

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**



**SUMMARY AUDIT REPORT**

**ICMI Cyanide Code Transportation  
TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT  
Cyanide Supply Chain Certification Audit  
San Pedro Sula, Cortés – Honduras**

**Submitted to:  
International Cyanide Management Institute (ICMI)  
1400 I Street, NW – Suite 550  
Washington, DC 20005, USA**

**Initial Audit**



Geosoluciones Panamá, S.A.  
P.O. Box 0923-00340  
Santiago - Panamá

**TEXAS BUNKERING SUPPLY & SERVICES**

Name of Facility

A handwritten signature in blue ink, appearing to read 'A. E. ...', is written over a horizontal line.

Signature of Lead Auditor

**September 25-26<sup>th</sup>, 2014**

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**TABLE OF CONTENTS**

**A- GENERAL SUMMARY**

**A.1 Information of the Audited Operation**

**A.2 Overall Auditor's Finding**

**B- TEXAS BUNKERING SUPPLY & SERVICES ROLE AS CYANIDE TRANSPORTATION**

**1. TRANSPORT: Transport cyanide in a manner that minimizes the potential for accidents and releases.**

*Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.*

*Transport Practice 1.2: Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.*

*Transport Practice 1.3: Ensure that transport equipment is suitable for the cyanide shipment.*

*Transport Practice 1.4: Develop and implement a safety program for transport of cyanide.*

*Transport Practice 1.5: Follow international standards for transportation of cyanide by sea and air.*

*Transport Practice 1.6: Track cyanide shipments to prevent losses during transport.*

**2. INTERIM STORAGE: Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent releases and exposures.**

*Transport Practice 2.1: Store cyanide in a manner that minimizes the potential for accidental releases.*

**TEXAS BUNKERING SUPPLY & SERVICES**

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**3. EMERGENCY RESPONSE: Protect communities and the environmental through the development of emergency response strategies and capabilities.**

Transport Practice 3.1: Prepared detailed emergency response plans for potential cyanide releases.

Transport Practice 3.2: Designate appropriate response personnel and commit necessary resources for emergency response.

Transport Practice 3.3: Develop procedures for internal and external emergency notification and reporting.

Transport Practice 3.4: Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.

Transport Practice 3.5: Periodically evaluate response procedure and capabilities and revise them as needed.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**C- “INVERSIONES DE TRANSPORTES TERRESTRES” ROLE AS CYANIDE  
TRANSPORTATION**

**1. TRANSPORT: Transport cyanide in a manner that minimizes the potential for accidents and releases.**

Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.

Transport Practice 1.2: Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.

Transport Practice 1.3: Ensure that transport equipment is suitable for the cyanide shipment.

Transport Practice 1.4: Develop and implement a safety program for transport of cyanide.

Transport Practice 1.5: Follow international standards for transportation of cyanide by sea and air.

Transport Practice 1.6: Track cyanide shipments to prevent losses during transport.

**2- INTERIM STORAGE: Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent releases and exposures.**

Transport Practice 2.1: Store cyanide in a manner that minimizes the potential for accidental releases.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**2. EMERGENCY RESPONSE: Protect communities and the environmental through the development of emergency response strategies and capabilities.**

Transport Practice 3.1: Prepared detailed emergency response plans for potential cyanide releases.

Transport Practice 3.2: Designate appropriate response personnel and commit necessary resources for emergency response.

Transport Practice 3.3: Develop procedures for internal and external emergency notification and reporting.

Transport Practice 3.4: Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.

Transport Practice 3.5: Periodically evaluate response procedure and capabilities and revise them as needed.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**A- GENERAL SUMMARY**

**A.1 Information of the Audited Operation**

Name of Cyanide Transportation Facility: Texas Bunkering Supply & Services  
Name of Facility Owner: Luis Alonzo Prudoth  
Name of Facility Operator: Texas Bunkering Supply & Services  
Name of Responsible Manager: Luis Alonzo Prudoth  
Address: 1 Kmt CA-5, La Posona Puerto Cortes, Republic of Honduras  
State/Province: Cortés Country: Honduras.  
Telephone +504 9995 2068 Fax: N/A E-Mail: psmasac@yahoo.com

**(CERTIFICATION AUDIT)**

*Location detail and description of operation:*

TBSS is located at Kilometer #1 of the four lanes highway CA-5, in Port of Puerto Cortes, Cortes Department, in the Republic of Honduras. It is a Supply Chain that offers cyanide transport service from the Port of Puerto Cortes to its mining customers through its transport company (Inversiones y Transportes Terrestres de R.L. de C.V.(ITT).

Texas Bunkering Supply was established on April 19, 2005.

Since 2008 TBSS has been providing coordination, reception, supervision and cyanide containers transport services to the Dupont Company, mines of La Libertad (Dismenic), Triton and HEMCO from the Port of Puerto Cortes in Honduras to the Republic of Nicaragua.

Since 2013 TBSS has been providing to Compañía Minerales de Occidente (MINOSA) coordination services and supervising the sodium cyanide containers transportation from the Port of Puerto Cortes to other facilities in San Andres, Copan Department, Honduras.

TBSS uses certified trailers and chassis units in their weight-bearing capacity and drag through calculation report performed by a professional mechanical engineer.

The routes have slopes of up to 30 degrees. The units are driven by certified drivers whom are also trained in cyanide exposure hazards and defensive training.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

Cyanide is transported to the Republic of Honduras by ship and its main arrival destination is the Port of Puerto Cortes. Then, it is transported to its final destination, San Andres Mine in the Copan Department.

**The Port of Puerto Cortes**

Cyanide is packaged by the manufacturer (Cyanco) in a polypropylene maxi-bag with approx.1000 Kg. within a polyethylene liner. This is then placed in a wooden box. 20 units of these boxes are loaded into each standard twenty feet equivalent unit dry-van container.

Prior to shipping, the manufacturer (Cyanco) seals the container with a numbered seal at the production facility to prevent a breach in the chain of custody. The container remains sealed until delivery and discharge at the Mine's storage facility.

All the ship-side operations (discharge) at the Port of Puerto Cortes are performed by Empresa Nacional Portuaria. It is responsible of transferring the containers to **ITT** vehicles in order to deliver them to the mine in Copan department, located at 269 Km from Puerto Cortés.

**TBSS** transports the cyanide containers directly from the port to the client's site, using authorized and suitable vehicles for the mission without the need of temporary storage facilities.

This audit will cover the ground transportation operations from the moment the National Port Agency "Empresa Nacional Portuaria" and all relevant authorities release the cyanide containers from the container terminal until their arrival to the mine.

The main transportation route from the Port of Puerto Cortes to San Andres mine has an approximate distance of 269 km. The shuttle schedule is from 5:00 a.m. to 6:00 pm, up to 6 containers may be transported on each convoy, more than that must be organized in another convoy which may be transported alternately with different escort and supervision.

TEXAS BUNKERING SUPPLY & SERVICES  September 25-26<sup>th</sup>, 2014  
Name of Facility Signature of Lead Auditor Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**A.2 Overall Auditor's Finding**

This operation is

- in full compliance
- in substantial compliance
- not in compliance

with the International Cyanide Management Code.

Audit Company: Geosoluciones Panamá, S.A.

Audit Team Leader: Jorge Efrén Chong Pérez      Email: [geosoluciones@cwpanama.net](mailto:geosoluciones@cwpanama.net)

Names and Signatures of Other Auditors: María Del Pilar Arrese



Dates of Audit: September 25-26<sup>th</sup>, 2014

I attest that I meet the criteria for knowledge, experience and conflict of interest for Code Verification Audit Team Leader, established by the International Cyanided Management Institute and that all members of the audit team meet the applicable criteria established by the International Cyanide Management Institute for Code Verification Auditors.

