photo 93: Weather havens and maintenance shop, facing south



Photo 94: Equipment laydown area



Photo 95: Equipment laydown area



Photo 96: Fuel tanks in secondary containment



Photo 97: Hydraulic fluid or oil spill, northern end of MLA Forward Camp¹³

¹³ During the site visit, a spill was observed, evidenced by brown discoloration of the snow. The material appeared consistent with hydraulic fluid or oil. B2Gold Nunavut staff were notified, and cleanup actions were completed (see Follow-Up Section).



Photo 98: Close-up: Hydraulic fluid or oil spill, northern end of MLA Forward Camp

3.2.6. MLA Forward Camp to Marine Laydown Area



Photo 99: southbound truck traffic to the Goose Mine site on Bathurst Lake; no delineators present



Photo 100: Road along the eastern edge of Bathurst Lake (~ Km 120) with traffic signage present and a 10 km/h speed restriction in effect



Photo 101: Bathurst Lake and Portage 34 (the Saddle), northbound to MLA



Photo 102: Portage 34 (the Saddle), northbound view



Photo 103: Portage 34 (the Saddle), southbound view



Photo 104: Portage 34 and the ice road extending onto sea ice toward the Arctic Ocean at Bathurst Inlet



Photo 105: Disabled equipment truck on sea ice, facing east



Photo 106: Truck traffic on sea ice section of the road, northbound view



Photo 107: Sea ice section of the road, northbound view

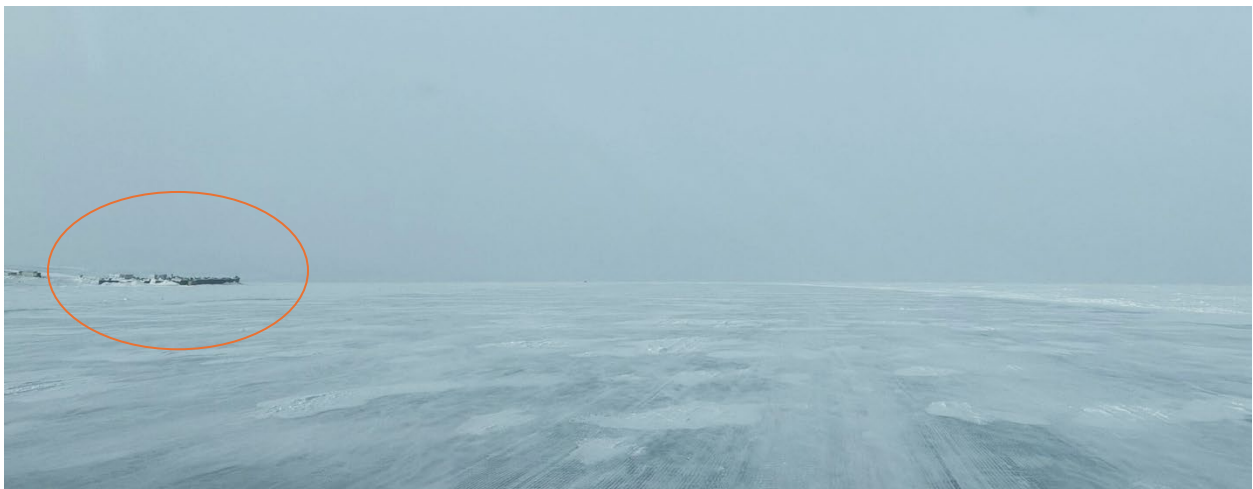


Photo 108: Sea-ice section of the road with the MLA cargo offload area located on the left; northbound view



Photo 109: Southbound truck traffic from MLA to Goose Mine at the WIR North Ramp



Photo 110: Truck traffic on sea ice section of the road, southbound view



Photo 111: Truck traffic on sea ice section of the road, southbound view

3.3. Marine Laydown Area

The Marine Laydown Area (MLA) is located along the western shore of southern Bathurst Inlet, approximately 130 km north-northwest of the Goose Property. The MLA functions as the Project's primary staging and resupply area, receiving annual barge deliveries during the open-water season. Site infrastructure includes a single barge terminal, laydown and storage areas, a fuel tank farm, a camp facility, and associated storage, maintenance, and operational facilities, all of which were visited during the site visit.

