OCTOBER 2026

INTERNATIONAL CYANIDE MANAGEMENT CODE

Australian Gold Reagents – Central and South American Supply Chain, Summary Audit Report

Prepared for Martin Maloney
Australian Gold Reagents
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1 INTRODUCTION

1.1 Operational Information

Name of Transportation Facility:	AGR Central and South American Supply Chain
Name of Facility Owner:	Not applicable
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2 SODIUM CYANIDE TRANSPORTATION

2.1 AGR Australia Ltd

AGR is the management company of the unincorporated joint venture between CSBP Ltd (CSBP) and Coogee Chemicals Pty Ltd (Coogee Chemicals). CSBP, a subsidiary of Wesfarmers Ltd is the major participant in the venture and acts as both plant operator and sales agent. Coogee Chemicals is a local manufacturer and distributor of industrial chemicals.

AGR in its capacity as the sales agent is the consigner and is responsible for the overall management of the cyanide transportation activities.

2.2 Kwinana Production Facility

AGRs cyanide production facility is located within CSBPs fertiliser and chemicals complex at Kwinana, approximately 40 km south of Perth, Western Australia. AGR produces two forms of cyanide namely solid and solution. Cyanide solution is produced as a 30% strength liquid and solid cyanide is >97% solid white briquette. Crimson dye is added by the manufacturer for both products.

AGRs production facility was recertified in full compliance with the Code on 28 August 2023.

2.3 Australian Supply Chain

AGRs Australian Supply Chain covers both road and rail transport from AGRs Kwinana production facility to end user mine sites in Australia and to the Port of Fremantle for export. The Australian Supply Chain includes the port and stevedore operations at Fremantle Port.

AGRs Australian Supply Chain was recertified in full compliance with the Code on 23 April 2026.

2.4 Ocean Freight Supply Chain

The scope of AGR's Ocean Freight supply chain includes the marine transportation of solid cyanide (in intermediate bulk containers (IBCs) within shipping containers) from the Fremantle Port, Western Australia, to various interstate and international Ports. The carriers used are the Mediterranean Shipping Company (Aust) Pty Ltd (MSC), Maersk Australia Pty Ltd (Maersk), and Ocean Network Express (ONE).

The carriers' roles within AGR's cyanide distribution network, or the Ocean Freight Supply Chain itself, are not part of the scope of this audit.

AGRs Ocean Freight Supply Chain was recertified in full compliance with Code on 17 July 2026.

2.5 South American Supply Chain

The South American supply chain covers the land-based transportation of AGR's solid cyanide from the various ports in South America to mining end point users. AGR uses ICMC certified transport operators to transport cyanide from the ports to the mines. The elements of the South American supply chain included in this recertification are described in following sections.

2.6 Ports

The international sales and exports of cyanide, by AGR, take into consideration the ports and their extended infrastructure available to service the intended target area. AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from point of origin to destination. Each port is selected on the basis that it is the closest port to the customer and that it meets all reasonable industry standards for safety, security, and emergency response.

2.6.1 Port of Callao, Peru

Peru's National Port Authority (Spanish) (APN) governs the Port of Callao; Peru's main commercial seaport. La Empresa Nacional de Puertos ENAPU S.A. administers and develops the Port of Callao under the country's Ministry of Transport and Communications.

The North Terminal (operated by APM) is a multipurpose facility which has the capability of handling containers, bulk cargo, breakbulk, roll on-roll off cargo and cruise ships. It has a berth length of 1,835m and a capacity of 1.2m TEUs over 64 hectares. The South Terminal (operated by DP World) covers 40 hectares and primarily handles containerised cargo. It consists of a 1,050-meter berth length allowing up to three ultra-large container vessels up to 330m overall length to be serviced simultaneously.

Dangerous goods storage is separate from other cargo and segregated as required. There are two bund pits within the dangerous goods storage area and a dedicated fleet of vehicles for handing of dangerous goods. An internal brigade is in place and on standby to respond to a dangerous goods incident.

Terminal security is managed through a manned control room monitoring CCTV cameras 24 hours a day. Each vessel is subject to video surveillance, security patrols conduct external patrols of the fencing, water patrols of the vessels and internal patrols of the Terminal operations.

2.6.2 Port of Caucedo, Dominican Republic

The Port of Caucedo is the newest and one of the main Container Ports servicing the Dominican Republic. DP World is the operating company responsible for all aspects of the operations and administration of the port. Located approximately 25kms from the national district of Santo Domingo, it primarily services cargo ships and is a multipurpose port receiving vehicles, general cargo and containers as well as transhipments.

The port comprises a single major container terminal consisting of five berths. The maximum length of a vessel entering the terminal is just over 350m in length and the maximum draught is 16.8 meters. The container terminal occupies approximately 80 hectares of yard area and is equipped to handle standard 20-foot and 40-foot containers, as well as a substantial volume of refrigerated cargo through approximately 1,450 reefer plug connections. The terminal's annual container handling capacity is approximately 2.5 million TEUs.

Terminal security is managed by the Autoridad Portuaria Dominicanas (Dominican Port Authority) Specialised Port Security Corps, CESEP. DP World maintain security and risk prevention infrastructure including cameras, video management systems, access controls and land and water surveillance. Monitoring of all operations is through a command centre which is staffed by local employees, general customs and appointed military personnel. The port has controlled entry and exit points and is enclosed with strong wire fencing all around the landside of the port with extensive security camera surveillance.

2.6.3 Port of Santos, Brazil

The Port of Santos is located within the municipality of Santos, in the State of São Paulo, Brazil. The port, located on the bank of the Estuario de Santos, is managed by the Santos Port Authority (SPA) and is the main container port servicing Brazil.

Within the port complex is one of the largest container terminals within Latin America in Tecon Santos, operated by Santos Brasil. The terminal has a 1,510-metre continuous quay, allowing the simultaneous berthing of three New Panamax container vessels (up to 366 m in length) and one roll-on/roll-off (Ro-Ro) vessel. The Terminal allows unloading of the shipments of containers with a 2.6 million TU handling capacity, and the subsequent road transport to AGR customer sites located in the states of Minas Gerais and Goiás.

Containers of sodium cyanide are typically transferred direct to vehicle however the terminal maintains a dedicated dangerous goods area with ground treatment to prevent any environmental issues along with bunded trailers to allow for the placement of leaking containers. In addition, the terminal has emergency response capability though major incidents would require external fire brigade response.

Once unloaded, containers are transported to an alternate terminal dedicated to de-stuffing and stuffing containers. IBCs are transferred from 20’ containers to 40’ containers so IBCs are single layered, supporting unloading operations at the customer sites.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance consisting of 788 cameras which are constantly monitored withing the operations centre.

2.6.4 Puerto Angamos, Chile

Puerto Angamos is one of the main ports in northern Chile and is the primary port utilised by AGR for customers in this region. It is a four berth, mono-operated, multi-purpose terminal on South America’s west coast. Located in northern Chile in Mejillones, its nearest major city is Antofagasta which is 65km to the south.

There are four berths in use at Puerto Angamos and they range in length from 180m to 225m. Berths 2 and 3 can be combined for a total length of 366m. Water depths at berths range from 10.7 to 13.7 m. Puerto Angamos has rail connections direct to mines in Argentina and Bolivia as well as highway access through borders to significant mining regions.

Vessel manifests are utilised to determine what containers require unloading along with the identification of dangerous goods and their specific details and requirements. Any containers containing dangerous goods once offloaded from the vessel, are typically loaded directly onto alternate transportation utilising the harbour cranes and removed from the terminal.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance.

2.6.5 Puerto Antofagasta, Chile

Puerto Antofagasta is a port in northern Chile and is the secondary port utilised by AGR for customers in this region, typically only used when a berth at Puerto Angamos is not available. The port consists of two terminals and several berths. Terminal 1 is a multi-operated terminal and is managed by Empresa Portuaria Antofagasta (EPA) while Terminal 2 is a mono-operated terminal managed by Antofagasta Terminal Internacional (ATI). The port is located within the city itself.

ATI manages multiple berths with approximately 445 m of quay length and handles containers, bulk minerals, general cargo, and project cargo serving northern Chile and neighbouring countries.

Terminal 1 consists of three berths with its vessel types primarily bulk carriers, general cargo and passenger ships.

Vessel manifests are utilised to determine what containers require unloading along with the identification of dangerous goods and their specific details and requirements. Any containers containing dangerous goods are unloaded directly from the vessel as scheduled by ATI, loaded onto alternate transportation and immediately removed from the terminal.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance.

2.6.6 Puerto Deseado, Argentina

Puerto Deseado is located on the north bank of the Deseado River in southern Argentina in the province of Santa Cruz. It is a public use port and is managed by the Santa Cruz Port Authority since 1992.

The port is a multi-purpose port suitable for use by larger vessels such as container ships and cruise liners. Puerto Deseado consists of three adjoining wharves with a total of six berths. Berths 1-4 are used for ocean going vessels while berths 5-6 are dedicated to fishing vessels. An overall length (LOA) restriction on vessels is stated as being 190m. There is a draft restriction of 8.2 metres maximum. Overall the port has a dock length of 739 metres with berths for container ships ranging from 129 metres to 214 metres.

As the Port is primarily a fishing port, the movement of sodium cyanide through the port is deemed to be sensitive and these sensitivities are managed outlined within the ICMI verification protocol transport practices.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance. Medical assistance is also available from the municipal hospital located approximately 1.5kms east of the port.