I attest that this Summary Audit Report accurately describes the findings of the verification audit. I further attest that the verification audit was conducted in a professional manner in accordance with the International Cyanide Management Code Verification Protocol for Cyanide Transportation Operations and using standard and accepted practices for health, safety and environmental audits.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**B- TBSS ROLE AS CYANIDE TRANSPORTATION**

**1. TRANSPORT: Transport cyanide in a manner that minimizes the potential for accidents and releases.**

Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.

This operation is

- In full compliance
- In substantial compliance Transport Practice 1.1
- Not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

TBSS has established a route evaluation procedure which includes a route risk assessment. The assessment includes three route sections with independent features which are highlighted on the Honduras trip report maps. All of that is part of the transportation procedure.

As indicated in the Transportation Procedure, section 5.1, TBSS always takes into consideration the physical condition of the bridges within the transport route, whether bridges on the route are straight or curved, as well as the environmentally sensitive areas.

TBSS and the San Andres Mine have agreed to avoid any convoy movement when there is news of adverse conditions on the route.

TBSS will be monitoring for any warning alerts from the Permanent Contingency Commission of Honduras, COPECO, meteorology and other national authorities regarding any hurricane or tropical storm. (After any of those events pass, the route should be assessed before any convoy movement may start).

Route assessment considers the traffic of pedestrians on the road, water bodies or rivers and a lake that is close to the port.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

The transportation process also considers other conditions such as earthquakes, overflowing rivers along the route, bridges falling down. Social disruption (archive roads or bridges for people in strikes on the route or in the mine. Undermining the road streams.

The assessment of the route between the Port of Puerto Cortes and San Andrés Mine takes into consideration three aspects of the road in order to prevent potential accidents and spills:

*Port Property (Port of Puerto Cortes): Heavy traffic and high pedestrians' density (workers), water bodies around the port area, the bay and Alvarado Lagoon "Laguna de Alvarado" at Cortés Port.*

From the Port of Puerto Cortes to San Pedro Sula (SPS): 66 Km of concrete road .There is Heavy traffic and high population density to cross Puerto Cortes, San Pedro Sula and Choloma on Highway CA-5 during rush hours due to the industrial zones such as clothing factories ("maquilas") alongside the road from Rio Nance, Choloma to San Pedro Sula. The convoy will take the second peripheral ring to cross the city of SPS because the population density is lower, transiting at 30km/hr or less around populated areas. From Puerto Cortes to San Pedro Sula the road is flat. (Total of bridges in curves: 1.)

*Detouring west to S.P.S. and then to La Union Copan CA-4 Highway 178 Km: Asphalt road. Heavy traffic and high population density to cross La Entrada Copan, Santa Rosa and Cucuyagua, passing through environmentally sensitive regions such as agricultural and livestock areas, and rivers near the road. During rainy season all the areas from Naco to Chiquila become misty zones. The road has a variety of closed and opened curves, with slopes and grades of 10 and 15 degrees after the town of Chiquila, before arriving to Santa Rosa de Copan and after Santa Rosa de Copan, and driving down to Cucuyagua. (Four curved bridges).*

*The route from La Union Copan to ADR gate in MINOSA, 18 Km: (Dirt road). The cities within this route have low population density and traffic. There is some risk when the convoy encounters heavy equipment driving on opposite direction of the road because some sections of the road are a bit narrow. The convoy needs to pass sensitive regions such as agricultural and livestock areas and parts of the road have opened and closed curves, slopes and grades before arriving San Andrés and the Mine, which can be risky during rainy season. (Total of bridges in curves: 4.)*

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

GENERAL CONDITION OF THE ROUTE: The route evaluated for cyanide transport from the Port of Puerto Cortes to San Andrés Mine (MINOSA) facilities, is performed by Investment Land Transport (ITT) units, and this company is required to assign drivers qualified and trained in defensive driving and risk of cyanide as it is indicated by the International Cyanide Management Code.

The route evaluated from the Port of Puerto Cortes to Santa Rosa de Copán, is the only way to access MINOSA with signs along the route. The road is periodically maintained due some problems with the concrete or asphalt layers, the only unpaved section of 18 Km to reach Mina is permanently maintained by MINOSA, which contributes to the safety of convoys.

It may also indicate that along the route there are security check points and highway patrol to ensure traffic flow on the road.

TBSS has established on its Transportation Procedure Section 5.7: **CONDITION AND DEGREE OF RISK OF THE MOST CRITICAL POINTS OF THE ROUTE**. This section shows the likelihood of incidents occurring during the transit of the different pavement types and conditions such as nearby water sources and population centers.

Risks that may arise in the route are evaluated on every transport process and registered in a **RISK REPORT**.

Drivers, were interviewed and confirmed that they received information regarding the evaluation of routes and that these changes may have along the route if necessary for safety or security reason, prior each trip.

Texas Bunkering Supply Services is responsible for maintaining, before every trip, updated information of the physical and safety conditions of the roads, asphalt and dirt roads where the cyanide unit containers will travel. The physical conditions would be evaluated every time a convoy travels to MINOSA.

TBSS keeps records of the assessments made before and after every trip; this information provides instructions to drivers. After every trip, the trip report provides valuable information and describes the different risk scenarios founded.

TBSS Transportation Procedure in section 6.1 has developed several standards to take special precautions during transport. In order to prevent boxes from moving inside the

TEXAS BUNKERING SUPPLY & SERVICES		September 25-26 <sup>th</sup> , 2014
Name of Facility	Signature of Lead Auditor	Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

container drivers will need to follow the commercial invoices instruction by loading 20 boxes per container and not less than that.

Section 6.12 establishes that drivers must not make sharp turns at high speed or cornering because the centrifugal force may cause the load to shift and make the container fall off.

Drivers must be medically certified to perform their job prior to the transportation. Medical examination should be done at least every two years. They should also be trained in defensive driving and retrained every two years, as well the medical exams.

Drivers must have valid heavy equipment driver license, defensive driving training and accident insurance. They will receive cyanide risks training from Texas Bunkering Supply and Services.

During development of the convoy, motorists may only receive instructions; including speed limit from the TBSS convoy leader, the speed will be 70 km/h.

Drivers must have on their corresponding teams the emergency plan and cyanide safety data sheet.

Up to today 20 delivery operations have been performed; three operation files were reviewed. The reports included actions taken to reduce the risk in unexpected events. The project and convoy leader is Mr. Luis Prudoth is an ex-Chevron Texaco Safety and Health Officer.

During transportation TBSS documents the risks encountered all through the route, providing recommendations to control these risks.

As established in section 14 of the Emergency Response Plan, the risk assessments of the route were used to develop possible emergency scenarios, such as: incidents without injuries or spills, mechanical equipment failure with rollover spill, equipment caught on fire, and traffic accidents with or without injuries in the route.

TBSS maintains constant communication with emergency response agencies such as the Permanent Commission for Contingencies (COPECO) and the Red Cross, with whom has conducted briefings and received feedback about the risks of transporting sodium cyanide.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates



**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

*Transport Practice 1.2: Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.2
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS designed an annual training program for drivers, administrative personnel and supervisors and it was implemented by ITT.

Ten (10) drivers have been designated and certified for cyanide transportation; their credentials and training certificates are kept on their personal files. Some licenses were verified.

The trainings were done according to the monthly planning topics: Cyanide risks, defensive driving course, spill drill, use and handling of fire extinguishers, first aid and hazardous materials.

Section 6.12 of the transportation process indicates that drivers should be trained in defensive driving and retrained every two years.

All personnel handling cyanide and operating the transport equipment have been trained to perform their jobs in a safe manner. TBSS managers certify the drivers included in the list of trainings approved for cyanide transportation. According to the training records, only employees that participated in the training sessions have or may participate in the convoys all of whom have been instructed by TBSS, Red Cross or a qualified trainer.

