

**INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE (ICMI)****Transportation Summary  
Re-Certification Audit Report  
Transportation Summary Audit Report****Alpha Services Limited (ALS)  
Nouakchott  
Mauritania****10 to 12 December 2025****For the  
International Cyanide Management Code****Operation General Information**

Name of Transport Operation: Alpha Services Limited  
Name of Facility Owner: Alpha Services Limited  
Name of Facility Operator: Alpha Services Limited  
Name of Responsible Manager: Mr Haiba Sidahmed  
Address: #39 Route NDB Tevragh Zeina 16km from the Port of Nouakchott  
City: Nouakchott  
Country: Mauritania  
Telephone: Landline +222 25 0001 71 Mobile +222 44 44 55 88  
Email: Haiba.sidahmed@alpha-services-mauritania.com

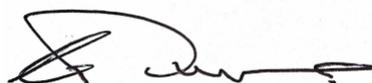
**Operation Location Detail and Description**

Alpha Services Limited has its headquarters and a separate depot base both situated and low hazard) mainly within Mauritania. Alpha Services Limited is hereafter referred to as ASL.

Sodium Cyanide is received via the Nouakchott Port and transported by road to the Tasiast mine site - Tasiast Mauritanie Limited S.A. (TMLSA) the Mauritanian subsidiary of global gold miner Kinross Gold Corporation

There is neither storage nor interim storage during the delivery journey.

Name of Operation.  
Alpha Services Limited



Date 10 to 12 December 2025

**Auditor's Finding**

This operation is in

**X full compliance**

in substantial compliance

not in compliance

**with the International Cyanide Management Code.**

**Compliance Statement**

This operation has been found to be in full compliance with the requirements of the ICMI Cyanide transportation re-certification audit requirements. This operation has not experienced any compliance issues or significant cyanide incidents during the previous three-year audit cycle

**Auditor Information**

Audit Company: Transheq Consulting and Auditing (Pty) Ltd

Lead and Transportation Auditor: Richard Durrant

Lead Auditor Email: [richard@transheq.co.za](mailto:richard@transheq.co.za)

Names and Signatures of Other Auditors: N/A - Sole Auditor

Dates of Audit: 10 to 12 December 2025

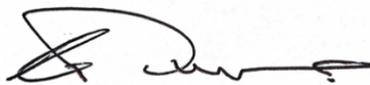
**Auditor Attestation**

I attest that I meet the criteria for knowledge, experience and conflict of interest for a Cyanide Code Certification Audit Lead Auditor, 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 Certification Auditors.

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

Alpha Services Limited.

Name of Operation



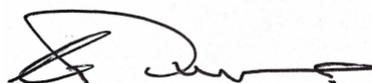
Signature of Lead Auditor

29 January 2026

Date

Name of Operation.

Alpha Services Limited



Date 10 to 12 December 2025

## Principles and Standards of Practice

### Principle 1 | TRANSPORT

Transport cyanide in a manner that minimizes the potential for accidents and releases.

#### Standard of Practice 1.1

*Select cyanide transport routes to minimize the potential for accidents and releases.*

#### X in full compliance with

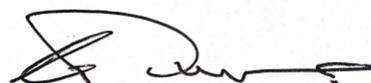
The operation is  in substantial compliance with Standard of Practice 1.1

not in compliance with

#### *The basis for this Finding/Deficiencies Identified:*

A detailed Road Risk Assessment (RRA) was conducted is in place covering the route from the Port of Nouakchott (the Port) to the mine site at Tasiast together with a Road Mapping process which was updated in February 2022. Sighted a French language version of the Road Risk Assessment – “Evaluation Road Risk Transport of Cyanide from port to the Tasiast Mauritanie Limited S.A. (TMLSA)” Revision 02 with signature date 06/06/2025. The exitance of towns and villages are noted on the assessment. The country of Mauritania is generally sparsely populated except for the few cities and towns which are avoided where possible by the cyanide convoys. Most of the population is based near the port in the most populated and capital the city in Mauritania being Nouakchott. On the transport route there are few small towns or villages and only the town of Shami has a significant population. Children are often left unattended near the road and can easily get onto the road. Details of the condition of the roadways are included in the RRA. The route is mainly on a tar surfaced national road which is narrow and has no hard shoulders. The last 45 kms travel to the mine is a gravel road which is maintained by the mine but can be rough and uneven due to the sand being blown onto the road and sandstorms can lead to poor visibility on the journey. The route is generally flat with no major climbs or descents or escarpments– the RRA does indicate slight hills and some curves in the road as dangerous Black Points. As the country is mainly desert there are no surface water bodies, rivers or the likelihood of fog on the route. There are only four bridges or concrete slabs on the route. Water is not the main concern, but dust is identified as a hazard limiting visibility at times. A Road Risk Assessment process is in place which is reviewed every 12 months. The RRA is updated every five years, and last update was in June 2025. Continual feedback is received from each trip from the Convey Leader and other personal accompanying the convey. The convoys may travel two to three time per month depending on shipments being received. The loaded trucks travel from the Port to Tasiast passing through the town of Shami finally turning toward Tasiast as this is the approved and recommended route by the Mine and the Civil Protection Agency. The route is segmented into two sections being Nouakchott to the town of Shami and then Shami to the mine. The reason is there is a big change in hazards as Nouakchott to Shami vehicles, animals and pedestrian activities are the major concerns. The hazards identified are stray animals, mainly camels, over speeding by other drivers, careless driving, unnecessary overtaking and a narrow road with no shoulder which makes overtaking difficult. The road from Shami to Tasiast vehicle and pedestrian activities are not the main risks but rather the dust and stray animals/camels are the risks. The ASL Standard Operating Procedure states: The maximum speed is 70km/h on paved roads, 50km/h on laterite roads (tracks) and 20km/h in villages. It must be adapted to the road condition and weather conditions. The Convey Leader will determine the travel speed of the convoy depending on traffic, road and wind conditions at the time of travel. Government agencies that are directly involved in the approval of the route and the development and management of risk management measures and the agencies that accompany the cyanide delivery convoys are: Civil Protection Agency, Police, Gendarmerie, Environmental Agency, Transport Ministry and Mine representative (at times). An Environmental Impact Study Permit is in place issued by the Ministry of Environment for the Handling, Storage and Transport of Cyanide. Conveys are used in all instances when transporting cyanide for the Port to the mine. Conveys normally comprise of twelve to thirteen transport vehicles, being truck tractor