2.6.7 Rio Haina Port, Dominican Republic

The Haina Port is one of the main Container Ports servicing the Dominican Republic. Located approximately 10kms from the national district of Santo Domingo, it is a multipurpose port receiving vehicles, general cargo, fuels, grains and containers. Haina International Terminals (HIT), established in October 2000, is the operating company responsible for all aspects of the operations and administration of the Port of Rio Haina.

The port maintains two terminals, East Haina and West Haina and 15 berths, nine on the eastern bank and 6 on the western bank. Pier 6 is the primary berth for loading and unloading of containers and maintains a capacity of 4,500TEUs.

Haina Port has one container terminal, managed by Haina International Terminal (HIT). The container terminal consists of four berths and has a designed capacity of 600,000 TEUs but currently operates at 60% capacity. In 2019 the depth of the main container dock was increased to allow vessels carrying up to 4,500TEUs to be received.

The NAVIS software program controlling container placement allows container terminals to allocate dangerous goods storage areas to ensure segregation requirements are met.

Terminal security in managed through a manned control room monitoring CCTV cameras 24 hours a day. Each vessel is subject to video surveillance, security patrols conduct external patrols of the fencing, water patrols of the vessels and internal patrols of the Terminal operations.

2.6.8 Puerto San Antonio, Chile

Puerto San Antonio is Chile's largest port located on the shores of central Chile, 110km from the country's capital, Santiago. Inner Puerto San Antonio contains four terminals including the Terminal Multioperado which is operated by several companies and administered by Empresa Portuaria San Antonio (EPSA). Puerto San Antonio has excellent access to transport routes to Santiago, southern Chile, and Argentina.

Terminal Panul Port specializes in handling imports of solid bulk cargo, and Terminal Vopak specializes in liquid bulk cargoes. Puerto Panul SA operates the North Terminal dedicated to solid bulk cargoes. The terminal handles in excess of 3.3 million tons of cargo. The terminal specializes in solid bulk, but is not limited to that cargo type and accommodates vessels up to 60 thousand DWT. Terquim San Antonio specialise in the receival, loading and storage and handling of bulk chemical liquids.

San Antonio Terminal Internacional (STI), the port's main container terminal, is the main port terminal in Chile and operates the South Molo Terminal which specializes in handling containerized cargo. The terminal contains a 27 hectare container yard with storage for up to 22,000 TEU and 2,300 reefer connections. The terminal manages over 1.2 million TEUs annually (capacity of 1.6m) and offers rail and road access and 24-hour security services. STI has 930 meters of continuous wharf with alongside maximum depth of 15 meters.

DP World operates as a primary multi-purpose terminal in Chile handling over 800,00 TEUs annually, also specialising in infrastructure to support automotive, bulk, and cruise operations.

2.6.9 Terminal Zarate, Argentina

Terminal Zárate is a privately owned terminal located in the City of Zárate, Argentina within the Province of Buenos Aires. Situated on the Paraná River, Terminal Zárate is a multipurpose, intermodal terminal with operational container, general cargo and vehicle terminals.

The terminal allows unloading of shipments of vehicles, containers, project bulk cargo and the subsequent road and rail transport as required. The terminal also maintains empty container storage facilities.

The berth length at Terminal Zárate is 480m with a depth of 10.67m and an overall waterfront of 1km. The container yard consists of 116,000sqm storage, an 800sqm container repair area and has an annual container capacity of 270,000 TEUs per year.

Terminal Zárate container terminal maintains rail connections consisting of 1.7km of rail sidings and five lane access to the main container yard. Highway access is approximately 8km from the port entrance.

Vessel manifests are utilised to determine what containers require unloading along with the identification of dangerous goods and their specific details and requirements. Any containers containing dangerous goods once offloaded from the vessel, are placed into dedicated storage for dangerous goods before being loaded onto alternate transportation and removed from the terminal. The terminal is aware of sodium cyanide product being shipped into Argentina as the terminal handles sodium cyanide from other countries who supply regional mining operations.

2.6.10 Valparaiso Port, Chile

The Port of Valparaiso is located approximately 120km west of the nearest major city in Santiago and 93km from San Antonio Port to the south.

The Port of Valparaiso is a 100% state owned operation which maintains five berths across two terminals. Terminal 1, operated by Terminal Pacifico Sur (TPS), specialises in containerised cargo

within a secured area while Terminal 2, operated by Terminal Portuario de Valparaiso, specialises in break-bulk cargo. Full container, refrigerated cargo, multipurpose and cruise ships are also received at both terminals. Terminal 1 is a single-operated terminal consisting of 14.62 hectares with docking frontage up to 740m and a draft of up to 14.1m and is the point of handling for AGR's sodium cyanide. Terminal 2 is utilised as a cargo and passenger terminal.

The port model maintains a Logistics Support Extension Zone known as ZEAL. This is effectively a coordination point for the port entry and exit for all trucks and cargo. The Port Community System of Puerto Valparaiso, or SILOGPORT control this system including the monitoring and tracking the physical cargo along with the corresponding documentation. TPS signage at ZEAL details vehicle and driver compliance for the transport of all dangerous goods transport within the port precinct. An extension of the ZEAL is the ZEAL route which allows the port city of Valparaiso to be bypassed and provides direct terminal access for all vehicles thereby reducing pollution and congestion in the city area.

The Port of Valparaiso has rail service running through it and direct connection to major highways to effectively service the surrounding mining regions.

2.7 Road Transport

Within the South American Supply Chain, road transportation of cyanide is undertaken by the following transportation companies:

- Victor Masson Transportes Cruz del Sur, Argentina
- Transporte Vesprini S.A., Argentina
- Maritima Dominicana, S.A.S, Dominican Republic
- Aucan Logistics SPA, Chile
- ENLOG S.A., Brazil

Of these, AGR directly contracts Maritima Dominicana and the other transporters are contracted by the customer.

2.7.1 Victor Masson Transportes Cruz del Sur, Argentina

Established in 1977, Victor Masson Transportes Cruz del Sur S.A. is an Argentine-owned logistics and transportation company providing road freight, parcel distribution, and integrated supply chain services across Argentina. The operation is located at Buenos Aires town, in Argentina, and transports solid cyanide from Argentinian and Chilean ports (e.g -Puerto Deseado and Puerto Angamos), to mining operations in Argentina (without interim storage). Transportes Cruz del Sur does not subcontract any service related to the transportation of hazardous chemical products.

Victor Masson Transportes Cruz del Sur was recertified as being fully compliant with the Code on 27 December 2023.

2.7.2 Transporte Vesprini S.A., Argentina

Established in 1982, Transportes Vesprini S.A. is an Argentine-owned transportation and logistics company providing general freight, refrigerated cargo, warehousing, distribution, and supply chain services across Argentina, with a strong operational focus on Patagonia. The operation is located at Buenos Aires town, in Argentina, and transports solid cyanide from Argentinian ports (e.g -Puerto Deseado and Buenos Aires port (Zarate terminal)) and from cyanide distributors, to clients in Argentina (with interim storage).

Transporte Vesprini S.A. was recertified as being fully compliant with the Code on 20 May 2026.

2.7.3 Maritima Dominicana, S.A.S, Dominican Republic

Established in 1970, Marítima Dominicana, S.A.S. (MARDOM) is a Dominican-owned logistics and maritime services company providing shipping agency, port stevedoring, cargo handling, customs brokerage, warehousing, transportation, and integrated logistics services throughout the Dominican Republic. The operation is located at the eastern side of the Port of Rio Haina, in Santo Domingo, and transports solid cyanide from the port of Caucedo to the Barrick Pueblo Viejo mine (without interim storage).

Maritima Dominicana, S.A.S was recertified as being fully compliant with the Code on 6 October 2025.

2.7.4 Aucan Logistics SPA, Chile

Established 2021, Aucan Logistics SpA is a Chilean-owned logistics and transportation company providing specialized transport and logistics services to the mining and industrial sectors in northern Chile. The operation is located at Copiapó, Atacama, approximately 807 km south of Santiago via the PanAmerican Highway. Aucan Logistics transports solid sodium cyanide directly from ports such as Mejillones and San Antonio to mining clients, as well as from the San Antonio warehouse to mining sites.

Aucan Logistics SPA was recertified as being fully compliant with the Code on 20 May 2026.

2.7.5 ENLOG S.A., Brazil

Established 2022, ENLOG S.A. is a Brazilian-owned transportation and logistics company providing freight transport, integrated logistics, supply chain management, freight consolidation, warehousing, and distribution services throughout Brazil. The operation is located at Betim town a city located in Minas Gerais, in southeast Brazil. ENLOG transports hazardous chemical products including solid cyanide (without interim storage) and does not sub-contract any service related to the transportation.

ENLOG S.A was recertified as being fully compliant with the Code on 20 June 2024.

2.8 Transit storage

Within the scope of this audit, transit storage is associated with port operations where containers of cyanide are removed from the vessels and may be temporarily stored and then placed on road vehicles for the next part of the journey. These transit storage depots are managed by the relevant port authorities and due consideration of relevant protocol requirements has been made through the due diligence process.

There are no designated interim storage areas outside of the Port operations routinely used by AGR within the supply chain. Some ports have designated storage areas for dangerous goods; however they are not intended to be used under normal operating conditions.