Each ITT driver must receive training based on "SMITH" system defensive driving and pass a written examination set by TBSS.

The ITT drivers, whom were interviewed, confirmed of receiving specific training.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

Texas Bunkering Supply & Services (TBSS) supply chain have a procedure to ensure its subcontractors meets elements 1, 2 and 3 of this Transport Practice 1.2; and uses “INVERSIONES DE TRANSPORTES TERRESTRES” (ITT), with address in “Aldea El Chile, Sector La Posona, a 300 metros, después del peaje a Puerto Cortés, carretera a San Pedro Sula”, as transport company.

*Transport Practice 1.3: Ensure that transport equipment is suitable for the cyanide shipment.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.3
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS requires documenting the load-bearing capacities. All ITT chassis are certified by calculation report prepared by a mechanical engineer registered in Honduras. Two calculation records were reviewed.

Section 6.8 of the TBSS Transportation Procedure states that a preventive maintenance program is required for every unit and chassis. The maintenance documents must be kept at ITT offices as it is required by the International Cyanide Management Code and also for audits.

**Periodic Inspection**

The periodic inspection will be conducted using a checklist before every transportation process. The truck driver will verify the following:

- Tire pressure, condition and screws
- Lights
- Back up alarm
- Safety belt condition
- Lights
- House keeping
- At least ¾ tank fuel
- Chock blocks

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

- Engine oil level.
- Hydraulic fluid level.
- Fuel level.
- Cooling fluid level.
- Check brake system.
- State and belt tension.
- Operation of lights and electrical components.
- Radio communication system and / or cellphone with ongoing radio check
- Fire extinguisher

Mechanics and part of the maintenance personnel interviewed, confirmed that the preventive maintenance and corrective actions are made whenever the equipment needs it.

In accordance to its preventive maintenance procedure, every 5,000 Km TBSS verifies if the equipment is suitable for the load to be transported.

According to manufacturer's recommendations a periodic preventive maintenance should be performed based on operating kilometers, doing so by using pre-established maintenance guidelines:

Review of mechanical friction, air hoses, engine braking, oil and air filter replacing, temperature gauges revision, air bag, air conditioner, turbo, transmission box oil change, differential axle, injectors valves calibration and radiators cleaning.

Apart from that, every driver makes a preventive inspection of his equipment on every use, which is recorded in a document that verifies: oil, hoses condition, brakes, hydraulic lines, tires, battery, glasses, safety belts, lights and alarms.

Section 6.0 of the Sodium Cyanide Transportation Procedure stated the criteria related to the chassis load capacity. The chassis must be able to carry up to 23 tons.

TBSS has a procedure for container cyanide delivery to MINOSA mine "*Procedimiento para entrega de Contenedores con Cianuro a MINOSA*". This procedure verifies all the documentation required for the containers extraction from Customs (cargo customs declaration, commercial invoices and guides). This documentation must match the number of containers discharged from the ship, in order to avoid any legal inconveniences when picking up the containers from the port premises. The previous documentation indicates the number of cyanide boxes to be transported.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates



**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

substances and materials. The auditor inspected the placards affixed to each of the escort vehicles.

TBSS has established a schedule for inspecting transport units before the trip (it is documented in the checklist included in the trip report).

The July 31<sup>th</sup>, August 12<sup>th</sup>, 26<sup>th</sup> 2014 pre-trip check list records were reviewed.

TBSS has implemented a maintenance program under its safety program, which is mandatory.

TBSS convoy's Safety Leader together with the driver of each unit and an ITT transport Supervisor should conduct an inspection of the units and chassis, before picking up the containers. Any discrepancies during primary inspection will be fixed or repaired (even if an equipment need replacing, either a head or other chassis) by the maintenance department before the units enter port premises to collect containers.

TBSS has established a driving policy and fatigue control which states that all drivers must rest at least 8 hours before transporting the cargo and will drive no more than eight hours per day.

In order to prevent boxes from moving inside the container during transportation TBSS has established the following:

Drivers will need to follow the commercial invoices instruction by loading 20 boxes per container and not less than that.

Drivers must not make sharp turns at high speed because the centrifugal force may cause the load to shift and make the container fall off.

Trucks should not incline in gutters while driving with the containers because that may unbalance the load and make the containers fall off.

TBSS has agreed with MINOSA Mine to contact the relevant authorities and COPECO (Permanent Committee of Contingencies) prior to transportation in order to get information about the weather, any adverse operations as civil commotion or any other measures that may affect the integrity of drivers, cargo or equipment. In case an adverse situation is taken place the transportation will be suspended or modified.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

TBSS has established the level of alcohol, drugs, or any other substance consumption that may impair or reduce the function of the driver or a member of the convoy. Prior to the convoy departure, all drivers must pass a breathalyzer test performed by the safety Leader and the result should be 0.0% alcohol, if someone has a higher result cannot make the trip and must be replaced. The same procedure will apply if a driver is under medical treatment and ingesting legal drugs, he cannot be part of a cyanide convoy.

On section 7.1 of the Transportation Procedure TBSS has established these procedures must be recorded in the trip report that is filled out on every operation, and all data pertaining to the transportation be archived for at least three years.

All documentation pertaining to the transportation services provided by TBSS, from the port to the mine, must remain filed for a minimum of three years or more. The documentation is the following:

- a) Final report of every convoy journey.
- b) Unit and chassis pre-trip inspection sheet.
- c) Bill of lading
- d) Emergency kit check list
- e) Containers delivery (to the mine) control sheet
- f) Copy of the commercial invoice indicating the number of containers delivered to the mine and accurate net weight of product in each container.

If a mechanical problem occurs before transportation, it is corrected immediately. Otherwise, the vehicle is replaced immediately.

In case a container arrives with some abnormal condition a physical inspection is conducted, the atmosphere is monitored and found to be correct it.

Texas Bunkering Supply & Services (TBSS) supply chain have a procedure to ensure its subcontractors meets elements 1, 2 and 3 of this Transport Practice 1.4; and uses “INVERSIONES DE TRANSPORTES TERRESTRES” (ITT), with address in “Aldea El Chile, Sector La Posona, a 300 metros, después del peaje a Puerto Cortés, carretera a San Pedro Sula”, as transport company.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

Transport Practice 1.5: Follow international standards for transportation of cyanide by sea and air.

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.5
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

*The scope of this audit is only for ground transportation operations performed by TBSS from Port to client's site.*

Texas Bunkering Supply & Services (TBSS) does not transport by sea or air.

Transport Practice 1.6: Track cyanide shipments to prevent losses during transport.

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.6
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS has requested a Communication Evaluation procedure "Procedimiento evaluación de Comunicaciones". This document establishes that radio communication and cell phones must be made available and should be checked before each trip.

Both TBSS safety leader as ITT supervisors have the list of cell phones and each of the drivers.

The Communication Evaluation procedure "Procedimiento evaluación de Comunicaciones" requires that the radios and GPS system be tested within 48 hours during transport. Weekly checks of the radios are also required or at least prior to transportation. The GPS system should be checked every six months by the company providing the service.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

According to the route assessment, there are no blackout areas in the route. This was confirmed during interviews with the drivers and during the audit.

TBSS transportation procedure “Procedimiento para el Transporte de Contenedores de Cianuro” requires to provide GPS tracking to all cyanide shipments and keep records to track the progress of the shipments.

TBSS has established a cyanide delivering procedure to MINOSA: after the containers have been delivered by ship to transportation units, the drivers must check the containers are closed and have the original seals without any signs of violations.

As soon as the containers have been discharged from the ship, the TBSS convoy’s Safety Leader must inform Minosa Mine via Internet the number of containers received and physical conditions in which they were received. If any of them is damaged, it will be reported to the Shipping Agency operator and Customs to file the damage report prior to leaving port premises.