Name of Operation.  
Alpha Services Limited



Date 10 to 12 December 2025

and trailer combinations, each loaded with one six metre (20 Foot) steel shipping container. Additional support vehicles being the ALS convey vehicles and vehicles carrying Police and Civil Protection Agency Representative, paramedic and truck mechanic all form part of the convey. The balance of the Agencies has their own vehicles. Convoy escort vehicles travel ahead and behind the convey. An ambulance also accompanies each convoy. The company does not use subcontractors for cyanide transport operations.

### Standard of Practice 1.2

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

#### X in full compliance with

The operation is  in substantial compliance with Standard of Practice 1.2

not in compliance with

#### *The basis for this Finding/Deficiencies Identified:*

Transport vehicle drivers are all holders of the required Mauritania Driver License for Heavy Vehicles. There is no specific class of driver's license for Dangerous Goods transportation in Mauritania. All ALS cyanide and other drivers of dangerous goods have been trained in the following subjects: General HSE Induction, General Cyanide Awareness, Hazard Identification and Risk Assessment, Accident/Incident Investigation, Defensive Driving, Cyanide Transportation, Emergency Response, First Aid, Fire Extinguisher, Authorized Gas Tester. This training was conducted by an external training provider named PRECISION Safety Health & Environment based in Nouakchott, Mauritania. The certificates issued for the training are dated January 3, 2023. Colonel Lopez who is a retired Colonel from the Civil Protection Agency was one of the trainers and he is an employee of ASL serving as Convey Leader and Security Advisor. Internal safety and cyanide refresher training is conducted by Colonel Lopez on a regular basis. Extensive training has been conducted for all staff involved in the handling of transport of cyanide and other chemicals: Certificates in place for Reagent Spill Management training subjects being Handling of Hydrochloric Acid, Ferrous Sulphate and Caustic Soda dated February 2022. NEBOSH Training was conducted in February 2023 covering HSE leadership excellence. HSE at Work, Introduction to Incident Investigation and Process Safety Management. Packing, Marking and Labelling of Dangerous Goods by Road and by Sea. Training conducted by EdUKate Mauritania. Certificates dated December 2022. Internal safety and cyanide training is conducted by Colonel Lopez. A training matrix is in place detailing the training and retraining that has been conducted which includes information of training conducted in 2025. The company does not use subcontractors for cyanide transport operations.

### Standard of Practice 1.3

*Ensure that transport equipment is suitable for the cyanide shipment.*

#### X in full compliance with

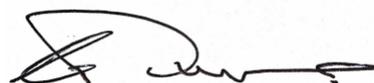
The operation is  in substantial compliance with Standard of Practice 1.3

not in compliance with

#### *The basis for this Finding/Deficiencies Identified:*

Standard Operating Procedure for the Transport of Dangerous Goods (Cyanide) is in place. ASL as dedicated fleet of truck tractors and trailers with container twist locks dedicated for the transportation of cyanide containers. There are addition vehicles in the fleet used for the transport of other chemicals and materials.