2.9 Auditors Finding and Attestation

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**the International Cyanide Management Code**
	☐ not in compliance with	

No significant cyanide exposures or releases were noted to have occurred during AGRs recertification audit.

Audit Company: Enpoint

Audit Team Leader: Mike Woods, Exemplar Global (113792)

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2.10 Name and Signatures of Auditors

Name	Position	Signature	Date
Mike Woods	Lead Auditor and Transport Technical Specialist		19/10/2026
Madison Brown	Audit Assistant		19/10/2026

2.11 Dates of Audit

The ICMC Recertification Audit was conducted over three days between with the final field work completed on 17 September 2026.

I attest that I meet the criteria for knowledge, experience and conflict of interest for Code Verification Audit Team Leader, established by the International Cyanide 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 Cyanide Transportation Verification Protocol for the International Cyanide Management Code and using standard and accepted practices for health, safety and environmental audits.

3 TRANSPORTATION VERIFICATION PROTOCOL

PRINCIPAL 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.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 1.1**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 1.1 requiring cyanide transport routes to be selected to minimise the potential for accidents and releases.

AGR, through the use of ICMC-certified road carriers, has a process for the selection of transport routes that minimise the potential for accidents and releases or the potential impacts of accidents and releases.

AGR implements a procedure to evaluate the risks of selected cyanide transport routes and takes the measures necessary to manage these risks. A route review, from the port to the mine site(s), is undertaken as part of the international carrier risk assessment. This process involves representatives of both AGR and the international carrier driving the proposed route(s) and documenting the risks. Recommendations are then made as to route changes, additional safety controls or security considerations where necessary. AGR requires the contractor to complete subsequent route surveys on a routine basis according to the carrier's overall risk rating.

AGR conducts triennial due diligence assessments on ports used in the supply chain to identify potential risks.

AGR has undertaken an assessment of each of the carriers in the supply chain to satisfy themselves that the selected carriers are meeting AGR's requirements for the handling and transportation of cyanide. The *AGR Customer and Supply Chain Operating Standards and Procedure* provides the process for the selection of a new carrier, and once selected, their ongoing performance management.

Selection is a three-stage process and, broadly, involves:

1. Identification of potential suitable carriers in the country of desired operation. It is generally not possible to call for tenders in the countries in which AGR operates and as such, AGR carry out due diligence of existing ICMI certified carriers or other approved dangerous goods transporters.
2. Following the identification of potential international carriers, AGR completes an assessment of whether the carriers satisfy AGR's minimum requirements for the transport of cyanide.
3. Prior to acceptance of the preferred international carrier, an overall risk assessment of the carrier is conducted. The outcome of the risk assessment is the generation of an overall risk rating for the international carrier, as either a Low, Medium, or High risk carrier. The risk rating is used to determine the frequency and scope of ongoing audits and other reviews.

The process outlined above is used to verify that:

- Suitable transport equipment that is fit for the purpose of transporting cyanide.

- A preventative maintenance programme in place for its transport equipment, and it can provide evidence to indicate that this preventative maintenance system is adhered to.
- Complied with and continues to comply with, all statutory and legal requirements of the relevant country(s) in which they operate or through which they transport.
- Policies and procedures in place in relation to emergency response, fatigue management, driver training and performance management; and drugs and alcohol and can demonstrate adherence to them.
- Sound reputation and there is no evidence to suggest that the carrier is not in a sound financial position.

Ports

The international sales and exports of cyanide by AGR take into consideration the ports and their extended infrastructure available to service the intended target area. The destination port is selected on the basis that it is the closest port to the customer and that it meets reasonable industry standards for safety, security and emergency response.

Due diligence assessments of the ports used in the supply chain were completed by AGR (within their three-year cycle) and reviewed by Enpoint.

Enpoint's assessments concluded that the due diligence assessments of the ports within the supply chain completed by AGR have reasonably evaluated these facilities. The due diligence assessments concluded that no additional management measures were needed for the ports. The due diligence assessment reviews are presented in Section 4.

Road Transport

AGR utilises ICMC certified transporter for road transportation elements of its supply chain and the certifications were maintained in full compliance. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

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.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 1.2**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 1.2 requiring personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.

AGR, through the use of ICMC-certified road carriers, has a process in place for the use of only trained, qualified and licensed operators in operating transport vehicles during the transportation of its cyanide.

AGR has undertaken audits of its supply chain carriers and has monitoring systems in place to assess transporter's ongoing compliance with ICMI and AGR cyanide handling and transportation requirements.

AGR does subcontract the transport and handling of cyanide and has established procedures to ensure subcontractors meet the requirements of Transport Practice 1.2.

AGR's *AGR Customer and Supply Chain Operating Standards and Procedure* provides the process for the selection of a new carrier, and once selected, their ongoing performance management. AGR has implemented the monitoring systems detailed within their procedures to evaluate the suppliers ongoing compliance with the Code and AGR's requirements. AGR has undertaken an audit of each of the carriers in the supply chain to satisfy themselves that the carriers are meeting AGR's requirements and holds regular meetings with the contractors.

Ports

AGR does not operate transport vehicles or equipment at port facilities used in its supply chain, operation is undertaken by the managing Port Authority or stevedoring service provider at the port.

The due diligence assessments found that the ports used by AGR are performing dangerous goods handling duties in accordance with international and local regulations. Ports selected in the Supply Chain are located in IMO member countries, member nations must ensure that ports comply with the requirements of the IMO DG Code 2018.

AGR conducts triennial due diligence assessments of port facilities used in the supply chain.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 1.3**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 1.3 requiring that transport equipment is suitable for the cyanide shipment.

AGR does not directly operate transport vehicles, through the use of ICMC-certified road carriers has a process in place requiring that only equipment designed and maintained to operate within the loads it will be handling is used.

AGR has monitoring systems in place to evaluate the transporter's compliance with the Code and AGR's requirements.

AGR does subcontract the transport and handling of cyanide and has established procedures to ensure subcontractors meet the requirements of Transport Practice 1.3.

AGR's *AGR Customer and Supply Chain Operating Standards and Procedure* provides the process for the selection of a new carrier, and once selected, their ongoing performance management. AGR has implemented the monitoring systems detailed within their procedures to evaluate the suppliers ongoing compliance with the Code and AGR's requirements. AGR has undertaken an audit of each of the carriers in the supply chain to satisfy themselves that the carriers are meeting AGR's requirements and holds regular meetings with the contractors.

Ports

Ports used by AGR have equipment operation and maintenance capabilities and procedures that are not dependent on AGR. The ability of the port facilities to operate safely, and their capability to handle dangerous goods is assessed during the due diligence process.

AGR conducts triennial due diligence assessments for ports used in its Supply Chain.

The due diligence assessments found that the ports used by AGR are performing dangerous goods handling duties in accordance with AGR's requirements and relevant regulations.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Transport Practice 1.4

Develop and implement a safety program for transport of cyanide.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 1.4**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 1.4 requiring the development and implementation a safety program for transport of cyanide.

AGR has procedures in place so that cyanide is transported in a manner that maintains the integrity of the producer's packaging. AGR's cyanide is packaged at its ICMC certified production facility in Kwinana Western Australia, in accordance with the packaging and labelling requirements required by the political jurisdictions through which the load will pass. Individual IBCs are loaded into sea containers which are sealed prior to departure from the facility. The containers are not opened until they reach their destination at the mine except for containers passing through the Port of Santos in Brazil. The double stacked 20-foot containers packed at the AGR production facility are direct transferred to 40-foot containers in a designated areas of the Port and then resealed as per Brazil National and IMDG standards ready for road transport to customer sites.

The production facility was last fully recertified against the Code on 28 August 2023.

AGR, through the use of ICMC-certified road carriers, has a process to ensure that cyanide is transported in a manner that maintains the integrity of the packaging.

AGR's *AGR Customer and Supply Chain Operating Standards and Procedure* provides the process for the selection of a new carrier, and once selected, their ongoing performance management. AGR has implemented the monitoring systems detailed within their procedures to evaluate the suppliers ongoing compliance with the Code and AGR's requirements. AGR has undertaken an audit of each of the carriers in the supply chain to satisfy themselves that the carriers are meeting AGR's requirements and holds regular meetings with the contractors.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Transport Practice 1.5

Follow international standards for transportation of cyanide by sea.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 1.5**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 1.5 requiring international standards for transportation of cyanide by sea.

AGR does not transport cyanide by sea within the scope of this supply chain.

Transport Practice 1.6

Track cyanide shipments to prevent loss during transport.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 1.6**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 1.6 requiring tracking of cyanide shipments to prevent loss during transport.

AGR, through the use of ICMC-certified road carriers, has a process to ensure that cyanide is transported in a manner that maintains the integrity of the packaging. AGR does subcontract the transport and handling of cyanide and has established procedures to ensure subcontractors meet the requirements of Transport Practice 1.6.

AGR's *Customer and Supply Chain Operating Standards and Procedure* provides the process for the selection of a new carrier, and once selected, their ongoing performance management. AGR has implemented the monitoring systems detailed within their procedures to evaluate the suppliers ongoing compliance with the Code and AGR's requirements. AGR has undertaken an audit of each of the carriers in the supply chain to satisfy themselves that the carriers are meeting AGR's requirements and holds regular meetings with the contractors.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026

- ENLOG S.A., Brazil - 20 June 2024.

PRINCIPAL 2 – INTERIM STORAGE

Design, construct and operate cyanide interim storage sites to prevent releases and exposures.