For safety reasons during the entire convoy journey, beginning at The Port of Puerto Cortes facilities until its arrival to MINOSA, all containers will be supervised by the Safety leader of Texas Bunkering Supply and Services and escorted in the back by ITT. The leader must be in constant communication via Internet with MINOSA staff, reporting the convoy’s location, weather conditions and vehicle traffic density of the area.

At the moment of delivery of the containers, mine authorized employees, sign the sheet receipt of containers thus giving the Vo. Bo. Having received under, the number of containers specified in the documentation provided by the Customs Agency, documentation must be submitted by each driver.

TBSS has established a shipping recordkeeping requirement and trip report that include the product name, amount of cyanide, code number of the Union Nations (UN), and Material Safety Data Sheets requested on Transportation Procedure section 6.12.

Additionally they give each driver on each trip a acknowledge of bill of lading, together with the MSDS of cyanide. This document describes the steps to take in case of spills and people exposure as necessary handling precautions.

Texas Bunkering Supply & Services (TBSS) supply chain have a procedure to ensure its subcontractors meets elements 1 thru 6 of this Transport Practice 1.6; and uses

TEXAS BUNKERING SUPPLY & SERVICES  September 25-26<sup>th</sup>, 2014  
Name of Facility Signature of Lead Auditor Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

“INVERSIONES DE TRANSPORTES TERRESTRES” (ITT), with address in “Aldea El Chile, Sector La Posona, a 300 metros, después del peaje a Puerto Cortés, carretera a San Pedro Sula”, as transport company.

**2. *INTERIM STORAGE: Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent releases and exposures.***

Transport Practice 2.1: *Store cyanide in a manner that minimizes the potential for accidental releases.*

*This operation is:*

- In full compliance
- In substantial compliance Transport Practice 2.1
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

As per port facility requirement, as soon as the cargo arrives must be moved immediately. If the load comes at night is carried to ITT facility, located 3.5 Km from Port Puerto Cortés. The cyanide containers remain parked for no more than twelve hours while in route, until sunrise. The operations do not involve interim storage.

ITT facilities have perimeter fencing and security personnel 24 hours a day.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**3. EMERGENCY RESPONSE: Protect communities and the environmental through the development of emergency response strategies and capabilities.**

Transport Practice 3.1: Prepared detailed emergency response plans for potential cyanide releases.

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.1
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS has an Emergency Plan which seeks to avoid possible damage to human life, health, environment and material losses, this plan contains the procedure to inform the staff of the various companies involved in the transportation, receipt, handling and storage of hazardous materials, and contains basic to comply with an incident procedures and responsibilities during cyanide transportation.

The Emergency Response Plan section 2.1 to 2.6 has considered the proper way to respond to incidents of maximum probability scenarios:

- Failure of a maneuver during unloading a truck in the mine, spilling the product on the site, it may result in a cyanide accident 1 ton of product.
- Failure of a port maneuver during unloading of containers from a ship, to the receiving transport units, spilling the product on the port site, it may result in an accident cyanide 2 tons or more.
- Catastrophic failure resulting in the cyanide boxes collapse while the truck is in motion, spreading an undetermined distance cyanide container; it may result in a cyanide accident with of 5 tons or more.
- Traffic accident involving falling container on the road from transporter platform without spilling cyanide, it may result in a cyanide accident involving a container without spilling for 20 tons of cyanide.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

- Drop a container within a watercourse; it may result in an accident with cyanide 20 tons and eventually the appearance of hydrogen cyanide gas.
  
- Vehicle fire, chassis and container exposing the cyanide.

TBSS Emergency Response Plan Section 5.1 provides the physical properties of cyanide and product description, and Section 6.0 MSDS is included which includes chemical properties, the properties of the packing, so it can be transported and stored.

TBSS has established all emergency scenarios developed for ground transportation. The incidents that occur outside of mining facilities or other industries including port facilities are under the jurisdiction of public authorities; however, it is company policy to make effort to support public emergency services in order to reduce injury, damage, environmental pollution and adverse publicity.

TBSS in section 8.1 has been established considered risk parameters such as bridges and road conditions, elevations above sea level, detours and factors such as curves, nearby water bodies. It develops a risk analysis on the route between Puerto Cortes and MINOSA Mine.

TBSS transport vehicles that are certified for transporting, considers the use of certificates chassis. Not allowed dragging two containers by a same vehicle.

TBSS Emergency Response Plan, section 13, has established the description of actions to respond to emergencies.

Section 14. considers scenarios incident without injury, mechanical problems, overturning the vehicle in rainy and dry environment without tipping spill, fire truck collision with injuries and no injuries.

Section 13 of the Emergency Response Plan has identified the roles of firefighters, health centers, and Red Cross who respond to emergencies. Additionally Minerales de Occidente, S.A. (MINOSA) is committed towards TBSS, to provide emergency response during transportation.

TBSS sent letters to firefighters, COPECO (Permanent Contingency Commission), transit police about its activities in the transport of cyanide. These letters include product

TEXAS BUNKERING SUPPLY & SERVICES  September 25-26<sup>th</sup>, 2014  
Name of Facility Signature of Lead Auditor Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

information, toxicological characteristics and MSDS. This establishes a communication channel in an emergency.

*Transport Practice 3.2: Designate appropriate response personnel and commit necessary resources for emergency response.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.2
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS has established that should provide training to personnel involved in the transport of cyanide in aspects:

- a) The properties of cyanide
- b) Personal safety
- c) Safe handling
- d) Safe transport of sodium cyanide
- e) Fire near sodium cyanide
- f) Medical Emergencies
- g) Environmental Emergencies

Everyone involved in the training programs are the first choice in an emergency:

- a) Group of people forming the first response in emergencies.
- b) Authorities require this training, depending on the needs of the mining company.
- c) Employees and contractors mining company involved in routine operations and emergencies.

Records that support trained drivers and staffs of the Red Cross were reviewed.

Section 10 of the Emergency Response Plan establishes categorizing cyanide incidents by setting them first response incident as those involving spills and dry up to 20 tons. And second response incident more than 20 tons or water bodies.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

In each levels of incidents are considered the duties and responsibilities involved in the response, level 1: TBSS and ITT staff, local contractors and consultants and level 2 by civil defense / firefighter and outside contractors.

From Section 11.1 on page 32 of the Emergency Response Plan, through Section 11.12 on page 37, details of assignments and responsibilities are established emergency.

**TBSS Convoy leader**

Is a primary responsible to secure the area of the accident, identify risks and notify the appropriate response.

**TBSS**

Assist in the logistical requirements and resources that are requested by MINOSA, including calling rescue agencies and transport company, etc., stay in the emergency area assisting OSC of MINOSA until the incident is to the satisfaction of MINOSA and the place has been cleaned and secured.

**CYANCO**

Provides specialized group (if necessary) assistance, coordinates and implement corrective actions to contain, recover the spilled cyanide (when possible) actions. Clean the area of the incident.

**MINOSA**

Send to the site On Scene Commander to coordinate the activities of the emergency response, provide support to TBSS and CYANCO by sending Brigade Emergency Mina San Andrés, providing resources and coordinating information activities to the authorities and to the public.

**On Scene Commander**

This is an employee of MINOSA who will assume full control of the response to the accident scene, replacing the Convoy Safety Leader at the incident scene, leaving them as assistant of the OSC functioning to control the incident.

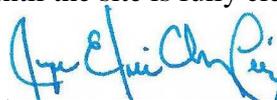
Coordinates activities on site and ensures that each involved acted according to their roles and responsibilities.