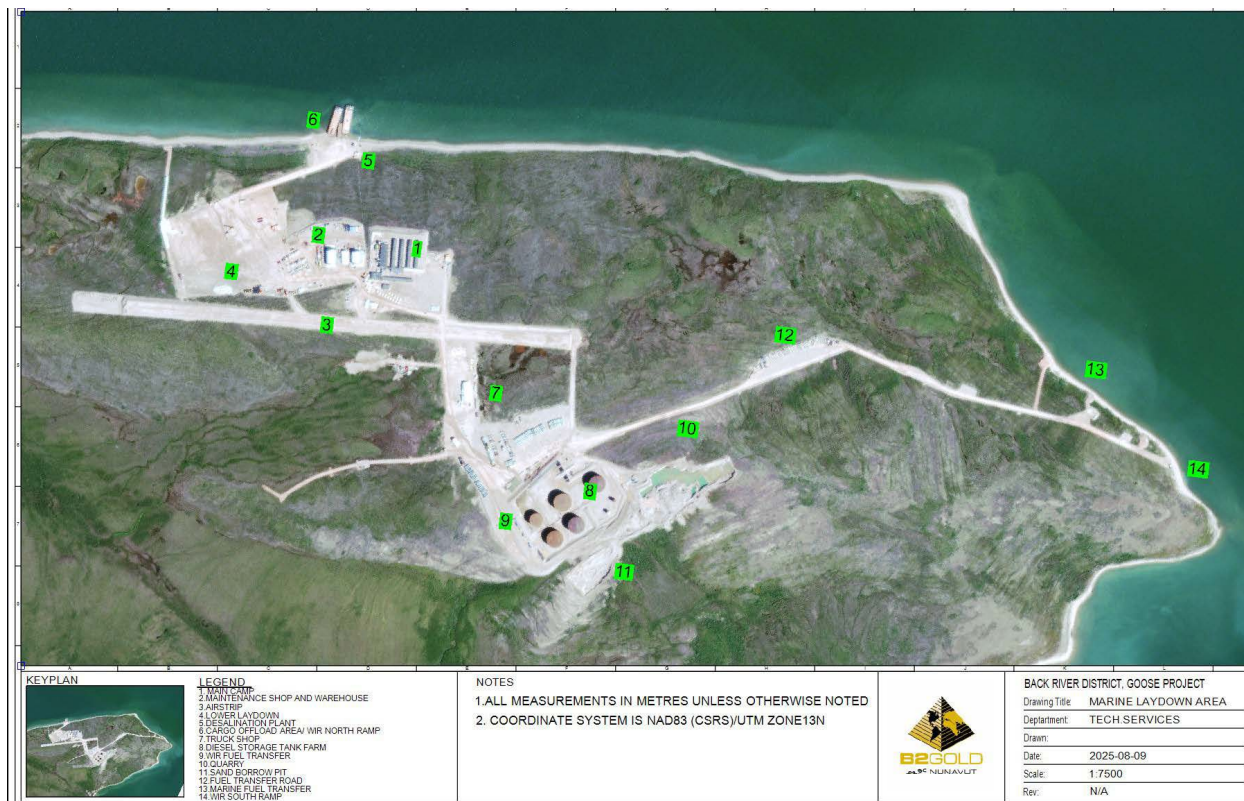


Figure 4: Overview of the Marine Laydown Area (Provided by B2Gold Nunavut)

3.3.1. Cargo Offload Area and WIR North Ramp



Photo 112: Cargo Offload Area (barge terminal) with the MLA camp visible in the background, facing south



Photo 113: Cargo Offload Area and WIR North Ramp with the Arctic Ocean in the background, facing east



Photo 114: Cargo Offload Area and Desalination Plant



Photo 115: Desalination Plant¹⁴

¹⁴ To supply the camp, marine water is pumped from the inlet and treated through a desalination and filtration process. Water quality testing is conducted on a regular basis, and results are posted at the camp upon receipt.