Transport Practice 2.1

Store cyanide in a manner that minimises the potential for accidental releases.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 2.1**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 2.1 requiring the design, construction and operate cyanide interim storage sites to prevent releases and exposures.

Within the scope of this audit, transit storage is associated with port operations where containers of cyanide are removed from the vessels and may be temporarily stored and then placed on road vehicles for the next part of the journey.

Within the scope of this audit, a trans-shipping depot and interim storage site is not applicable to Puerto Antofagasta, Puerto Deseado, and Puerto San Antonio. The normal operation is for the containers of cyanide to be unloaded from the vessels and loaded directly onto road transport trailers for immediate transport from the Port.

Within the scope of this audit, a trans-shipping depot and interim storage site is applicable to the port of Callao, port of Caucedo, port of Santos, Peurto Angamos, Rio Haina Port, Terminal Zarate and Valparaiso. These transit storage depots are managed by the relevant port authorities and due consideration of relevant protocol requirements has been made through the due diligence process.

At these ports containers of cyanide are removed from the vessels, temporarily stored, and then placed on road vehicles for the next part of the journey. These transit storage depots are managed by the relevant port authorities and due consideration of relevant protocol requirements has been made through the due diligence process.

Under normal operating conditions there is no interim storage outside of the Port operations included within this supply chain.

PRINCIPAL 3 – EMERGENCY RESPONSE

Protect communities and the environment through the development of emergency response strategies and capabilities.

Transport Practice 3.1

Prepare detailed emergency response plans for potential cyanide releases.

	☒ **in full compliance with**	
AGR is:		**Transport Practice 3.1**
	☐ in substantial compliance with	

☐ not in compliance with

AGR is in FULL COMPLIANCE with Transport Practice 3.1 requiring preparation of detailed emergency response plans for potential cyanide releases.

AGR, through the use of ICMC-certified road carriers addresses the requirements to prepare detailed emergency response plans for potential cyanide releases.

AGR does not physically transport cyanide within the scope of this Supply Chain. AGR's procedure International Carrier Selection and Performance Management details the characteristics that carriers must demonstrate in order for them to carry AGR's product. AGR's approach is to use ICMC-certified carriers and conduct due diligence assessments on port facilities.

AGR monitor shipments and has plans and capability to provide technical support and assistance to responders and subcontractors.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Ports

AGR have considered emergency response arrangements at Port Facilities used in the supply chain and concluded that suitable capabilities to respond are available at the selected ports. The port due diligence reviews provide a summary of AGRs assessments.

Transport Practice 3.2

Designate appropriate response personnel and commit necessary resources for emergency response.

☒ **in full compliance with**

AGR is: ☐ in substantial compliance with **Transport Practice 3.2**

☐ not in compliance with

AGR is in FULL COMPLIANCE with Transport Practice 3.2 requiring the designation of appropriate response personnel and commit necessary resources for emergency response.

AGR, through the use of ICMC-certified road carriers addresses the requirements to prepare detailed emergency response plans for potential cyanide releases.

AGR does not physically transport cyanide within the scope of this Supply Chain. AGR's procedure International Carrier Selection and Performance Management details the characteristics that carriers

must demonstrate in order for them to carry AGR's product. AGR's approach is to use ICMC-certified carriers and conduct due diligence assessments on port facilities.

AGR monitor shipments and has plans and capability to provide technical support and assistance to responders and subcontractors. AGR provides training to subcontractor transporters through mock drill activities. General response to emergencies is also covered in AGR's online learning modules completed periodically by transport drivers.

AGR does subcontract the transport and handling of cyanide and has established procedures to ensure subcontractors meet the requirements of Transport Practice 3.2.

AGR's *AGR Customer and Supply Chain Operating Standards and Procedure* provides the process for the selection of a new carrier, and once selected, their ongoing performance management. AGR has implemented the monitoring systems detailed within their procedures to evaluate the suppliers ongoing compliance with the Code and AGR's requirements. AGR has undertaken an audit of each of the carriers in the supply chain to satisfy themselves that the carriers are meeting AGR's requirements and holds regular meetings with the contractors.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

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- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Ports

AGR have considered emergency response arrangements at Port Facilities used in the supply chain and concluded that suitable capabilities to respond are available at the selected ports. The port due diligence reviews provide a summary of AGRs assessments.

Transport Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 3.3**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 3.3 requiring development of procedures for internal and external emergency notification and reporting.

AGR through the use of ICMC certified road carriers does provide emergency response training of appropriate personnel. AGR does not physically transport cyanide within the scope of this Supply Chain. AGR's procedure *International Carrier Selection and Performance Management* details the

characteristics that carriers must demonstrate in order for them to carry AGR's product. AGR's approach is to use ICMC-certified carriers.

AGRs Transport Management Plan, Section 14 details the definition of a notifiable incident and the process for reporting. The Transport Management Plan includes a commitment for review every 3 years as a minimum. The Plan was last updated in May 2023 to version 39.0.0.

No significant incidents occurred during the audit period.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Transport Practice 3.4

Develop procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 3.4**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 3.4 requiring the development of procedures for remediation of releases that recognize the additional hazards of cyanide treatment chemicals.

AGR, through the use of ICMC-certified road carriers addresses the requirements to develop procedures for remediation. AGR does not physically transport cyanide within the scope of this Supply Chain and uses ICMC-certified carriers.
Whilst AGR's product is being transported, emergency response is governed by the certified transporter.

AGR retains a technical and advisory role in an emergency and may provide resources and personnel (depending on where an incident takes place) to assist emergency services in the response to an incident involving its cyanide product. AGRs Transport Management Plan provides details on:

- Handling hazards and pre-cautions
- Containment
- Neutralisation and Spill Recovery
- Reporting and investigation

AGRs Transport Management Plan does prohibit the use of Chemicals such as sodium hypochlorite, ferrous sulphate and hydrogen peroxide to treat cyanide that has been released into surface water. In addition, AGRs approach of using ICMC certified carriers means that those transporters have procedures with also prohibit the use of these chemicals.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026
- ENLOG S.A., Brazil - 20 June 2024.

Transport Practice 3.5

Periodically evaluate response procedures and capabilities and revise them as needed.

	☒ **in full compliance with**	
AGR is:	☐ in substantial compliance with	**Transport Practice 3.5**
	☐ not in compliance with	

AGR is in FULL COMPLIANCE with Transport Practice 3.5 requiring the periodic evaluation of response procedures and capabilities and revise them as needed.

AGR, through the use of ICMC-certified road carriers addresses the requirements to periodically evaluate response processes. AGR does not physically transport cyanide within the scope of this Supply Chain and uses ICMC-certified carriers.

AGR retains a technical and advisory role in an emergency and may provide resources and personnel (depending on where an incident takes place) to assist emergency services in the response to an incident involving its cyanide product. AGRs Transport Management Plan details the procedures to follow in the event of an emergency. The Transport Management Plan was reviewed and updated in May 2023.

Road Transport

The road transporters used within AGRs Central and South American Supply Chain have maintained their status of being certified as fully compliant with the Code. Each transporter was recertified as fully compliant with the Code on the following dates:

- Victor Masson Transportes Cruz del Sur, Argentina - 27 December 2023
- Transporte Vesprini S.A., Argentina - 20 May 2026
- Maritima Dominicana, S.A.S, Dominican Republic - 6 October 2025
- Aucan Logistics SPA, Chile - 20 May 2026

- ENLOG S.A., Brazil - 20 June 2024.

Ports

AGR have considered emergency response arrangements at Port Facilities used in the supply chain and concluded that suitable capabilities to respond are available at the selected ports. AGRs complete due diligence assessments on a 3 yearly basis. The port due diligence reviews provide a summary of AGRs assessments.

4 DUE DILIGENCE

4.1 Port of Callao, Peru

The port of Callao in Peru is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated November 2025 was prepared by Martin Maloney, AGR's Product Support and Logistics Specialist and include a brief tour of the terminal facility with representatives of DP World Callao. The report is a revision of the due diligence report prepared in June 2023.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.1.1 Summary of Port Operations

Peru's National Port Authority (Spanish) (APN) governs the Port of Callao; Peru's main commercial seaport. La Empresa Nacional de Puertos ENAPU S.A. administers and develops the Port of Callao under the country's Ministry of Transport and Communications.

The North Terminal (operated by APM) is a multipurpose facility which has the capability of handling containers, bulk cargo, breakbulk, roll on-roll off cargo and cruise ships. It has a berth length of 1,835m and a capacity of 1.2m TEUs over 64 hectares. The South Terminal (operated by DP World) covers 40 hectares and primarily handles containerised cargo. It consists of a 1,050-meter berth length allowing up to three ultra-large container vessels up to 330m overall length to be serviced simultaneously.

Dangerous goods storage is separate from other cargo and segregated as required. There are two bund pits within the dangerous goods storage area and a dedicated fleet of vehicles for handing of dangerous goods. An internal brigade is in place and on standby to respond to a dangerous goods incident.

Terminal security is managed through a manned control room monitoring CCTV cameras 24 hours a day. Each vessel is subject to video surveillance, security patrols conduct external patrols of the fencing, water patrols of the vessels and internal patrols of the Terminal operations.

4.1.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from the port of Fremantle to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

The port of Callao has been chosen as the preferred port in Peru as it is the country's main container terminal and has the standards and equipment expected of an international port.