**Containment and Recovery Field Supervisor**

This is a CYANCO employee who controls the response to the accident as containment, cleaning and recovery of the incident scene until the site is fully cleaned and neutralized.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**Work Performed (Duties and Responsibilities)**

- Assumes his command post in the scene and directs activities.
- Assess the security situation and judge the magnitude of the problem and decides.
- Start Action Plan Response and call key staff of the team response as you deems appropriate, to face the situation and protect the public and property.
- Develop the Global Action Plan for containment and cleaning the specific incident (using observers on the ground).
- Ensure that assigned responsibilities are carried out and that there is coordination between team members.
- Authorizes expenditures response to the accident needs, which will then be borne by the responsible for the accident / incident.
- Obtain the appropriate government agencies approval regarding specific operations that are subject to waste disposal regulations, traffic diversion etc.
- Inform the management of the company to forward this information to the media and authorities the way they consider more convenient.
- Prepares necessary reports of the event to the authorities and inmates.
- Remain at the scene after completion of the cleaning and restoration actions to verify the full restoration of the area.
- Provide full direction and priority to the field activities.

**LINK MANAGER WITH THE GOVERNMENT AND COMMUNICATIONS**

**Scope of responsibility**

It is MINOSA employee responsible of the relationship with the various government agencies and media.

**Work Performed (Duties and Responsibilities)**

- Addressing the cyanide accident location cyanide upon receiving notice of the field coordinator and obtain the cyanide accident report.
- Establish a place outside the area of the accident to be used as a meeting point and issuing press releases.
- Ensure that everything has been advised government regulatory body and inform them of the fact.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

- It is the main and only contact link with government agencies, for disclosure and to obtain requirements, policies and necessary regulations.
- Direct observation tours to the scene with cyanide, where safety permits for representatives of government agencies.
- Act as spokesperson with the public, the media and government agencies.
- Authorize the publication of any relevant information to the operation.

Is responsible for:

- Link with government agencies
- Public Affairs
- Proper timely care of demands

**Supervision received**

Is responsible to the On Scene Commander for the link with the corresponding government agencies.

On the emergency response plan indicates checklist of the equipment a convoy must have which includes: Oxygen, personal protective equipment, signaling elements, spill cleanup equipment and neutralization.

The emergency response, health, and safety equipment are carried by the convoy safety escort.

TBSS established in section 26.2 that trainings are conducted in order to give attention to medical and environmental emergencies.

TBSS has established an inventory of response equipment upon emergencies, in order to be available when required.

Texas Bunkering Supply & Services (TBSS) supply chain “INVERSIONES DE TRANSPORTES TERRESTRES” (ITT), with address in “Aldea El Chile, Sector La Posona, a 300 metros, después del peaje a Puerto Cortés, carretera a San Pedro Sula”, as transport company.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

TBSS has clearly delineated its roles and responsibilities of ITT during and emergency response as part elements in the emergency plan.

*Transport Practice 3.3: Develop procedures for internal and external emergency notification and reporting.*

*This operation is*

- In full compliance In full compliance
- In substantial compliance Transport Practice 3.3
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS has established a sketched procedure in Section 9.1 which consists of the Safety Leader, the emergency health center, MINOSA, CYANCO and authorities.

The management of activities in the incident scene is described in section 11.1 and outlined in section 9.2

Phone numbers to contact for emergencies are established in Section 9.3.

TBSS established in section 9.3 that emergency contacts should be updated every four months and let the respective records in the sheet updates.

*Transport Practice 3.4: Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.4
- Not in compliance

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS established in Section 16 and 18. The initial response actions would be performed by members of the convoy. The incident attention sequence considers secure the site, assist people requiring help; make contacts with MINOSA, CYANCO, police, firefighters, Red Cross and COPECO.

Also consider the following steps for recovery or solutions neutralization, treatment to the contaminated area, cleaning and decontamination for dry or wet spills.

The Emergency Response Plan, section 18. Ordinal 24 prohibit the use of chemicals such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide to treat cyanide that has been released into surface water.

*Transport Practice 3.5: Periodically evaluate response procedure and capabilities and revise them as needed.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.5
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS Emergency Plan section 27, establishes that the document be reviewed annually in terms of procedures, people, phone numbers, equipment, methods, or any other consideration to allow us more effectively and efficiently.

TBSS Emergency Response Plan section 26.5 states that must perform theoretical or practical drill yearly whose purpose is:

1. Quick preview collection of the situation, gathering facts, basic as known at the time, namely, the "who", "what", "where", "when", "how" and "why" of this situation.
2. Contact the person responsible for the subsidiary and relay the information obtained.
3. Continuous communication with the leader of the convoy.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility

  
Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

4. Attention to the requirements of authorities.
5. Obtaining material and human resources required by the convoy leader.
6. Evaluate options and responses to the extent that complications are received from the place of the drill.
7. In the field we want to assess:
  - a. Convoy properly parked.
  - b. Drivers appropriately dressed for emergency.
  - c. Request assistance to public institutions.
  - d. Measuring quality of air and water surrounding the drill.
  - e. Protection of the affected area.
  - f. Request additional resources.

On September 13, 2014 was held SODIUM CYANIDE spill drill, at the ITT facilities, located on the road from Puerto Cortes to San Pedro Sula, in a place called the Pozona.

Part of a theoretical and practical drill was held with the following aspects:

- Drill Scenario
- Definition of objectives.
- Exercises scope.
- Definition of participants.
- Definition of specific functions.
- Minosa contacts.
- Contacts in ITT.
- Sequence of events and actions to follow.
- Participants dialogue (TBSS, ITT and Red Cross).

Scenario: Accident between a cement hauler (“Churumbul”) coming in the opposite direction and cyanide convoy truck No. 5 cyanide. The shock was on his side, the structure of Churumbul with the side of container, brought as a result of rupture container wall, breaking one of the boxes, cyanide spill occurring, a person hit with small wounds.

Spill description: Is dirt road area with cornfields on sides, gently sloping, relatively dry soil, wind direction from north to south and a river 300 meters parallel to the road.

TBSS established procedure to evaluate the Emergency Response Plan’s performance, through conclusions report that consider the strengths and weaknesses observed during drills.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**C- “INVERSIONES DE TRANSPORTES TERRESTRES” ROLE AS CYANIDE TRANSPORTATION**

**1. TRANSPORT: Transport cyanide in a manner that minimizes the potential for accidents and releases.**

*Transport Practice 1.1: Select cyanide transport routes to minimize the potential for accidents and releases.*

This operation is

- In full compliance
- In substantial compliance Transport Practice 1.1
- Not in compliance

Summarize the basis for this Finding/Deficiencies Identified:

ITT has implemented a route evaluation procedure which includes a route risk assessment. The assessment includes three route sections with independent features which are highlighted on the Honduras trip report maps. All of that is part of the transportation procedure.

As indicated in the Transportation Procedure, section 5.1, ITT always takes into consideration the physical condition of the bridges within the transport route, whether bridges on the route are straight or curved, as well as the environmentally sensitive areas.

ITT implement to avoid any convoy movement when there is news of adverse conditions on the route.

ITT obeys any warning alerts from the Permanent Contingency Commission of Honduras, COPECO, meteorology and other national authorities regarding any hurricane or tropical storm. (After any of those events pass, the route should be assessed before any convoy movement may start).

ITT implement the route assessment that considers the traffic of pedestrians on the road, water bodies or rivers and a lake that is close to the port.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

The transportation process also considers other conditions such as earthquakes, overflowing rivers along the route, bridges falling down. Social disruption (archive roads or bridges for people in strikes on the route or in the mine. Undermining the road streams.