3.3.2. Lower Laydown Area and Warehouse



Photo 116: A truck being loaded at lower laydown



Photo 117: Seacans and tires, facing east



Photo 118: Concrete bulk bags



Photo 119: Northeastern area of the lower laydown showing properly stacked sea cans and posted speed-limit signage



Photo 120: Maintenance shop and Warehouse, facing east

3.3.3. Airstrip and Bypass Road



Photo 121: Airstrip, facing northwest



Photo 122: Airstrip, facing southeast



Photo 123: Bypass road closure in place to facilitate aircraft landing



Photo 124: Cargo aircraft on the airstrip

3.3.4. Fuel Barge Transfer Line and Tank Farm



Marine fuel transfer point

Photo 125: Marine fuel transfer line pumphouse, facing north



Photo 126: Marine fuel transfer line, facing east



Photo 127: Fuel transfer line running along the fuel transfer road toward the tank farm, facing north



Photo 128: Spill-at-Sea response seacans located adjacent to the marine fuel transfer area



Sorbent booms and pads

Photo 129: Spill-at-Sea response seacans located adjacent to the Marine Fuel Transfer Area



Photo 130: Dust samplers located adjacent to the fuel transfer road



Photo 131: Fuel transfer line and Tank Farm, facing north



Photo 132: Fuel tanks within secondary containment, facing west



Photo 133: Fuel tanks within secondary containment, facing west



Photo 134: Trucks and fuel tankers staged north of the tank farm



Photo 135: Truck shop located north of the tank farm, housing a wildlife camera used to monitor activity in the incinerator area to the west