4.1.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.1.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

Both terminals at Callao have software which on receival of the Bill of Lading/PRA information, provides the relevant terminal knowledge of the shipment contents prior to the vessel arriving, ensuring planning for unloading and storage can occur. The transport company schedules appointments with the terminal to collect containers from the port. Without this appointment the trucks cannot enter onto the port.

The containers are accepted and stacked on the port in the designated space allocated by the Terminal Planner. The containers can then be allocated accordingly and will then be lifted from the stack by reach stacker and placed on the transport company truck according to the associated paperwork. All through this process the containers are referenced by their individual numbers which are associated with the Bill of Lading and tracked through the online system.

4.1.5 Transport Practice 2.1

There is dedicated dangerous goods storage at the terminal. Access to the port is restricted and secure with no access permitted without a prior booking approval. All operations of the port are constantly monitored by cameras from a command centre. The Port Authority and Customs also have surveillance cameras in place on the Callao wharf and are monitored independently from the terminal cameras.

The dedicated dangerous goods storage area allows for the safe segregation and storage of incompatible chemicals. As scheduled, the port will load the cargo onto the trailer of an ICMI certified

transporters trailer for removal from the port and transport directly to the customer. The lay down area designated for dangerous goods and therefore sodium cyanide, is a bitumen surface segregated from other cargo and appears appropriate for large reach stackers and trucks. Sodium cyanide containers are not opened until reaching the end customer. Containers are stored in an open air environment allowing adequate ventilation.

The dedicated dangerous goods storage area has containment from other general cargo which includes two bund pits for placement of leaking containers. The terminals have dedicated emergency response services who are trained and equipped to immediately respond to HAZMAT incidents.

4.1.6 Transport Practice 3.1

The immediate response to a dangerous goods incident is to raise the alarm, cordon off the area and stand down operations. The alarm will mobilise the emergency response teams as required. While not observed, it was reported that detailed procedures specific to dangerous goods incidents are held by the emergency response teams and form part of the overall Emergency Response Plans.

4.1.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.2 Port of Caucedo, Dominican Republic

The port of Port of Caucedo in Dominican Republic is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port was dated January 2026 and is a revision of the due diligence completed in June 2023.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.2.1 Summary of Port Operations

The Port of Caucedo is the newest and one of the main Container Ports servicing the Dominican Republic. DP World is the operating company responsible for all aspects of the operations and administration of the port. Located approximately 25kms from the national district of Santo Domingo, it primarily services cargo ships and is a multipurpose port receiving vehicles, general cargo and containers as well as transhipments.

The port comprises a single major container terminal consisting of five berths. The maximum length of a vessel entering the terminal is just over 350m in length and the maximum draught is 16.8 meters. The container terminal occupies approximately 80 hectares of yard area and is equipped to handle

standard 20-foot and 40-foot containers, as well as a substantial volume of refrigerated cargo through approximately 1,450 reefer plug connections. The terminal's annual container handling capacity is approximately 2.5 million TEUs.

Terminal security is managed by the Autoridad Portuaria Dominicanas (Dominican Port Authority) Specialised Port Security Corps, CESEP. DP World maintain security and risk prevention infrastructure including cameras, video management systems, access controls and land and water surveillance. Monitoring of all operations is through a command centre which is staffed by local employees, general customs and appointed military personnel. The port has controlled entry and exit points and is enclosed with strong wire fencing all around the landside of the port with extensive security camera surveillance.

4.2.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from the port of Fremantle to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

The Port of Caucedo has been chosen as one of the preferred ports in the Dominican Republic as it is one of the country's main container terminals and has all of the standards and equipment expected of a major international port. In addition, the location of the Port of Caucedo means that the road transport to the mine is able to avoid the main centre and busier pathways of the city.

4.2.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.2.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The Terminal have software which on receival of the Bill of Lading information, provides knowledge of the shipment contents prior to the vessel arriving ensuring planning for unloading and storage can occur. The transport company makes an appointment with the terminal to collect containers from the port. Without this appointment the trucks are not permitted entry to the port.

The containers are accepted and stacked on the port in the designated space. Containers would then be allocated, lifted from the stack by reach stacker and placed on the transport company truck according to the associated paperwork. Throughout this process the containers are referenced by their individual numbers which are associated with the Bill of Lading.

Sodium cyanide movements in Dominican Republic are also monitored and permitted by the local Military. Once all customs clearances are done and transport permits obtained, the onward transport of the product is allowed and is transported to the customer site under armed military guard.

4.2.5 Transport Practice 2.1

There is dedicated dangerous goods storage at the terminal. Access to the port is restricted and secure with no access permitted without a prior booking approval. All operations of the port are constantly monitored by cameras from a command centre.

The dedicated dangerous goods storage area allows for the safe segregation and storage of incompatible chemicals. As scheduled, the port will load the cargo onto the trailer of an ICMI certified transporters trailer for removal from the port and transport directly to the customer. The laydown area is a bitumen surface and appropriate for large container forklifts and trucks. Sodium cyanide containers are not opened until reaching the end customer. Containers are stored in an open-air environment allowing adequate ventilation.

The dedicated dangerous goods storage area has containment from other general cargo. The terminal has a dedicated emergency response service who are trained and equipped to immediately respond to HAZMAT incidents. ICMI certified transporter MARDOM, also have emergency response capability and would support a sodium cyanide related incident as required.

4.2.6 Transport Practice 3.1

The Port of Caucedo maintains emergency response services, and it is anticipated that a response to a dangerous goods incident would be to raise the alarm, cordon off the area and stand down operations in line with other port operations in the region.

If required, the military will be engaged who are responsible for certain products entering and being transported with Dominican Republic.

Drivers from the ICMI certified transport company MARDOM are also trained in emergency response and management of a cyanide incident. MARDOM also have their own internal emergency response capability and would support any major spillage that may require additional assistance.

4.2.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.3 Port of Santos, Brazil

The port of Santos in Brazil is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port was dated March 2026 and is a revision of the due diligence report prepared in March 2023.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.3.1 Summary of Port Operations

The Port of Santos is located within the municipality of Santos, in the State of São Paulo, Brazil. The port, located on the bank of the Estuario de Santos, is managed by the Santos Port Authority (SPA) and is the main container port servicing Brazil.

Within the port complex is one of the largest container terminals within Latin America in Tecon Santos, operated by Santos Brasil. The terminal has a 1,510-metre continuous quay, allowing the simultaneous berthing of three New Panamax container vessels (up to 366 m in length) and one roll-on/roll-off (Ro-Ro) vessel. The Terminal allows unloading of the shipments of containers with a 2.6 million TU handling capacity, and the subsequent road transport to AGR customer sites located in the states of Minas Gerais and Goiás.

Containers of sodium cyanide are typically transferred direct to vehicle however the terminal maintains a dedicated dangerous goods area with ground treatment to prevent any environmental issues along with bunded trailers to allow for the placement of leaking containers. In addition, the terminal has emergency response capability though major incidents would require external fire brigade response.

Once unloaded, containers are transported to an alternate terminal dedicated to de-stuffing and stuffing containers. IBCs are transferred from 20’ containers to 40’ containers so IBCs are single layered, supporting unloading operations at the customer sites.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance consisting of 788 cameras which are constantly monitored withing the operations centre.

4.3.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

The Port of Santos has been chosen as the preferred port in the Brazil as it is the country’s main container terminal and has all of the standards and equipment expected of a major international port.

In addition, the location of Santos means that the road transport to the mine is best placed for access to the mines.

4.3.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.3.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The Terminal has a significant surveillance system ensuring the security of goods at all times including video cameras installed at strategic locations in the terminal which are monitored 24/7. The implementation of strict internal controls and surveillance system contribute to the optimization of operations and cargo security.

Containers are accepted and stacked on the port in the designated space allocated by the Santos Brasil Terminal Planner. Once the consignment is cleared through customs and a release certificate is issued for each container, strict security processes are in place to manage the transporter's vehicle entering the Terminal to collect a designated container. The transport company makes an appointment to collect containers from the port. Without this appointment the trucks cannot enter onto the port.

Following the removal of full containers from the vessel, the 20-foot containers with product are transferred to the Santos Brazil terminal handling area.

The product is repacked from the 20-foot containers to 40-foot containers (owned by the transporter) as this lowers the centre of gravity when on a road trailer and increases the vehicles road stability. The single layer of 20 boxes of sodium cyanide fits on the floor level of a 40-foot container, as opposed to the two layers in a 20-foot container which also supports the customer when emptying IBCs from the container.

The de-stuffing operation is performed by Santos Brazil terminal employees and includes observers and those conducting the transfer. All operators are reported to be trained in the use of the equipment (fork-lifts and reach stackers), dangerous goods handling, and wear appropriate personnel protective clothing for the goods that they are handling.

The 40-foot containers are then resealed as per Brazil National and IMDG standards ready for road transport to customer sites.

The containers can then be allocated and placed on the transport company truck according to the associated paperwork. All through this process the containers are referenced by their individual numbers which are associated with the Bill of Lading and tracked through the online system.

Sodium cyanide movements in Brazil are also monitored and permitted by the Brazilian Military. Once all customs clearances are done and transport permits obtained, the onward transport of the product is allowed.