The assessment of the route between the Port of Puerto Cortes and San Andrés Mine takes into consideration three aspects of the road in order to prevent potential accidents and spills:

*Port Property (Port of Puerto Cortes): Heavy traffic and high pedestrians' density (workers), water bodies around the port area, the bay and Alvarado Lagoon "Laguna de Alvarado" at Cortés Port.*

From the Port of Puerto Cortes to San Pedro Sula (SPS): 66 Km of concrete road .There is Heavy traffic and high population density to cross Puerto Cortes, San Pedro Sula and Choloma on Highway CA-5 during rush hours due to the industrial zones such as clothing factories ("maquilas") alongside the road from Rio Nance, Choloma to San Pedro Sula. The convoy will take the second peripheral ring to cross the city of SPS because the population density is lower, transiting at 30km/hr or less around populated areas. From Puerto Cortes to San Pedro Sula the road is flat. (Total of bridges in curves: 1.)

*Detouring west to S.P.S. and then to La Union Copan CA-4 Highway 178 Km: Asphalt road. Heavy traffic and high population density to cross La Entrada Copan, Santa Rosa and Cucuyagua, passing through environmentally sensitive regions such as agricultural and livestock areas, and rivers near the road. During rainy season all the areas from Naco to Chiquila become misty zones. The road has a variety of closed and opened curves, with slopes and grades of 10 and 15 degrees after the town of Chiquila, before arriving to Santa Rosa de Copan and after Santa Rosa de Copan, and driving down to Cucuyagua. (Four curved bridges).*

*The route from La Union Copan to ADR gate in MINOSA, 18 Km: (Dirt road). The cities within this route have low population density and traffic. There is some risk when the convoy encounters heavy equipment driving on opposite direction of the road because some sections of the road are a bit narrow. The convoy needs to pass sensitive regions such as agricultural and livestock areas and parts of the road have opened and closed curves, slopes and grades before arriving San Andrés and the Mine, which can be risky during rainy season. (Total of bridges in curves: 4.)*

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

GENERAL CONDITION OF THE ROUTE: The route evaluated for cyanide transport from the Port of Puerto Cortes to San Andrés Mine (MINOSA) facilities, is performed by Investment Land Transport (ITT) units, and this company is required to assign drivers qualified and trained in defensive driving and risk of cyanide as it is indicated by the International Cyanide Management Code.

The route evaluated from the Port of Puerto Cortes to Santa Rosa de Copán, is the only way to access MINOSA with signs along the route. The road is periodically maintained due some problems with the concrete or asphalt layers, the only unpaved section of 18 Km to reach Mina is permanently maintained by MINOSA, which contributes to the safety of convoys.

It may also indicate that along the route there are security check points and highway patrol to ensure traffic flow on the road.

ITT has implemented on its Transportation Procedure Section 5.7: **CONDITION AND DEGREE OF RISK OF THE MOST CRITICAL POINTS OF THE ROUTE**. This section shows the likelihood of incidents occurring during the transit of the different pavement types and conditions such as nearby water sources and population centers.

Risks that may arise in the route are evaluated on every transport process and registered in a **RISK REPORT**.

ITT drivers, were interviewed and confirmed that they received information regarding the evaluation of routes and that these changes may have along the route if necessary for safety or security reason, prior each trip.

Texas Bunkering Supply Services is responsible for maintaining, before every trip, updated information of the physical and safety conditions of the roads, asphalt and dirt roads where the cyanide unit containers will travel. The physical conditions need to be reported to ITT.

ITT implement to keeps records of the assessments made before and after every trip; this information provides instructions to drivers. After every trip, the trip report provides valuable information and describes the different risk scenarios founded.

ITT implement the Transportation Procedure in section 6.1 has developed several standards to take special precautions during transport. In order to prevent boxes from moving inside

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

the container drivers will need to follow the commercial invoices instruction by loading 20 boxes per container and not less than that.

Section 6.12 establishes that drivers must not make sharp turns at high speed or cornering because the centrifugal force may cause the load to shift and make the container fall off.

ITT drivers must be medically certified to perform their job prior to the transportation. Medical examination should be done at least every two years. They should also be trained in defensive driving and retrained every two years, as well the medical exams.

Drivers must have valid heavy equipment driver license, defensive driving training and accident insurance. They will receive cyanide risks training from Texas Bunkering Supply and Services.

During development of the convoy, motorists may only receive instructions; including speed limit from the TBSS convoy leader, the speed will be 70 km/h.

ITT drivers must have on their corresponding teams the emergency plan and cyanide safety data sheet.

Up to audit date, twenty (20) delivery operations have been performed; three operation files were reviewed. The reports included actions taken to reduce the risk in unexpected events.

During transportation TBSS and ITT documents the risks encountered all through the route, providing recommendations to control these risks.

As established in section 14 of the Emergency Response Plan, the risk assessments of the route were used to develop possible emergency scenarios, such as: incidents without injuries or spills, mechanical equipment failure with rollover spill, equipment caught on fire, and traffic accidents with or without injuries in the route.

TBSS maintains constant communication with emergency response agencies such as the Permanent Commission for Contingencies (COPECO) and the Red Cross, with whom has conducted briefings and received feedback about the risks of transporting sodium cyanide.

ITT implement the mandatory use of escort vehicles which must be driving in front of the convoy in order to detect any abnormalities in the road and communicate it by radio to the

TEXAS BUNKERING SUPPLY & SERVICES  September 25-26<sup>th</sup>, 2014  
Name of Facility Signature of Lead Auditor Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

drivers. The ITT transporter is also responsible for providing a second escort vehicle, which must be the last vehicle of the convoy.

TBSS advised external responders. Honduras Red Cross maintains several centers for emergency response along the route: Cortés Port, Choloma, San Pedro Sula, Cofradía and Santa Rosa. It also maintains ongoing communication with the mine (MINOSA), which would offer support in case of an emergency.

ITT attends a pre-trip meeting a day prior to every delivery. The delivery convoy program is reviewed also the responsibilities and duties related to cyanide handling and emergency response action for each member of the convoy. In addition to an equipment inspection and review at the time of dispatch prior to the departure from the port area.

Physical inspection of every container is made before being transported. All ITT convoy members are tested for alcohol.

“INVERSIONES DE TRANSPORTES TERRESTRES” (ITT), does not subcontract any cyanide handling or transport company.

*Transport Practice 1.2: Ensure that personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.2
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

ITT implement an annual training program for drivers, administrative personnel and supervisors.

Ten (10) ITT drivers have been designated and certified for cyanide transportation; their credentials and training certificates are kept on their personal files. Some licenses were verified.

TEXAS BUNKERING SUPPLY & SERVICES  September 25-26<sup>th</sup>, 2014  
Name of Facility Signature of Lead Auditor Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

The trainings were done according to the monthly planning topics: Cyanide risks, defensive driving course, spill drill, use and handling of fire extinguishers, first aid and hazardous materials.

All personnel handling cyanide and operating the transport equipment have been trained to perform their jobs in a safe manner. TBSS managers certify the ITT drivers included in the list of trainings approved for cyanide transportation. According to the training records, only employees that participated in the training sessions have or may participate in the convoys all of whom have been instructed by TBSS, Red Cross or a qualified trainer.

Each ITT driver must receive training based on "SMITH" system defensive driving and pass a written examination set by TBSS.

ITT drivers whom were interviewed, confirmed of receiving specific training.

“INVERSIONES Y TRANSPORTES TERRESTRES” (ITT), does not subcontract any cyanide handling or transport company.

*Transport Practice 1.3: Ensure that transport equipment is suitable for the cyanide shipment.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.3
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

ITT documented the load-bearing capacities. All ITT chassis are certified by calculation report prepared by a mechanical engineer registered in Honduras. Two calculation records were reviewed.