Name of Operation.  
Alpha Services Limited



Date 10 to 12 December 2025

Technical specifications for truck tractors and trailers are available and held by the Maintenance Department and are also detailed in the SOP. Containers are centre loaded on the trailers to ensure correct load distributions across the vehicle axles. The design load mass capacity of a truck tractor and triaxle trailer combination is 33 000 Kg. The mass of a loaded cyanide container is 23 500kg, as recorded on shipping and road waybills, therefore the load imposed on the vehicle is well within the vehicle load mass limits. There is no legislated maximum load or gross vehicle mass limit in Mauritania. ASL has an agreement with General Industry and Construction International (GICI) an authorised vehicle dealer for maintenance and engineering contract for the repair and recovery of trucks and supply of spare parts. The contract critical point are to: Supply of trucks, trailers and spare parts as the authorised dealer. Maintain and repair all trucks and trailers, including breakdowns and recovery from road. Vehicle or tyre breakdowns on cyanide conveys will be repaired by the ASL maintenance team traveling with the individual conveys. Provide a remote workshop at ASL premises to carry out the post trip inspections. If there is any repairs needed the remote workshop will inform GICI who will take over the repair. GICI are responsible for all technical support needed by ASL and warranty all equipment supplied this is still with warranty. ASL retains the right to conduct minor repairs on the vehicles that do not jeopardize the contract and the equipment warranty. ASL retain the responsibility for conducting pre-trip and daily inspections and is ultimately responsible for the maintenance and safety of their vehicles. No vehicle roadworthy inspections on any vehicles are required or conducted by the authorities in Mauritania. Only an annual User Tax is paid for commercial vehicles. Vehicle registrations are valid for ten years and each vehicle has a plastic "Identity Card" listing the information of the vehicle. In the case of minor breakdowns on road the ALS convoy technical team will manage the repairs. For any major breakdown GICI will send the required team, support and equipment to the location and repair or replace the equipment accordingly. Truck tractors and trailers are all manufactured in China. Sino Truck – China National Heavy Duty Truck Group are the newer fleet and ASTRA trucks being the older trucks in the fleet. Trailers are all supplied by Sino Howo Truck Company. The design load mass capacity of a truck tractor and triaxle trailer combination is 33 000 kg. The mass of a loaded cyanide container is 23 500 kg, as recorded on shipping and road waybill, therefore the load imposed on the vehicle is well within the vehicle load mass limits. The inspection of a trailer's framework forms part of the pre-trip checklist for Under Chassis Damage. Checks on framework / chassis for cracks and deformity are also conducted during routine maintenance inspections and services. Shipping records indicating the amount of cyanide loaded in each shipping container and records are retained for audit purposes. The mass of a loaded cyanide container is 23 500 kg as verified during the audit. Outsourced mechanical workshop and tyre contractor employees will not work on trucks loaded with cyanide. The ALS mechanical team, who are trained on cyanide, will conduct any repairs on loaded cyanide vehicles and will use the appropriate Personal Protective Equipment (PPE) depending in the circumstances.

#### **Standard of Practice 1.4**

*Develop and implement a safety program for transport of Cyanide.*

#### **X in full compliance with**

The operation is  in substantial compliance with Standard of Practice 1.4

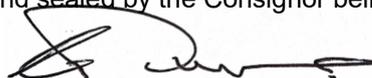
not in compliance with

*The basis for this Finding/Deficiencies Identified:*

ASL Standard Operating Procedures (SOP) and Transport Management Plan (TMP) describes how the transport is undertaken. Cyanide in briquettes are packed in waterproof polyethylene bags that has been heat sealed to provide a moisture barrier. The waterproof polyethylene bags are then packed into custom-designed one-ton wooden intermediate bulk containers (IBC). These IBC containers consist of a pallet base to provide for lifting and further protection during storage and transit. The wooden intermediate bulk containers is used for transport and storage. Trailers are fitted with four container twist locks that are used for the securement of the sea containers. The Sodium Cyanide IBCs are packed into the sea containers and sealed by the Consignor being Cyanco Corporation. The container

Name of Operation.

Alpha Services Limited



Date 10 to 12 December 2025

seals are only broken by the mine on receipt of the consignments. The cyanide cargo is escorted by Customs Officials to mine site as the cargo is exempt from Customs Duties and therefore all seals must remain intact.