4.3.5 Transport Practice 2.1

Access to the repackaging facility has not been possible however previous inspections and discussions with the terminal operator indicate that sodium cyanide is managed in accordance with terminal policy and procedures and the cyanide lay down area currently used is segregated with a security fence. The lay down area is only used for cyanide, is on a bitumen surface appropriate for large container forklifts and trucks, and has emergency information panels on display. Emergency Response processes include neutralising agent processes for managing a potential spill of sodium cyanide.

Containers are transferred to an enclosed warehouse within the secure port confines for repackaging into larger containers prior to road transport.

The port has a dedicated dangerous goods storage area which allows for the safe segregation and storage of incompatible chemicals. Containers are transferred to an enclosed warehouse within the secure port confines for repackaging into larger containers prior to road transport. The repackaging area is an undercover (all weather) area suitable for handling sodium cyanide.

The terminal has a dedicated emergency response team who are trained and equipped to handle HAZMAT incidents. They are located close to the repackaging area and on standby when this activity is taking place.

Drivers from the ICMI certified transport company ENLOG SA, are also trained in emergency response and management of a cyanide incident. ENLOG SA have an agreement with a specialised emergency response company in Ambipar in the event of any major spillage that may require additional assistance.

4.3.6 Transport Practice 3.1

The port maintains first response responsibility with the primary task being to isolate, barricade and secure the area for emergency services response. The terminal has a dedicated emergency response team who are trained and equipped to respond to and handle HAZMAT incidents. The emergency response teams facility is located close to the repackaging area and on standby during all cyanide container movements.

Drivers from the ICMI certified transport company ENLOG SA are also trained in emergency response and management of a cyanide incident. ENLOG SA have an agreement with a specialised emergency response company in Ambipar in the event of any major spillage that may require additional assistance.

4.3.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.4 Puerto Angamos, Chile

Puerto Angamos in Chile is utilised as part of the South American Supply Chain. The due diligence of the port was dated November 2025 and is an update of the due diligence report prepared in December 2022.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.4.1 Summary of Port Operations

Puerto Angamos is one of the main ports in northern Chile and is the primary port utilised by AGR for customers in this region. It is a four berth, mono-operated, multi-purpose terminal on South America's west coast. Located in northern Chile in Mejillones, its nearest major city is Antofagasta which is 65km to the south.

There are four berths in use at Puerto Angamos and they range in length from 180m to 225m. Berths 2 and 3 can be combined for a total length of 366m. Water depths at berths range from 10.7 to 13.7 m. Puerto Angamos has rail connections direct to mines in Argentina and Bolivia as well as highway access through borders to significant mining regions.

Vessel manifests are utilised to determine what containers require unloading along with the identification of dangerous goods and their specific details and requirements. Any containers containing dangerous goods once offloaded from the vessel, are typically loaded directly onto alternate transportation utilising the harbour cranes and removed from the terminal.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance.

4.4.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

Puerto Angamos has been chosen as the preferred port in the region as it is one of the country's main container terminals and has all of the standards and equipment expected of a major international port.

In addition the location of Puerto Angamos means that the road transport to the mine is best placed for access to the relevant mines.

4.4.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.4.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The Terminals dispatch centre supervises its operations in real time utilising CCTV along with the coordination of ship movements and pilot operations.

The use of internal controls and surveillance systems contribute to the optimization of operations and cargo security.

4.4.5 Transport Practice 2.1

Meetings with the transporter identified that port personnel are aware of the containers of cyanide and the dangers associated with these containers when they arrive, which is why it is preferable that the containers are loaded immediately onto trailers and driven straight out of the port. The port does have a dedicated dangerous goods storage area which allows for the safe segregation and storage of these products should it be required.

Where possible, containers are loaded directly onto road transport trailers for immediate exit from the port. Access to the port is restricted and secure with no access permitted without prior booking approval. Sodium cyanide containers are not opened until reaching the end customer.

The ICMI certified transport company Aucan Logistics SPA, are trained in emergency response in the event of a spill. Their convoy travels with an emergency response vehicle, suitably equipped to manage a release of solid cyanide They also have an agreement with a specialised Emergency Response company in Ambipar in the event of any major spillage that could not be handled by the transport company.

4.4.6 Transport Practice 3.1

Within the port there is limited emergency response capability. A branch of the Chilean Navy, the Department for Territorial Waters and Merchant Marine (DGTMMM) has responsibility for the response to oil and hazardous substance marine pollution incidents. In the event of an incident involving sodium cyanide, the same procedures relating to that of an oil spill would apply. Likewise, the equipment for responding to an oil spill would also be deployed. Local emergency services would also support response activities.

The ICMI certified transport company Aucan Logistics SPA also maintains an Emergency Response Plan (ERP) for cyanide related incidents and may be called upon to support the port in the event of a cyanide related emergency. Drivers complete annual training at a level appropriate to enable them to fulfil their role as outlined within the ERP.

4.4.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.5 Puerto Antofagasta, Chile

Puerto Antofagasta in Chile is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated November 2025 is an update of the previous due diligence report dated December 2022.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.5.1 Summary of Port Operations

Puerto Antofagasta is a port in northern Chile and is the secondary port utilised by AGR for customers in this region, typically only used when a berth at Puerto Angamos is not available. The port consists of two terminals and several berths. Terminal 1 is a multi-operated terminal and is managed by Empresa Portuaria Antofagasta (EPA) while Terminal 2 is a mono-operated terminal managed by Antofagasta Terminal Internacional (ATI). The port is located within the city itself.

ATI manages multiple berths with approximately 445 m of quay length and handles containers, bulk minerals, general cargo, and project cargo serving northern Chile and neighbouring countries. Terminal 1 consists of three berths with its vessel types primarily bulk carriers, general cargo and passenger ships.

Vessel manifests are utilised to determine what containers require unloading along with the identification of dangerous goods and their specific details and requirements. Any containers containing dangerous goods are unloaded directly from the vessel as scheduled by ATI, loaded onto alternate transportation and immediately removed from the terminal.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance.

4.5.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

Puerto Antofagasta, while a secondary option, is a medium sized container terminal and has all of the standards and equipment expected of a major international port.

In addition, the location of Puerto Antofagasta means that the road transport to the mine is suitably placed for access to the relevant mines though curfews apply to road transport due to the port being located within the city area.

4.5.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.5.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The Terminals dispatch centre supervises its operations in real time utilising CCTV along with the coordination of ship movements and pilot operations.

The use of internal controls and surveillance systems contribute to the optimization of operations and cargo security.

4.5.5 Transport Practice 2.1

Meetings with the transporter identified that port personnel are aware of the containers of cyanide and the dangers associated with these containers when they arrive. The port has a dedicated dangerous goods storage area however Class 6.1 products are not permitted to be stored so containers are required to be collected for immediate removal from the port.

Containers are loaded directly onto road transport trailers by terminal operators for immediate exit from the port. Containers will remain on board the vessel until such time as the vehicle is available to be loaded. Access to the port is restricted and secure with no access permitted without prior booking approval.

The ICMI certified transport company Aucan Logistics SPA, are trained in emergency response in the event of a spill. Their convoy travels with an emergency response vehicle, suitably equipped to manage a release of solid cyanide They also have an agreement with a specialised Emergency Response company in Ambipar in the event of any major spillage that could not be handled by the transport company.

4.5.6 Transport Practice 3.1

Within the port there is limited emergency response capability. A branch of the Chilean Navy, the Department for Territorial Waters and Merchant Marine (DGTMMM) has responsibility for the response to oil and hazardous substance marine pollution incidents. In the event of an incident involving sodium cyanide, the same procedures relating to that of an oil spill would apply. Likewise, the equipment for responding to an oil spill would also be deployed. Local emergency services would also support response activities.

The ICMI certified transport company Aucan Logistics SPA also maintains an Emergency Response Plan (ERP) for cyanide related incidents and may be called upon to support the port in the event of a cyanide related emergency. Drivers complete annual training at a level appropriate to enable them to fulfil their role as outlined within the ERP.

4.5.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.6 Puerto Deseado, Argentina

Puerto Deseado in Argentina is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated February 2026 is an update of the previous due diligence report dated February 2023.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5

- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.6.1 Summary of Port Operations

Puerto Deseado is located on the north bank of the Deseado River in southern Argentina in the province of Santa Cruz. It is a public use port and is managed by the Santa Cruz Port Authority since 1992.

The port is a multi-purpose port suitable for use by larger vessels such as container ships and cruise liners. Puerto Deseado consists of three adjoining wharves with a total of six berths. Berths 1-4 are used for ocean going vessels while berths 5-6 are dedicated to fishing vessels. An overall length (LOA) restriction on vessels is stated as being 190m. There is a draft restriction of 8.2 metres maximum. Overall the port has a dock length of 739 metres with berths for container ships ranging from 129 metres to 214 metres.

As the Port is primarily a fishing port, the movement of sodium cyanide through the port is deemed to be sensitive and these sensitivities are managed outlined within the ICMI verification protocol transport practices.

The port has a controlled entry point and is enclosed with strong wire fencing all around the landside of the port and utilises security camera surveillance. Medical assistance is also available from the municipal hospital located approximately 1.5kms east of the port.

4.6.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

Containers of cyanide are unloaded from the self-geared vessels using the ships derricks and loaded immediately onto road transport trailers. Once loaded, secured, and documentation checked, the containers are driven directly out of the port and taken to the relevant mine site.