ITT implemented Section 6.8 of the TBSS Transportation Procedure that states that a preventive maintenance program is required for every unit and chassis. The maintenance documents must be kept at ITT offices as it is required by the International Cyanide Management Code every three years audits.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**Periodic Inspection**

The periodic inspection will be conducted using a checklist before every transportation process. The truck driver will verify the following:

- Tire pressure, condition and screws
- Lights
- Back up alarm
- Safety belt condition
- Lights
- House keeping
- At least ¾ tank fuel
- Chock blocks
- Engine oil level.
- Hydraulic fluid level.
- Fuel level.
- Cooling fluid level.
- Check brake system.
- State and belt tension.
- Operation of lights and electrical components.
- Radio communication system and / or cellphone with ongoing radio check
- Fire extinguisher

Mechanics and part of the maintenance personnel interviewed, confirmed that the preventive maintenance and corrective actions are made whenever the equipment needs it.

In accordance to its preventive maintenance procedure, every 5,000 Km, ITT verifies if the equipment is suitable for the load to be transported.

According to manufacturer's recommendations a periodic preventive maintenance should be performed based on operating kilometers, doing so by using pre-established maintenance guidelines:

Review of mechanical friction, air hoses, engine braking, oil and air filter replacing, temperature gauges revision, air bag, air conditioner, turbo, transmission box oil change, differential axle, injectors valves calibration and radiators cleaning.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

Apart from that, every driver makes a preventive inspection of his equipment on every use, which is recorded in a document that verifies: oil, hoses condition, brakes, hydraulic lines, tires, battery, glasses, safety belts, lights and alarms.

ITT implement the criteria related to the chassis load capacity. The chassis must be able to carry up to 23 tons.

ITT implement a procedure for container cyanide delivery to MINOSA mine “*Procedimiento para entrega de Contenedores con Cianuro a MINOSA*”. This procedure verifies all the documentation required for the containers extraction from Customs (cargo customs declaration, commercial invoices and guides). This documentation must match the number of containers discharged from the ship, in order to avoid any legal inconveniences when picking up the containers from the port premises. The previous documentation indicates the number of cyanide boxes to be transported.

“INVERSIONES Y TRANSPORTES TERRESTRES” (ITT), does not subcontract any cyanide handling or transport company.

*Transport Practice 1.4: Develop and implement a safety program for transport of cyanide.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.4
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

ITT implement a procedure to Delivery Cyanide to MINOSA “*Procedimiento de Entrega de Cianuro a MINOSA*” to ensure that the cyanide transported maintains its integrity during loading, transport and unloading. This process includes registering any abnormalities found in the containers such as dents.

As soon the cyanide containers arrive to the port and transferred to the ITT transportation units, drivers must check the containers doors are hermetically sealed with the original seals without any signs of violation.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

ITT drivers should ensure that each container number matches the one indicated in the documentation issued by the customs agency.

After the containers have been discharged from the ship, the TBSS convoy's Safety Leader must inform Minosa Mine the number of containers received and physical conditions in which they were received. If any of them is damaged, it will be reported to the Shipping Agency operator and Customs in order to file the damage report prior to leaving port premises.

ITT uses placards to identify the cyanide shipments. Placing placards is part of the previous inspection of transport and Traffic Law requirement, Chapter IV and Article 40 of the Republic of Honduras for vehicles engaged in the transportation of hazardous substances and materials. The auditor inspected the placards affixed to each of the escort vehicles.

ITT implement a schedule for inspecting transport units before the trip (it is documented in the checklist included in the trip report).

The July 31<sup>th</sup>, August 12<sup>th</sup>, 26<sup>th</sup> 2014 pre-trip check list records were reviewed.

ITT has implemented a maintenance program under its safety program, which is mandatory.

TBSS convoy's Safety Leader together with the driver of each unit and an ITT transport Supervisor should conduct an inspection of the units and chassis, before picking up the containers. Any discrepancies during primary inspection will be fixed or repaired (even if an equipment need replacing, either a head or other chassis) by the maintenance department before the units enter port premises to collect containers.

ITT obey a driving policy and fatigue control which states that all drivers must rest at least 8 hours before transporting the cargo and will drive no more than eight hours per day.

In order to prevent boxes from moving inside the container during transportation ITT has implemented the following:

Drivers will need to follow the commercial invoices instruction by loading 20 boxes per container and not less than that.

Drivers must not make sharp turns at high speed because the centrifugal force may cause the load to shift and make the container fall off.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

Trucks should not incline in gutters while driving with the containers because that may unbalance the load and make the containers fall off.

ITT implemented the TBSS agreement with MINOSA Mine to contact the relevant authorities and COPECO (Permanent Committee of Contingencies) prior to transportation in order to get information about the weather, any adverse operations as civil commotion or any other measures that may affect the integrity of drivers, cargo or equipment. In case an adverse situation is taken place the transportation will be suspended or modified.

Prior to the convoy departure, all ITT drivers must pass a breathalyzer test performed by the TBB safety Leader and the result should be 0.0% alcohol, if someone has a higher result cannot make the trip and must be replaced. The same procedure will apply if a driver is under medical treatment and ingesting legal drugs, he cannot be part of a cyanide convoy.

On section 7.1 of the Transportation Procedure TBSS has established these procedures must be recorded in the trip report that is filled out on every operation, and all data pertaining to the transportation be archived for at least three years.

All documentation pertaining to the transportation services provided by TBSS / ITT, from the port to the mine, must remain filed for a minimum of three years or more. The documentation is the following:

- a) Final report of every convoy journey.
- b) Unit and chassis pre-trip inspection sheet.
- c) Bill of lading
- d) Emergency kit check list
- e) Containers delivery (to the mine) control sheet.
- f) Copy of the commercial invoice indicating the number of containers delivered to the mine and accurate net weight of product in each container.

“INVERSIONES Y TRANSPORTES TERRESTRES” (ITT), does not subcontract any cyanide handling or transport company.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

*Transport Practice 1.5: Follow international standards for transportation of cyanide by sea and air.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.5
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

*The scope of this audit is only for ground transportation operations performed by TBSS from Port to client's site.*

“Inversiones de Transporte Terrestre” (ITT) does not transport by sea or air.

*Transport Practice 1.6: Track cyanide shipments to prevent losses during transport.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 1.6
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

ITT implemented a Communication Evaluation procedure “Procedimiento evaluación de Comunicaciones”. This document establishes that radio communication and cell phones must be made available and should be checked before each trip.

Both TBSS safety leader as ITT supervisors have the list of cell phones and each of the drivers.

ITT implemented the Communication Evaluation procedure “Procedimiento evaluación de Comunicaciones” requires that the radios and GPS system be tested within 48 hours during transport. Weekly checks of the radios are also required or at least prior to transportation.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates



**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

“INVERSIONES Y TRANSPORTES TERRESTRES” (ITT), does not subcontract any cyanide handling or transport company.

**2. INTERIM STORAGE: Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent releases and exposures.**

*Transport Practice 2.1: Store cyanide in a manner that minimizes the potential for accidental releases.*

*This operation is:*

- In full compliance
- In substantial compliance Transport Practice 2.1
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

As per port facility requirement, as soon as the cargo arrives must be moved immediately. If the load comes at night is carried to ITT facility, located 3.5 Km from Port Puerto Cortés. The cyanide containers remain parked for no more than twelve hours while in route, until sunrise. The operations do not involve interim storage.

ITT facilities have perimeter fencing and security personnel 24 hours a day.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

**3. EMERGENCY RESPONSE: Protect communities and the environmental through the development of emergency response strategies and capabilities.**

Transport Practice 3.1: Prepared detailed emergency response plans for potential cyanide releases.

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.1
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

ITT implement an Emergency Plan which seeks to avoid possible damage to human life, health, environment and material losses, this plan contains the procedure to inform the staff of the various companies involved in the transportation, receipt, handling and storage of hazardous materials, and contains basic to comply with an incident procedures and responsibilities during cyanide transportation.