Before a shipment departs from the Port it is the responsibility of the driver of each vehicle as well as the Convoy Leader and the Emergency Response Team to check the condition of each container for damages or leaks and that the container seal is still intact on the container doors. Seal number and findings of physical inspection of the container recorded on a ALS "Container Collection register". All sea containers of cyanide awaiting loading onto the vehicles on the quay will be inspected by ALS. If there are any visible damages to the shipping container these will be recorded on a Container Damage Report and reported to the Port Authorities. ALS will then make temporary repairs to the sea containers before they are loaded onto the transport vehicles. The Container Damage Report indicates the date of inspection, the Vessel, Bill of Lading Number and Container Number and the specific damage identified. No placarding or warning signage for the transport of Dangerous Goods or hazardous substances by road is required or legislated in Mauritania. ALS has elected to adopt the Agreement concerning the International Carriage of Dangerous Goods By Road (ADR) as best practice for vehicle markings. Sea containers received at the Port are marked / placarded with split placards on all four sides of each container as required by the International Marine Dangerous Goods Code (IMDG). The marking are in place when the containers are offloaded from the sea transport vessel. Once the container is loaded onto the road trailer/s and before departure on route, a white diamond sign with Skull and Cross bone symbol and Class 6 marked on it and a rectangular orange coloured plate with the UN Number 1689, for Sodium Cyanide, is displayed to the front of the truck tractor cab for the entire period of loaded transportation. Split placarding on the containers consists of the UN number of the product, the hazard class diamond (in this case Class 6.1) as well as signage of any subsidiary hazards. All placards remain displayed and will only be removed once containers are unpacked and decontaminated. The decontamination of the containers and the removal of the markings/placards on the sea containers is the responsibility of the consignee, being the mine. All vehicles, being truck tractor and trailer combinations are inspected before transport using a Pre / Post Inspection Checklist. On route inspections are done every morning prior to departure from the base depot or from the individual overnight points – trips may take two or days more depending on conditions. These pre-trip inspections are conducted by the drivers together with members of the ALS maintenance team. This inspection includes the chassis of the trailer for signs of cracks, fatigue or damage. As per the SOP for the Transport of Dangerous Goods (Cyanide) – ASL/DG/0001 Rev 03 – "The maintenance of this equipment is provided by the ASL technical maintenance team, in own workshop, with our own mechanics. The follow-up on the maintenance of each machine is kept and archived for future reference. Upon return of the convoy, trucks and trailers are checked and possibly; a request for intervention is addressed to the technical service team. Before loading the next convoy, each truck and trailer is inspected at the garage. Based on the check, an intervention request form can be drawn up. These sheets are kept by the garage for a minimum period of three years. This verification before loading is added to the periodic revisions as defined by the procedures. All maintenance follow-up documents are kept by the garage for a minimum of three years. At the end of each mission (trip), each truck and trailer goes to the workshop for technical revision. A maintenance program is also in place to monitor each truck and trailer. This technical revision does not replace in any case the verification of trucks and trailers which is done by the escort team before each departure of the cyanide convoy. ASL also has an agreement with General Industry and Construction International (GICI) an authorised vehicle dealer for maintenance and engineering contract for the repair and recovery of trucks and supply of spare parts. Supply of trucks, trailers and spare parts as the authorised dealer. Maintain and repair all trucks and trailers, including breakdowns and recovery from road. An Excel spreadsheet is maintained by the Mechanical Department on which all maintenance carried out on the trucks and trailers is recorded and managed. Mechanical Department monitors the service intervals and requirements taking into the harsh and dusty conditions that the vehicles are operating under. Hard copies of the Job Cards and other documentation is retained in files for each vehicle. SOP Transport of Dangerous Goods (Cyanide) states: The transport of cyanide is strictly prohibited at night, the transport hours being from 6:00 am to 06:30pm in the evening (Sunrise and sunset, with regulatory downtime and never exceeding 2 hours of consecutive driving with 15 minutes break; in an abnormal situation maximum period of continuous driving is 4 hours with 30 minutes break with minimum daily rest time 180 minutes. Working week is a maximum of 6 consecutive days. Exceptions are allowed in the event of:- 1) departure at 5 a.m. from Nouakchott to avoid traffic congestion 2) 6:30 pm in the evening (Sunrise and sunset, with regulatory downtime and never exceeding 2 hours of consecutive driving. The escort manager ensures that stops and breaks are respected and that driving is adapted to driving in convoy

Name of Operation.

Alpha Services Limited

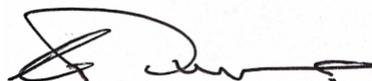


Date 10 to 12 December 2025

with respect for limited distances and speeds. The SOP clearly states convoy cannot travel between 18:00 and 06:00 without prior written permission from the Convoy Leader and accompanying HSE

measures in place. Convoy documentation confirmed limitations on hours are in place. Overnight camps on-route are "bivouac type" camps a safe distance from the roadway. At each overnight stop, the escort manager checks whether the containers are still sealed, whether the twist-locks are still securely locked and also performs a cyanide gas test. Verification is done to avoid any possibility of theft, diversion or loss of cargo. The overnight parking area must be marked (signs and ribbons around parked trucks). Trucks must be parked in the parking spaces provided and further than 8m away from other dangerous or risky products such as acids, water or food. The convoy crews sleep overnight on stretchers in the open air. These camps sites are situated at predetermined distances along the route from the port. SOP Transport of Dangerous Goods (Cyanide) ASL/DG/0001 REV 02 Date 01/2024 states: All containers must be secured to trailers with secure twist locks (no chain or strap will be used as the sole means of securing the containers). However, additional straps (in addition to the Twist-locks) can be used to enhance the security of the containers and at each overnight stop, the escort manager checks whether the containers are still sealed, whether the twist-locks are still securely locked and also performs a cyanide gas test. The wooden IBC boxes containing the cyanide are snugly packed within the sealed shipping containers so there is no matter to check for any load shifting or damage within the container except for performing a cyanide gas test. SOP Transport of Dangerous Goods (Cyanide) states: Any event preventing the convoy from continuing, or representing a danger to the safety of the escort members or the integrity of the cargo, is considered to be a critical safety condition and when the escort leader considers that it is impossible to continue on the route according to the usual road planning, the following options should be taken into consideration: Modification: If there is an alternative route: the escort leader validates the alternative route with the Quality, Health, Safety and Environment (QHSE) / ASL manager and the convoy can resume the route; If there is no alternative route, the escort leader must also consult the QHSE / ASL manager and consider one of the option as follows: since the convoy cannot return to the base, the escort leader identifies a secure parking space allowing temporary immobilization for the members of the escort and the cargo and awaits further instructions follow instructions from the QHSE manager (and the mine). Examples any be as follows: Critical time conditions, An obstructed road, A collapsed bridge, Riots, military insurrections, etc. In the event of heavy rain or civil riots or other 'critical' reason, the convoy must stop and this is done after evaluation by the escort leader. The escort leader is only person that is empowered to give the go ahead to get back on the road. Suspension: In the event of heavy rain and in the event of confirmation of non-passable tracks due to the abundance of water on the roads, there will be no cyanide transported. Alcohol and Drug Testing Policy Dated December 2024 is in place however by Statute the use of drugs and alcohol is prohibited in Mauritania. The policy states that Alcohol testing is to be conducted in a location that affords visual and aural privacy to the individual being tested. In the case the alcohol test is positive advanced and detailed tests of drug will be conducted in external laboratories. The required alcohol level is 0.00 (Zero %). Refusal to participate in the alcohol testing programs is considered as refusing to test and will result in discipline, up to possible dismissal. The Recruitment Policy includes reference to the use of drugs and alcohol on the company premises or whilst driving and the consequences of positive test results that leads to immediate termination. SOP for the Transport of Dangerous Goods (Cyanide) states: Based on the vehicle check, an intervention request form can be drawn up. These completed sheets are kept by the garage (workshops) for a minimum period of three years. This verification before loading is added to the periodic revisions as defined by the procedures. All maintenance follow-up documents are kept by the garage for a minimum of three years. ASL has a comprehensive and adaptive Freight Management System (FMS) system for managing shipment data from the start to finish of cargo imports or exports. Documents (invoice, pre-clearance form, exemption file) are stored in the FMS system for a period of three years, making them readily available for customs officials, clients and agents. or other stakeholders when required. In Mauritania general company records must be maintained for significant periods, commonly interpreted as ten years. Outsourced mechanical workshop and tyre contractor employees will not work on trucks loaded with cyanide. The ALS mechanical team, who are trained on cyanide, will conduct any repairs on loaded cyanide vehicles and will use the appropriate Personal Protective Equipment (PPE) depending in the circumstances.