4.6.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form,

which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.6.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

4.6.5 Transport Practice 2.1/3.1

Meetings with the transporter identified that port personnel are aware of the containers of cyanide and the dangers associated with these containers when they arrive, which is why the containers are loaded immediately onto trailers and driven straight out of the port. Dangerous Goods including sodium cyanide are not allowed to be stored at the Port, so the Port has no interim storage or laydown areas for these cargo types.

The ICMI certified transport company Transportes Vesprini, are trained in emergency response in the event of a spill. Their convoy travels with an emergency response vehicle, suitably equipped to manage a release of solid cyanide They also have an agreement with a specialised Emergency Response company in Hazmat S.R.L. in the event of any major spillage that could not be handled by the transport company.

4.6.6 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.7 Rio Haina Port, Dominican Republic

The Rio Haina port in Dominican Republic is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated January 2026 is an update of the previous due diligence report dated June 2023.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.7.1 Summary of Port Operations

The Haina Port is one of the main Container Ports servicing the Dominican Republic. Located approximately 10kms from the national district of Santo Domingo, it is a multipurpose port receiving vehicles, general cargo, fuels, grains and containers. Haina International Terminals (HIT), established

in October 2000, is the operating company responsible for all aspects of the operations and administration of the Port of Rio Haina.

The port maintains two terminals, East Haina and West Haina and 15 berths, nine on the eastern bank and 6 on the western bank. Pier 6 is the primary berth for loading and unloading of containers and maintains a capacity of 4,500TEUs.

Haina Port has one container terminal, managed by Haina International Terminal (HIT). The container terminal consists of four berths and has a designed capacity of 600,000 TEUs but currently operates at 60% capacity. In 2019 the depth of the main container dock was increased to allow vessels carrying up to 4,500TEUs to be received.

The NAVIS software program controlling container placement allows container terminals to allocate dangerous goods storage areas to ensure segregation requirements are met.

Terminal security in managed through a manned control room monitoring CCTV cameras 24 hours a day. Each vessel is subject to video surveillance, security patrols conduct external patrols of the fencing, water patrols of the vessels and internal patrols of the Terminal operations.

4.7.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

Rio Haina port has been chosen as the preferred port in the Dominican Republic as it is the country's main container terminal and has all of the standards and equipment expected of a major international port.

In addition the location of Rio Haina means that the road transport to the mine is able to avoid the main centre and busier pathways of the city.

4.7.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.7.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

HIT have software which on receival of the Bill of Lading/PRA information, provides HIT knowledge of the shipment contents prior to the vessel arriving ensuring planning for unloading and storage can occur. The transport company schedules appointments with HIT to collect containers from the port. Without this appointment the trucks cannot enter onto the port.

The containers are accepted and stacked on the port in the designated space allocated by the HIT Terminal Planner. The containers can then be allocated accordingly and will then be lifted from the stack by reach stacker and placed on the transport company truck according to the associated paperwork. All through this process the containers are referenced by their individual numbers which are associated with the Bill of Lading and tracked through the online system.

Sodium cyanide movements in Dominican Republic are also monitored and permitted by the local Military. Once all customs clearances are done and transport permits obtained, the onward transport of the product is allowed and is transported to the customer site under armed military guard.

4.7.5 Transport Practice 2.1

There is dedicated dangerous goods storage at the terminal which allows for the safe segregation and storage of these products. Access to the port is restricted and secure with no access permitted without a prior booking approval. As scheduled, the port will load the cargo onto the trailer of an ICMI certified transporters trailer for removal from the port and transport directly to the customer. The lay down area designated for dangerous goods and therefore sodium cyanide, is a bitumen surface segregated from other cargo and appears appropriate for large reach stackers and trucks. Sodium cyanide containers are not opened until reaching the end customer. Containers are stored in an open air environment allowing adequate ventilation.

All operations of the port are constantly monitored by cameras from a command centre. Rio Haina Port Authority and Customs also have surveillance cameras in place on the HIT wharf and are monitored independently from the HIT Terminal cameras.

The dedicated dangerous goods storage area has containment from other general cargo. The terminal has a dedicated emergency response service who are trained and equipped to immediately respond to HAZMAT incidents. ICMI certified transporter MARDOM, also have emergency response capability and would support a sodium cyanide related incident as required.

4.7.6 Transport Practice 3.1

HIT response to a dangerous goods incident is to raise the alarm, cordon off the area and stand down operations. The alarm will mobilise the emergency response team as required. Detailed procedures relating to process and procedure are detailed within HIT Emergency Response Plan.

If required, the military will be engaged who are responsible for certain products entering and being transported with Dominican Republic.

Drivers from the ICMI certified transport company MARDOM are also trained in emergency response and management of a cyanide incident. MARDOM also have their own internal emergency response capability and would support any major spillage that may require additional assistance.

4.7.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.8 Puerto San Antonio, Chile

Puerto San Antonio in Chile is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated November 2025 is an update of the previous due diligence report dated December 2022.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.8.1 Summary of Port Operations

Puerto San Antonio is Chile's largest port located on the shores of central Chile, 110km from the country's capital, Santiago. Inner Puerto San Antonio contains four terminals including the Terminal Multioperado which is operated by several companies and administered by Empresa Portuaria San Antonio (EPSA). Puerto San Antonio has excellent access to transport routes to Santiago, southern Chile, and Argentina.

Terminal Panul Port specializes in handling imports of solid bulk cargo, and Terminal Vopak specializes in liquid bulk cargoes. Puerto Panul SA operates the North Terminal dedicated to solid bulk cargoes. The terminal handles in excess of 3.3 million tons of cargo. The terminal specializes in solid bulk, but is not limited to that cargo type and accommodates vessels up to 60 thousand DWT. Terquim San Antonio specialise in the receival, loading and storage and handling of bulk chemical liquids.

San Antonio Terminal Internacional (STI), the port's main container terminal, is the main port terminal in Chile and operates the South Molo Terminal which specializes in handling containerized cargo. The terminal contains a 27 hectare container yard with storage for up to 22,000 TEU and 2,300 reefer connections. The terminal manages over 1.2 million TEUs annually (capacity of 1.6m) and offers rail and road access and 24-hour security services. STI has 930 meters of continuous wharf with alongside maximum depth of 15 meters.

DP World operates as a primary multi-purpose terminal in Chile handling over 800,00 TEUs annually, also specialising in infrastructure to support automotive, bulk, and cruise operations.

4.8.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

San Antonio port has been chosen as the preferred port in the region as it is the country's main container terminal and has all of the standards and equipment expected of a major international port.

In addition the location of San Antonio means that the road transport to the mine is best placed for access to the relevant mines.

4.8.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.8.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The Terminals dispatch centre supervises its operations in real time utilising CCTV along with the coordination of ship movements and pilot operations. The use of internal controls and surveillance systems contribute to the optimization of operations and cargo security.

Both STI and DP World uses an electronic system which on receival of the Bill of Lading provides them knowledge of the shipment contents prior to the vessel arriving ensuring planning for unloading and storage can occur.

4.8.5 Transport Practice 2.1

Meetings with the transporter identified that port personnel are aware of the containers of cyanide and the dangers associated with these containers when they arrive, which is why containers are loaded immediately onto trailers and driven straight out of the port. The port does have a dedicated dangerous goods storage area but no longer appears to permit storage of Class 6.1 Packing Group I products. Access to the port is restricted and secure with no access permitted without prior booking approval. Sodium cyanide containers are not opened until reaching the end customer.

The ICMI certified transport company Aucan Logistics SPA, are trained in emergency response in the event of a spill. Their convoy travels with an emergency response vehicle, suitably equipped to manage a release of solid cyanide They also have an agreement with a specialised Emergency Response company in Ambipar in the event of any major spillage that could not be handled by the transport company.

4.8.6 Transport Practice 3.1

Within the port there is limited emergency response capability. A branch of the Chilean Navy, the Department for Territorial Waters and Merchant Marine (DGTMMM) has responsibility for the response to oil and hazardous substance marine pollution incidents. In the event of an incident involving sodium cyanide, the same procedures relating to that of an oil spill would apply. Likewise, the equipment for responding to an oil spill would also be deployed. Local emergency services would also support response activities.

The ICMI certified transport company Aucan Logistics SPA also maintains an Emergency Response Plan (ERP) for cyanide related incidents and may be called upon to support the port in the event of a cyanide related emergency. Drivers complete annual training at a level appropriate to enable them to fulfil their role as outlined within the ERP.

4.8.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.9 Terminal Zarate, Argentina

Terminal Zarate in Argentina is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated May and August 2025.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.9.1 Summary of Port Operations

Terminal Zárate is a privately owned terminal located in the City of Zárate, Argentina within the Province of Buenos Aires. Situated on the Paraná River, Terminal Zárate is a multipurpose, intermodal terminal with operational container, general cargo and vehicle terminals.

The terminal allows unloading of shipments of vehicles, containers, project bulk cargo and the subsequent road and rail transport as required. The terminal also maintains empty container storage facilities.

The berth length at Terminal Zárate is 480m with a depth of 10.67m and an overall waterfront of 1km. The container yard consists of 116,000sqm storage, an 800sqm container repair area and has an annual container capacity of 270,000 TEUs per year.

Terminal Zárate container terminal maintains rail connections consisting of 1.7km of rail sidings and five lane access to the main container yard. Highway access is approximately 8km from the port entrance.