The Emergency Response Plan section 2.1 to 2.6 has considered the proper way to respond to incidents of maximum probability scenarios:

- Failure of a maneuver during unloading a truck in the mine, spilling the product on the site, it may result in a cyanide accident 1 ton of product.
- Failure of a port maneuver during unloading of containers from a ship, to the receiving transport units, spilling the product on the port site, it may result in an accident cyanide 2 tons or more.
- Catastrophic failure resulting in the cyanide boxes collapse while the truck is in motion, spreading an undetermined distance cyanide container; it may result in a cyanide accident with of 5 tons or more.
- Traffic accident involving falling container on the road from transporter platform without spilling cyanide, it may result in a cyanide accident involving a container without spilling for 20 tons of cyanide.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

- Drop a container within a watercourse; it may result in an accident with cyanide 20 tons and eventually the appearance of hydrogen cyanide gas.
- Vehicle fire, chassis and container exposing the cyanide.

TBSS / ITT Emergency Response Plan Section 5.1 provides the physical properties of cyanide and product description, and Section 6.0 MSDS is included which includes chemical properties, the properties of the packing, so it can be transported and stored.

TBSS has established all emergency scenarios developed for ground transportation. The incidents that occur outside of mining facilities or other industries including port facilities are under the jurisdiction of public authorities; however, it is company policy to make effort to support public emergency services in order to reduce injury, damage, environmental pollution and adverse publicity.

ITT implement considered risk parameters such as bridges and road conditions, elevations above sea level, detours and factors such as curves, nearby water bodies. It develops a risk analysis on the route between Puerto Cortes and MINOSA Mine.

ITT vehicles are certified for transporting, considers the use of certificates chassis. Not allowed dragging two containers by a same vehicle.

TBSS / ITT Emergency Response Plan, section 13, has established the description of actions to respond to emergencies.

Section 14. considers scenarios incident without injury, mechanical problems, overturning the vehicle in rainy and dry environment without tipping spill, fire truck collision with injuries and no injuries.

Section 13 of the Emergency Response Plan has identified the roles of firefighters, health centers, and Red Cross who respond to emergencies. Additionally Minerales de Occidente, S.A. (MINOSA) is committed towards TBSS, to provide emergency response during transportation.

TBSS sent letters to firefighters, COPECO (Permanent Contingency Commission), transit police about its activities in the transport of cyanide. These letters include product information, toxicological characteristics and MSDS. This establishes a communication channel in an emergency.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

*Transport Practice 3.2: Designate appropriate response personnel and commit necessary resources for emergency response.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.2
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS provide training to ITT personnel involved in the transport of cyanide in aspects:

- a) The properties of cyanide
- b) Personal safety
- c) Safe handling
- d) Safe transport of sodium cyanide
- e) Fire near sodium cyanide
- f) Medical Emergencies
- g) Environmental Emergencies

Everyone involved in the training programs are the first choice in an emergency:

- a) Group of people forming the first response in emergencies.
- b) Authorities require this training, depending on the needs of the mining company.
- c) Employees and contractors mining company involved in routine operations and emergencies.

Section 10 of the Emergency Response Plan establishes categorizing cyanide incidents by setting them first response incident as those involving spills and dry up to 20 tons. And second response incident more than 20 tons or water bodies.

In each levels of incidents are considered the duties and responsibilities involved in the response, level 1: TBSS and ITT staff, local contractors and consultants and level 2 by civil defense / firefighter and outside contractors.

On the Emergency Response Plan indicates checklist of the equipment a convoy must have which includes: personal protective equipment, signaling elements, spill cleanup equipment and neutralization.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

The emergency response, health, and safety equipment are carried by the convoy safety escort.

ITT received trainings that are conducted in order to give attention to medical and environmental emergencies.

TBSS has established an inventory of response equipment upon emergencies, in order to be available when required.

“INVERSIONES Y TRANSPORTES TERRESTRES” (ITT), does not subcontract any cyanide handling or transport company.

*Transport Practice 3.3: Develop procedures for internal and external emergency notification and reporting.*

*This operation is*

- In full compliance In full compliance
- In substantial compliance Transport Practice 3.3
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

ITT has implemented a sketched procedure in Section 9.1 which consists of the Safety Leader, the emergency health center, MINOSA, CYANCO and authorities.

The management of activities in the incident scene is described in section 11.1 and outlined in section 9.2

TBSS and ITT phone numbers to contact for emergencies are established in Section 9.3.

TBSS established in section 9.3 that emergency contacts should be updated every four months and let the respective records in the sheet updates.

TEXAS BUNKERING SUPPLY & SERVICES  
Name of Facility

  
Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014  
Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

*Transport Practice 3.4: Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.4
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

The initial response actions would be performed by members of the ITT convoy. The incident attention sequence considers secure the site, assist people requiring help; make contacts with MINOSA, CYANCO, police, firefighters, Red Cross and COPECO.

Also consider the following steps for recovery or solutions neutralization, treatment to the contaminated area, cleaning and decontamination for dry or wet spills.

The Emergency Response Plan, section 18. Ordinal 24 prohibit the use of chemicals such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide to treat cyanide that has been released into surface water.

*Transport Practice 3.5: Periodically evaluate response procedure and capabilities and revise them as needed.*

*This operation is*

- In full compliance
- In substantial compliance Transport Practice 3.5
- Not in compliance

*Summarize the basis for this Finding/Deficiencies Identified:*

TBSS Emergency Plan section 27, establishes that the document be reviewed annually in terms of procedures, people, phone numbers, equipment, methods, or any other consideration to allow us more effectively and efficiently.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

TBSS Emergency Response Plan section 26.5 states that must perform theoretical or practical drill yearly whose purpose is:

1. Quick preview collection of the situation, gathering facts, basic as known at the time, namely, the "who", "what", "where", "when", "how" and "why" of this situation.
2. Contact the person responsible for the subsidiary and relay the information obtained.
3. Continuous communication with the leader of the convoy.
4. Attention to the requirements of authorities.
5. Obtaining material and human resources required by the convoy leader.
6. Evaluate options and responses to the extent that complications are received from the place of the drill.
7. In the field we want to assess:
  - a. Convoy properly parked.
  - b. Drivers appropriately dressed for emergency.
  - c. Request assistance to public institutions.
  - d. Measuring quality of air and water surrounding the drill.
  - e. Protection of the affected area.
  - f. Request additional resources.

On September 13, 2014 was held SODIUM CYANIDE spill drill, at the ITT facilities, located on the road from Puerto Cortes to San Pedro Sula, in a place called the Pozona.

Part of a theoretical and practical drill was held with the following aspects:

- Drill Scenario
- Definition of objectives.
- Exercises scope.
- Definition of participants.
- Definition of specific functions.
- Minosa contacts.
- Contacts in ITT.
- Sequence of events and actions to follow.
- Participants dialogue (TBSS, ITT and Red Cross).

Scenario: Accident between a cement hauler ("Churumbul") coming in the opposite direction and cyanide convoy truck No. 5 cyanide. The shock was on his side, the structure of Churumbul with the side of container, brought as a result of rupture container wall, breaking one of the boxes, cyanide spill occurring, a person hit with small wounds.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates

**TEXAS BUNKERING SUPPLY & SERVICES  
SUMMARY AUDIT REPORT**

Spill description: Is dirt road area with cornfields on sides, gently sloping, relatively dry soil, wind direction from north to south and a river 300 meters parallel to the road.

TBSS established procedure to evaluate the Emergency Response Plan's performance, through conclusions report that consider the strengths and weaknesses observed during drills.

TEXAS BUNKERING SUPPLY & SERVICES

Name of Facility



Signature of Lead Auditor

September 25-26<sup>th</sup>, 2014

Dates