Name of Operation.  
Alpha Services Limited



Date 10 to 12 December 2025

**Standard of Practice 1.5***Follow international standards for transportation of Cyanide by sea.***X in full compliance with**

The operation is  in substantial compliance with Standard of Practice 1.5

not in compliance with

*The basis for this Finding/Deficiencies Identified:*

This question is not applicable to this operation has no shipment of cyanide is conducted by sea by ASL, road transport only is conducted.

**Standard of Practice 1.6***Track cyanide shipments to prevent losses during transport.***X in full compliance with**

The operation is  in substantial compliance with Standard of Practice 1.6

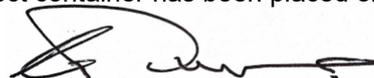
not in compliance with

*The basis for this Finding/Deficiencies Identified:*

SOP Dated Jan 2024 states: Each escort vehicle is equipped with a GSM (Global System for Mobile Communications) mobile telephone and VHF radio (walkie talkies). UHF radio is in addition but for only the front convoy escort vehicle to communicate with the Nouakchott ASL yard base (long range radio communication). The escort vehicles and the trucks remain in permanent communication and each truck as well as the escort vehicle using the VHF radios. GPS vehicle tracking makes it possible to always know the position as well as the speed of the trucks and escort vehicles during the trip. Follow-up of the convoy progress: from the start in Nouakchott, the QHSE manager is informed four times per day as a minimum about the position of the convoy (at the start and at the finish and before night fall), and this is done by email, SMS, telephone or VHF radio. The ASL head office manages all associated communications with the mine and the cyanide producer as may be required. Before each cyanide convoy departure, the communication equipment is tested, and the batteries recharged. Vehicle chargers for communication equipment are also carried on convoys. During transport from port to Tasiast mine site, all communication and calls related to the transport of cyanide and the convoy by telephone and radio are registered in a communication log for future reference as and when required. The ALS Emergency Response Plan for Dangerous Goods and Sodium Cyanide - ERP) is in place and the ERP contains a map indicating areas without telephone reception (blackout areas) Where no reception exists on the route, the convoy commander calls ALS base before entering and after leaving the reception blackout spot or area. Communication to ALS base is done by phone and communication with vehicles is done via VHF and UHF radio only in critical situations will the Satellite phone be used to make the emergency calls if no other means of communication is possible. All truck tractors and escort vehicles are fitted with a GPS vehicle tracking system with which the movement of vehicles are monitored 24/7 from the ALS base office during the day and will be monitoring are also alerted by the tracking system should any of the vehicles move off their set delivery routes or move during the night. Position, speed, driving and rest times are also identifiable and allow the control of all movements and to act if necessary. On-board cameras are mounted in each vehicle, and these record the sounds and images of the whole trip for the purpose of verifying trip data if necessary. The Bill of Lading is stamped by the Port Authority indicating the containers have been delivered to the Port undamaged with the seal intact. The individual container masses are detailed on the Bill of Lading. A bar code scanner is used at the Port to verify that the correct container has been placed on the selected trailer. The container

Name of Operation.