Vessel manifests are utilised to determine what containers require unloading along with the identification of dangerous goods and their specific details and requirements. Any containers containing dangerous goods once offloaded from the vessel, are placed into dedicated storage for dangerous goods before being loaded onto alternate transportation and removed from the terminal. The terminal is aware of sodium cyanide product being shipped into Argentina as the terminal handles sodium cyanide from other countries who supply regional mining operations.

4.9.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

Terminal Zárate has been selected as a preferred port in the region as it is one of the countries main container terminals and has all of the standards and equipment expected of a major international port. In addition the location of Terminal Zárate means that the road transport to the mine is best placed for access to the relevant mines.

4.9.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form,

which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.9.4 Transport Practice 1.6

At the time of completion of this Due Diligence, AGR has completed a single shipment of sodium cyanide to Terminal Zárate. However, all vessels, when arriving or departing the port, must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The terminal supervises its operations in real time utilising a CCTV system comprising 150 cameras around operational areas and warehouses along with the coordination of ship movements and pilot operations. The terminal uses Navis N4, a Terminal Operating System designed specifically for the optimisation of containers and equipment in the port environment. This system allows for the effective tracking of containers and provides capability for the Planning department to arrange movements and storage requirements as necessary.

The implementation of strict internal controls and surveillance systems contribute to the optimization of operations and cargo security.

4.9.5 Transport Practice 2.1

The terminal has a dedicated dangerous goods storage area which allows for the safe segregation and storage of these products. The Navis N4 planning software allocates an appropriate storage area within the dedicated Dangerous Goods storage area based upon its IMO DG classification.

Truck access to the terminal is via a five lane access at the security check point. Appointments for collection of full containers is not necessary. Following confirmation of clearance to the customer, the transporter receives a notice to collect the containers. There is a designated waiting area for trucks which is located on the terminal premises, approximately 1.6km from the terminal gate. There is a alcohol breathalyser stationed at this area and all drivers are required to test prior to access to the terminal being granted. This area is also able to be used for the staging of convoys prior to departing to the customer site. It is reported that 80% of trucks are loaded within 30 minutes from arrival.

In 2004 Terminal Zárate certified its compliance with the ISPS Code. Subsequently they have been certified against ISO 9001:2015 and 14001:2015 thereby confirming its commitment to the health and safety of its employees, security and the environment.

4.9.6 Transport Practice 3.1

At Terminal Zárate, the Safey, Hygiene and Environment (SHYMA) areas are in charge of Environmental Health and Safety (EHS) management. The terminal maintains an Emergency Response Plan for Dangerous Goods as well as an Emergency Brigade. The brigade maintain capability to provide an initial response to isolate and contain any incident. Container bunds are available at the terminal to support this process. The brigade, however, does not provide further response to a Dangerous Goods incident due to a lack of suitable resources.

In cases such as a sodium cyanide incident, once isolated and contained, the relevant customer must be able to provide an emergency plan and have an arrangement with a company that is capable of responding to such an incident. This responsibility is in place from the arrival of the container to its despatch from the terminal by the appropriate transporter. The terminal Emergency Brigade would support any response activity within their capability.

The designated transporter is also required to maintain an Emergency Response Plan (ERP) for cyanide related incidents. Drivers should complete regular training at a level appropriate to enable them to fulfil their role as outlined within the ERP.

4.9.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

4.10 Valparaiso Port, Chile

The Valparaiso port in Chile is utilised as part of AGRs Central and South American Supply Chain. The due diligence of the port dated November 2025 is an update of the previous due diligence report dated December 2022.

The due diligence report was reviewed by Mike Woods of Enpoint during August 2026, who meets the ICMI requirements for Transport Technical Specialist.

The following Code items were addressed within the due diligence report, and a summary is provided below:

- Summary of Port operations
- Transport Practice 1.1
- Transport Practice 1.5
- Transport Practice 1.6
- Transport Practice 2.1
- Transport Practice 3.1.

4.10.1 Summary of Port Operations

The Port of Valparaiso is located approximately 120km west of the nearest major city in Santiago and 93km from San Antonio Port to the south.

The Port of Valparaiso is a 100% state owned operation which maintains five berths across two terminals. Terminal 1, operated by Terminal Pacifico Sur (TPS), specialises in containerised cargo within a secured area while Terminal 2, operated by Terminal Portuario de Valparaiso, specialises in break-bulk cargo. Full container, refrigerated cargo, multipurpose and cruise ships are also received at both terminals. Terminal 1 is a single-operated terminal consisting of 14.62 hectares with docking frontage up to 740m and a draft of up to 14.1m and is the point of handling for AGR's sodium cyanide. Terminal 2 is utilised as a cargo and passenger terminal.

The port model maintains a Logistics Support Extension Zone known as ZEAL. This is effectively a coordination point for the port entry and exit for all trucks and cargo. The Port Community System of Puerto Valparaiso, or SILOGPORT control this system including the monitoring and tracking the physical cargo along with the corresponding documentation. TPS signage at ZEAL details vehicle and driver compliance for the transport of all dangerous goods transport within the port precinct. An extension of the ZEAL is the ZEAL route which allows the port city of Valparaiso to be bypassed and provides direct terminal access for all vehicles thereby reducing pollution and congestion in the city area.

The Port of Valparaiso has rail service running through it and direct connection to major highways to effectively service the surrounding mining regions.

4.10.2 Transport Practice 1.1

AGR only operates in export markets that are serviced by major international shipping companies with the ability to offer scheduled container services from Fremantle Port to the destination port for the country or continent. These shipping companies also provide the correct manifest documentation to the destination port which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

The Port of Valparaiso is a preferred port in the region as it is one of the country's main container terminals and has all of the standards and equipment expected of a major international port. Therefore, it a is a suitable alternative to San Antonio Port.

In addition, the location of the Port of Valparaiso means that the road transport access is well placed for access to the relevant mines.

4.10.3 Transport Practice 1.5

The due diligence notes that all goods are packaged, labelled, and placarded as per International Maritime Dangerous Goods (IMDG) Code requirements for cyanide. This adherence to the IMDG Code commences at AGR's certified production facility and is carried right through the supply chain.

AGR's solid cyanide is packaged in 1,000kg Intermediate Bulk Containers (IBC). For distribution in Australia and internationally, the IBCs are packed in 20-foot general purpose shipping containers which are the closed cargo transport units as referred to by the IMO DG Code (also referred to as shipping containers or just containers).

For AGR's shipments, despatch operations at the Kwinana production facility load 20 IBCs per container. The product plus the container weight is within the requirements of the shipping line and hence the Port equipment. All documentation for the delivery of the goods to the port details each container's total gross weight.

Documentation that accompanies the cyanide throughout transportation by sea and delivery at ports includes a Dangerous Goods manifest, packing certificates and a Multimodal Dangerous Goods Form, which meets requirement nine of the SOLAS 74, Chapter VII, regulation 5 and MARPOL 73/78, Annex III, regulation 4.

4.10.4 Transport Practice 1.6

Shipping lines use their chosen cargo tracking systems to monitor the progress of all containers from the port of loading, through the various transhipment ports, until the final destination. Cargo tracking systems provide real time details about searched container cargo location.

All vessels when arriving or departing the port must declare details of any dangerous cargo on board. Shipping companies use chain of custody documentation which includes the vessel manifest. This manifest details the contents and location of each container and is accompanied by dangerous good documentation, Safety Data Sheets and packing certificates.

The Terminals dispatch centre supervises its operations in real time utilising CCTV along with the coordination of ship movements and pilot operations. The use of internal controls and surveillance systems contribute to the optimization of operations and cargo security.

4.10.5 Transport Practice 2.1

Meetings with the transporter identified that port personnel are aware of the containers of cyanide and the dangers associated with these containers when they arrive and restrict collection timing.

Containers are placed in a dedicated dangerous goods storage area prior to collection the following day. As scheduled, the port will load the cargo onto the trailer of an ICMI certified transporters trailer for removal from the port and transport directly to the customer. Sodium cyanide containers are not opened until reaching the end customer.

Access to the port is restricted and secure with no access permitted without a prior booking approval.

The ICMI certified transport company Aucan Logistics SPA, are trained in emergency response in the event of a spill. Their convoy travels with an emergency response vehicle, suitably equipped to manage a release of solid cyanide. They also have an agreement with a specialised Emergency Response company in Ambipar in the event of any major spillage that could not be handled by the transport company.

4.10.6 Transport Practice 3.1

Within the port there is limited emergency response capability. The port maintains first response responsibility with the primary task being to isolate, barricade and secure the area for emergency services response. Emergency services have been witnessed attending the port in an emergency situation and appeared to access the terminal with minimal interference. As with other Chilean ports, the Department for Territorial Waters and Merchant Marine (DGTMMM) has responsibility for the response to oil and hazardous substance marine pollution incidents. In the event of an incident involving sodium cyanide, the same procedures relating to that of an oil spill would apply. Likewise, the equipment for responding to an oil spill would also be deployed. Local emergency services would also support response activities.

The ICMI certified transport company Aucan Logistics SPA also maintains an Emergency Response Plan (ERP) for cyanide related incidents and may be called upon to support the port in the event of a cyanide related emergency. Drivers complete annual training at a level appropriate to enable them to fulfil their role as outlined within the ERP.

4.10.7 Auditor conclusion

The due diligence reviews were found to be sufficiently detailed to evaluate the port operations within the constraints of access and limited influence, and additional management measures by the consigner were not considered necessary.