Photo 136: Incinerators



Photo 137: HAZMAT waste storage area

3.3.5. MLA Camp



Photo 138: MLA camp entrance



Photo 139: Waste management at MLA camp

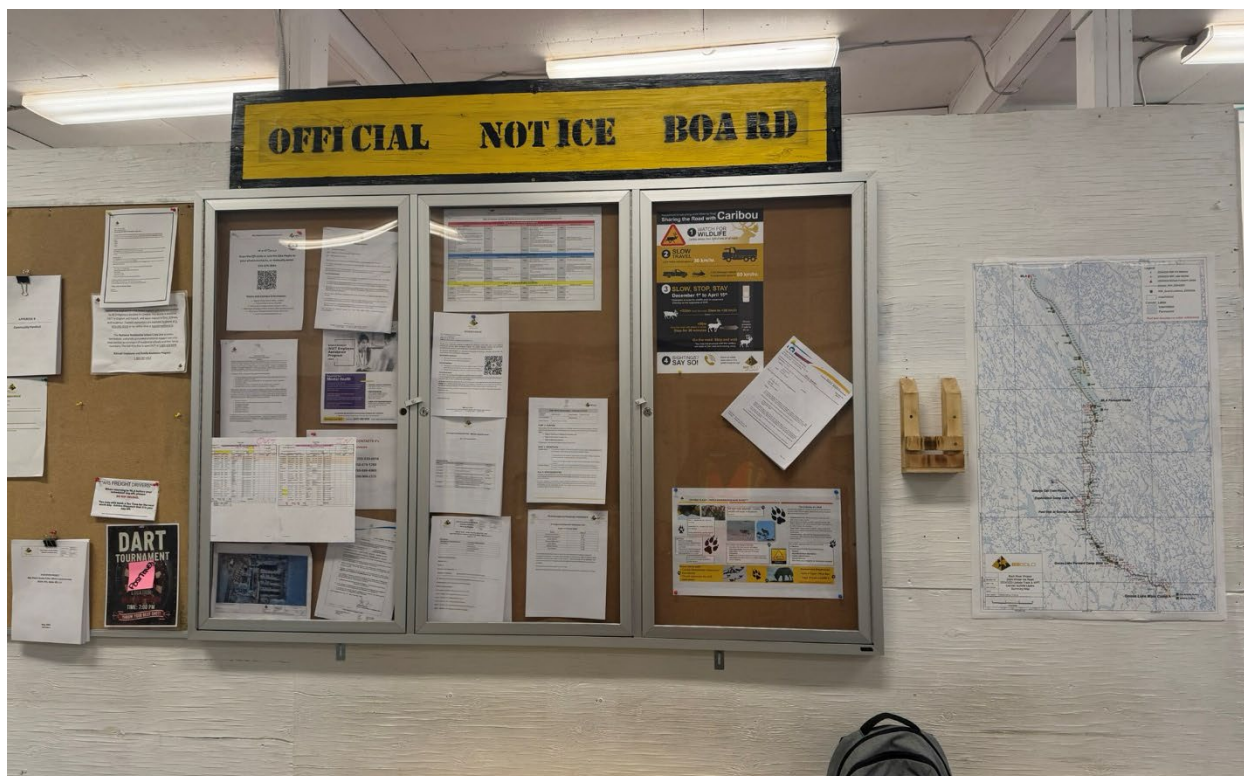


Photo 140: Notice board at the camp entrance

4. FOLLOW-UP

During the site visit, NIRB staff observed and notified B2Gold Nunavut staff of two spill-related incidents at the Blasting Area and the MLA Forward Camp.

At the Blasting Area, a punctured bulk bag containing prilled ammonium nitrate was observed, with active discharge onto the snow-covered ground surface (Photo 55). The damage was attributed to mechanical impact during material handling. Corrective actions included securing the damaged bag, transferring remaining material into a waste mega bag, and shoveling and sweeping the affected area.

At the MLA Forward Camp, a small oil or hydraulic fluid spill was observed on snow (Photo 97 and Photo 98), later determined to have originated from a crew bus. Contaminated snow was shoveled, collected in a bag, and disposed of appropriately.

On March 28, Macoura Kone, Manager, Environment, B2Gold Nunavut, provided internal spill reports to the NIRB, including post-cleanup photographs confirming that corrective actions were completed (Photo 141 and 142).



Photo 141: Ammonium nitrate (AN) spill area following cleanup, photo extracted from the internal spill report



Photo 142: Oil spill area following cleanup, photo extracted from the internal spill report

5. CONCLUSION

Overall, facilities and activities observed during the winter site visit were generally consistent with the environmental protection measures and requirements of Project Certificate No. 007, Amendment 01. Appropriate environmental management practices, monitoring programs, and winter-specific safety controls were in place across the Goose site, Winter Ice Road, and Marine Laydown Area. No major non-compliance issues were identified. Two minor spill-related incidents were identified at the Blasting Area and the MLA Forward Camp; both were promptly addressed by B2Gold Nunavut, with corrective actions completed and documented through internal spill reports and post-cleanup photographs provided to NIRB.

NIRB staff identified the following specific areas for improvement:

- At the Goose Exploration Camp, several areas appeared unorganized, with debris including damaged boxes and bulk bags observed on the snow surface east of the HAZMAT containment area ([Photo 14](#)). Unsecured mega bags, totes, and other containers were also observed near the settling pond area ([Photo 19](#)), posing a potential wildlife entrapment hazard.
- A wildlife monitoring camera located near the incinerator buildings at the Goose Exploration Camp was observed to be obstructed by accumulated snow at the time of the site visit. While B2Gold Nunavut confirmed that wildlife cameras are inspected on a biweekly basis, additional inspections following significant snowfall or wind events, or more frequent checks during winter months, would help ensure continued camera functionality and effective wildlife monitoring ([Photo 10](#)).
- On wide lake sections of the Winter Ice Road, including the lakes between Portages 10 and 12 ([Photo 85 and Photo 87](#)), Portages 13 and 14, Bathurst Lake ([Photo 99](#)), and the ice road extending onto sea ice toward the Arctic Ocean at Bathurst Inlet ([Photo 106, Photo 107, Photo 110, and Photo 111](#)), clear road boundaries and delineators were not consistently observed. The installation of delineators would improve driver guidance during low visibility conditions such as nighttime travel or wind and snow events, and would help ensure vehicles remain within the designated corridor, particularly given that ice strength is greatest along the center of the road.

Prepared by:
Varun Nayak
Monitoring Officer
Date: April 13, 2026
Signature: 

Reviewed by:
Keith Morrison
Manager, Project Monitoring
Date: April 13, 2026
Signature: 