Alpha Services Limited



Date 10 to 12 December 2025

seals are checked by the mine upon arrival at the mine site to confirm. The loaded cyanide containers being transported from the Port of Entry to final destination are under the control and the responsibility of the Customs Authority Officer. This is due to the dangerous nature of the cargo and the customs exemption on cyanide. Shipping records indicating the amount of cyanide in transit and Safety Data Sheets (SDS) are available during transport. The delivery documentation notes the container numbers, containers masses and seal numbers. The ERP and TMP are also carried on the convoy along with the SDS for cyanide. The company does not subcontract any road transport of cyanide.

## Principle 2 | INTERIM STORAGE

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

### Standard of Practice 2.1

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

#### X in full compliance with

The operation is  in substantial compliance with Standard of Practice 2.1

not in compliance with

*The basis for this Finding/Deficiencies Identified:*

Not Applicable - There is neither storage nor interim storage during the delivery journey.

## Principle 3 | EMERGENCY RESPONSE

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

### Standard of Practice 3.1

*Prepare detailed emergency response plans for potential cyanide releases.*

#### X in full compliance with

The operation is  in substantial compliance with Standard of Practice 3.1

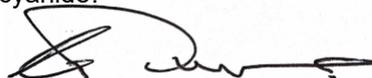
not in compliance with

*The basis for this Finding/Deficiencies Identified:*

ALS Emergency Response Plan for Dangerous Goods and Sodium Cyanide is in place. The ERP gets updated: After an accident to add the learning points; After a requirement required by the Tasiast mine; Following an incident or drill where there was variation in the implementation; After a procural review; If there is a change in applicable legislation. All cyanide deliveries are made in convoy, and the Emergency Response Team accompanying the loads are part of the convey and will implement the Emergency Response Plan if required, unless additional support is required. The Emergency Response Team will report to ALS head office or to external responders whose responsibilities and obligations are stated in the Plan. In the case of an emergency truck breakdown in the convey, the escorting mechanical team will repair the vehicle if possible. The ERP is developed for the use by the first responders at the scene of a solid cyanide incident on route. The SDS for Sodium Cyanide is available. The plan is structured to handle sodium cyanide (solid form) with UN 1689. The ERP refers to Sodium Cyanide in briquette form as well as its appearance being white colour with a bitter almond odour. On-route & on-site Spillage / Accident / Incident / Response procedure / Spill clean-up procedures all addresses this chemical form of cyanide.

Name of Operation.

Alpha Services Limited



Date 10 to 12 December 2025

The EMP states in the Introduction that Solid Sodium cyanide is offloaded at the port and is then transported by road in 6m steel shipping containers to the mine site. To minimize the adverse effects of transport incidents, the Emergency Response Plan has been developed. Road Risk Assessment – “Evaluation Road Risk Transport of Cyanide from port to the Tasiast Mauritanie Limited S.A. (TMLSA)” Revision 02 and with signature date 06/06/2025 is in place covering the route from the Port of Nouakchott to the Tasiast mine site Tasiast Mauritanie Limited S.A. The Road Risk Assessment details the road condition in detail over the full length of the journey. Only tri-axle trailers built by trailer manufacturers in China are used for the transport of cyanide. The trailers have been built in accordance to the international standard for the transportation of sea containers. Trailers are fitted with four container twist locks with which the 6-metre sea container is centre loaded on the trailer and secured to trailer chassis with twist locks and possibly additional load straps if the need arises. No interim / overnight storage will occur at any time. The cyanide is transported directly from the Port for delivery at the Mine and is not removed from the trailer during this journey. Emergency Response Plan (ERP) – describes the drills and exercises to be performed for ASL services, operations and planning schedule are in place when they are to take place. The EPR includes a series of possible scenarios being: - Limited cyanide spill; Complex or Major spill; Incident during transport without spill; Incident during transport without spill, involving multiple vehicles; Incident during transport with spill. As all cyanide deliveries are made in convoy, the Emergency Response Team accompanying the convoy will implement the Emergency Response Plan unless more support is needed and then they will report to head office or external responders whose responsibilities and obligations are stated in the plan which also describes what level each of the external responders should called upon. The roles and responsibilities have been detailed in the ERP under: - Emergency Response Actions entities; Spill Response; Emergencies Action Plans; Reporting of an emergency to -ALS Management - The Client / Mine -The cyanide supplier - The various Government Authorities. Any outside any additional assistance would be requested or coordinated through the Ministry of Security, and this included communication with local communities. ALS are not permitted to talk to the communities directly. The damaged container/s and neutralized material will be transported to the mine site for final treatment and disposal under the mining company responsibility. If required, the Mine would also assist in any major incident and spill of cyanide.

### Standard of Practice 3.2

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

#### **X in full compliance with**

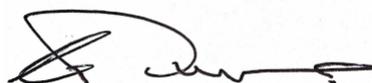
The operation is  in substantial compliance with Standard of Practice 3.2

not in compliance with

#### *The basis for this Finding/Deficiencies Identified:*

Extensive training has been conducted for all staff involved in the handling of transport of cyanide and other chemicals: Certificates are in place for Reagent Spill Management training, subject being Handling of Hydrochloric Acid, Ferrous Sulphate and Caustic Soda. NEBOSH Training was conducted in February 2023 covering HSE Leadership Excellence. HSE at Work, Introduction to Incident Investigation and Process Safety Management and Packing, Marking and Labelling of Dangerous Goods by Road and by Sea. Internal safety and cyanide training is conducted by Colonel Dowfa Lopez. A training matrix and training records are in place detailing the training and retraining that has been conducted which includes information of training conducted in 2025. The ERP include an organisation chart detailing the Roles and Responsibilities of the Emergency Management Team (EMT) and Emergency Response Team (ERT) members and the Scope of the ERP being: This Plan addresses the requirements for effective determination of potential operations specific emergency, security and/or crisis scenarios and communication of incident events to internal and external personnel.

Name of Operation.  
Alpha Services Limited



Date 10 to 12 December 2025

This Plan ensures Alpha Services Mauritania operations will meet the requirements of the standards and codes specified in the contract between ALS and TMLSA including the ICMI Code and are compliant with and operated in accordance with the approved security plan. Roles of agencies, groups, Industry and the community are listed: Base Manager, Dangerous Goods Coordinator , HSE Coordinator, Convoy Leader, Emergency Response Team (ERT). The ERP include an organisation chart detailing the Roles and Responsibilities of the Emergency Management Team (EMT) and Emergency Response Team (ERT) members and the Scope of the ERP being: This Plan addresses the requirements for effective determination of potential operations specific emergency, security and/or crisis scenarios and communication of incident events to internal and external personnel. This Plan ensures Alpha Services Mauritania operations will meet the requirements of the standards and codes specified in the contract between ALS and TMLSA including the ICMI Code and are compliant with and operated in accordance with the approved security plan.

Roles of agencies, groups, Industry and the community are listed:

- Base Manager
- Dangerous Goods Coordinator
- HSE Coordinator
- Convoy Leader
- Emergency Response Team (ERT)

Further Tiered Emergency Protocols are described:

- Tier 1 Emergency - NO SPILL of Cyanide and cause MINOR property or equipment damage
- Tier 2 Emergency - SERIOUS EMERGENCY, which is disruptive but not extensive,
- Tier 3 Emergency - MAJOR EMERGENCY that forces the indefinite shut down of operations, total or partially.

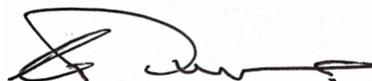
Various scenarios and required actions are then described:

- Planning and Training Exercises
- Emergency Contact List
- Emergency Response Actions entities
- Spill Response
- Limited spill
- Complex or Major spill

The communities on route have not been allocated a major role during an emergency. Only helping with crowd control and the dissemination of information as required but this would be addressed by Government Officials not ASL. Convoy Procedures Ref ASL-DG-0019 Ver 03 Dated January 2024 lists the Emergency Equipment to be available and to be in good working order. Checklists are in place when loading and offloading the emergency equipment, including the condition of the equipment. The Convoy Procedures stipulates that the escort vehicles must be equipped with the appropriate equipment and thoroughly checked before the start of each convoy. The emergency response and health and safety equipment include the Cynokit cyanide antidote kits that are sent with the convoy is stored according to manufacturer's specifications, sighted a valid antidote kit. The equipment is checked per trip, and monthly expiry and testing is done per inspection. Training by the manufacturer to the paramedics on administration of the Cynokit (hydroxocobalamin) has been received. Company policy states the paramedics are not to administer the antidote injections unless under extreme circumstances, but rather to take the patient and Cynokit to the nearest medical facility identified in the RRA and let the qualified clinic staff administer the hydroxocobalamin. The procedure lists the equipment needed per convoy is as follows: The equipment is checked per trip, and test are done per inspection.

- ASL carry bag
- 1-OXYVIVA for oxygen (that is also checked for the oxygen level within the tank)
- Cynokit antidote kit (that is stored according to manufacturer's specifications)
- Two HCN detector instruments are in place with valid calibrations as per manufacturers recommended 12 month intervals for 2003, 2004 and 2005. Valid annual calibration records for HCN detectors are on record, for either instrument, covering the full three year period since the last audit.
- Full face mask and canister
- Tyvec suits
- Gloves
- Boots

General first aid box  
Name of Operation:  
Alpha Services Limited



Date 10 to 12 December 2025

The ERP outlines the requirement to check emergency response equipment prior to each convoy departure. The convoy cannot leave unless all equipment is available and is in appropriate condition. Emergency Equipment Inspection Checklist ASL-DG-0009 is used to inspect emergency response equipment and assure its availability when required. Convoy equipment is checked and tested before each convoy departs from the base depot. The HCN detector is also tested and sent to the manufacturer when due for calibration every 12 months – sighted calibration certificate dated 17/01/2025 for Drager Tester. ASL conducts all activities using own personnel and equipment as an initial responder. If required, the Mine would assist in any major incident and spill of cyanide.

### Standard of Practice 3.3

*Develop procedures for internal and external emergency notification and reporting.*

#### X in full compliance with

The operation is  in substantial compliance with Standard of Practice 3.3  
 not in compliance with

#### *The basis for this Finding/Deficiencies Identified:*

Emergency Numbers For DG Convoy: ASL-DG-0018 Revision: 05 is in place and is marked “This Emergency Contact List is updated once a month”.

The list includes the following contact numbers:

#### **External Responders**

- Gendarmerie (Military Force with policing powers)
- Police
- Civil Protection
- GGSR: (Groupement Général pour la Sécurité Routière)- the main road safety agency in Mauritania.
- National Hospital
- Clinic Chiva
- Hospital Chami

#### **Alpha Services Limited**

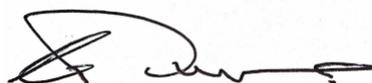
- Convoy Leader:
- HSE Department
- Base Manager

#### **Tasiast Mauritania Limited S.A**

- Tasiast Safety:
- Tasiast Clinic:

The ERP details the dissemination of information requirements in the event of a transport a cyanide incident. As flow diagram is used to assist the required flow of information. The Tier 3 Protocol details the communication and reporting requirements to be followed. A “Sodium Cyanide Emergency Phone Numbers” list exists, it includes all phone numbers to be used in case of emergency, This list must be updated regularly, displayed in all facilities where the product is handled. Emergency Response Team (ERT) Deployment Plan: Organization and Command Structure states under Key Roles Health Safety and Environment (HSE) Manager is responsible to Notify both Cyanco and ICMI of any significant cyanide incident involving cyanide.

Name of Operation.  
Alpha Services Limited



Date 10 to 12 December 2025

**Standard of Practice 3.4**

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

**X in full compliance with**

The operation is  in substantial compliance with Standard of Practice 3.4  
 not in compliance with

***The basis for this Finding/Deficiencies Identified:***

The ERP and TMP contain procedures for remediation such as recovery or neutralization of solutions or solids, decontamination of soils or other contaminated media and management and/or disposal of spill clean-up debris. In the event of a spill, all cleaning will be carried out by ASL personnel who are first required to contain the spill or discharge as soon as possible to avoid greater contamination of the site. ASL has emphasis in the ERP not to use any chemical (sodium hypochlorite, ferrous sulfate, and diluted bleach hydrogen peroxide) in water bodies. All recovered debris and waste will be transported to the mine for disposal since it will contain cyanide. Both the ERP and TMP have statements prohibiting the use of chemical such as sodium hypochlorite, ferrous sulfate or hydrogen peroxide for the treatment of cyanide discharged to surface moving or underground water. Mauritania is a very dry country and some 90% of land is in the Sahara Desert. Further to avoid cyanide seeping into underground water the process of neutralization is done at the mine and minor management is done at the point of accident. ASL policy prohibits use of neutralizing or water treatment chemicals in water

**Standard of Practice 3.5**

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

**X in full compliance with**

The operation is  in substantial compliance with Standard of Practice 3.5  
 not in compliance with

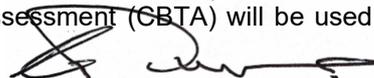
***The basis for this Finding/Deficiencies Identified:***

ALS Mauritania Integrated Management System Handbook states: Clause 3.9.2 Scope: Addresses requirements for effective determination of potential operations specific emergency, security and/or crisis scenarios and communication of incident events to internal and external personnel. Ensures Alpha Services Ltd operations required to be meet the requirement of the International Ship and Port Facilities Code (ISPS Code) are compliant and operating in accordance with the approved security plan. Sighted the following sample of simulation drill conducted since the last certification audit. 12/11/2023 Cyanide briquette spill into the environment. 17/10/2023 drill with a fire simulation. ER Drill Evaluation Report: Drill 10 dated 22/10/2024. Emergency stop by lead truck transporting 6m steel shipping container loaded with cyanide due to an obstruction on the road. Although no vehicle rollover occurred the abrupt stop created the potential for container displacement, load displacement and failure of securing devices.

ER Drill Evaluation Report: Drill 15 sighted. Drill date: 09/08/2025 Drill Supervisor: Dowfa Lopez Simulated a Drill: Summary / Content of the drill: During a convoy, the lead truck carrying a 6m steel shipping container loaded with cyanide stopped abruptly on the main road. The escort team reported that the driver was unresponsive inside the cab. The Emergency Response Team mobilized to perform a safe rescue while avoiding any risk of cyanide exposure. Since ALS have started transport cyanide no cyanide incidents have occurred or been reported to date. ALS Mauritania Integrated Management System Handbook - Clause 3.9.3 states: Emergency, security and/or crisis drills and exercises will be conducted for each operation and in conjunction with the Alpha Services Ltd Emergency Management Team based in, or associated to Alpha Services Ltd Mauritania operations. Actions arising from drills and exercises will be logged and tracked and responsibilities nominated for closing out action items. Competency Based Training Assessment (CBTA) will be used for emergency, security and/or crisis

Name of Operation.

Alpha Services Limited

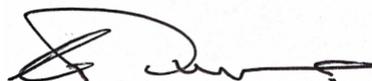


Date 10 to 12 December 2025

management training and awareness to ensure all relevant personnel are suitably equipped to address emergency events. Accurate records will be maintained for all Operations and audits undertaken to ensure that emergency, security and/or crisis procedures are carried out in accordance with the documented procedures

End of Report

Name of Operation.  
Alpha Services Limited

A handwritten signature in black ink, appearing to be a stylized name, possibly 'D. ...', written over a faint, illegible stamp or watermark.

Date 10 to 12 December 2025