

INTERNATIONAL CYANIDE TRANSPORTATION
VERIFICATION PROTOCOL
SUMMARY AUDIT REPORT

DCR MINERIA Y CONTRUCCION S.A.C.
Cyanide Transport Operation

July, 2026

Submitted by:
E QUELLE E.I.R.L.

Collaborated with
MINGROUP INVESTMENTS S.A.C.

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INTERNATIONAL CYANIDE TRANSPORTATION VERIFICATION PROTOCOL

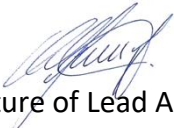
SUMMARY AUDIT REPORT

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Name of Facility


Signature of Lead Auditor

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1. Operation General Information

Name of Facility:	DCR MINERIA Y CONTRUCCION S.A.C.
Name of Facility Owner:	DCR MINERIA Y CONTRUCCION S.A.C.
Name of Facility Operator:	DCR MINERIA Y CONTRUCCION S.A.C.
Dates of the audit:	08 – 09, July 2026
Name of Responsible Manager:	Paul Rodriguez – HSE Manager
Address:	Variante Uchumayo Km 2.5 Cerro Colorado,
State / Province:	Arequipa
Country:	PERU
Telephone:	+51 958951020
Fax:	.-.
Email:	prodriguezcd@dcrmineraiayconstruccion.com

2. Operation Location Detail and Description:

DCR Minería y Construcción, S.A.C. (DCR) operates commercial truck transportation services primarily in the southern region of Peru, specifically based in Arequipa. The company's main base of operations is located at P.J. Villa Independencia s/n Int. B km 2.5 Variante Uchumayo Cerro Colorado, Arequipa, Peru. Additionally, DCR maintains offices in Lima, located at Av. Nicolás Arriola, 791.

The scope of this audit encompasses the ground transportation operations of sodium cyanide starting from the Port of Callao in Peru, or from Cyanide Code-certified storage warehouses, directly to various mining sites. DCR receives the sodium cyanide directly from port facilities or these authorized storage sites. The company acts strictly as a transport provider; DCR does not own or operate any interim storage facilities, nor does it handle the cyanide product directly at any point. The sodium cyanide remains securely sealed within its original containers throughout the entire transportation process.

The sodium cyanide transported by DCR is sourced from manufacturers certified under the Cyanide Code and is received from either the manufacturer or the consignor in the following packaging presentations: Metal cylinders (drums) weighing 50 kg and Intermediate Bulk Containers (IBCs) weighing 1.0 ton, 1.1 tons, and 1.135 tons. Both types of packages are securely transported inside standard 20-foot and 40-foot maritime containers. Also, solid sodium cyanide in isotanks, with a net cyanide weight of approximately 21 to 22 tons per isotank.

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DCR has a long-standing commitment to the Cyanide Code, having obtained its initial certification in 2010, with subsequent successful recertifications achieved in 2014, 2017, 2020, and 2023. Continuing this track record, DCR has successfully conducted its cyanide transportation activities with ZERO (0) cyanide-related incidents, exposures, or environmental releases during the last three-year audit cycle.

3. Auditor's Finding

This operation is

☒ in full compliance with the International Cyanide Management Code

☐ in substantial compliance *(see below)

☐ not in compliance

This operation has not experienced any compliance issues or significant cyanide incidents during the previous three-year audit cycle.

4. Auditor Information

Audit Company: Mingroup Investments S.A.C. and
-e QUELLE E.I.R.L.

Lead Auditor: Álvaro Fuentes Huanqui

Email Lead Auditor: alvaro.fuentes@e-quelle.net

Name and signature of the audit team.

Lead Auditor: Álvaro Fuentes Huanqui
Name



Signature

Technical Auditor: Marcos Mera Escala
Name

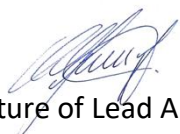


Signature

Dates of Audit: 08 and 09, July 2026.

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5. 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.

DCR MINERIA Y

CONSTRUCCION S.A.C.

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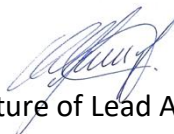
Signature of Lead Auditor

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Cyanide Transportation Verification Protocol

6. Principles and Standards of Practice

Principle 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

The operation is ☐ in substantial compliance with Standard of Practice 1.1

☐ not in compliance with *Summarize the basis for this*

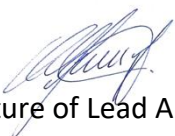
Finding/Deficiencies Identified:

DCR has the Procedure for Route Selection in Hazardous Materials Transportation, DCR-MATPELpro001. The procedure mandates a preliminary field evaluation of potential transport corridors before initiating shipments, systematically assessing: Road surface conditions, total route distance, steep climbs and descents, inclines, slopes, sharp/dangerous curves, significant bridges, and railway crossings, proximity to natural water bodies (rivers, lakes, streams), wetlands, and environmentally protected areas, traffic density (urban, interprovincial, light, and heavy vehicles), passing through major cities, and urban population centers, areas prone to adverse weather, thick fog zones, landslides, mudslides, heavy rainfall, on-route communication coverage, high-theft risk zones, permitted transit hours, designated emergency stops, and authorized rest and overnight locations.

Route Selection Report (DCR-Fmatpel004 Version 05). The audit team verified the route evaluation report for the "Lima to Inmaculada Mining Site" route, updated on July 18, 2025, by the Hazardous

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Materials (MATPEL by its Spanish acronym) Supervisor. The evaluation breaks the route down into specific road segments, evaluating local conditions, traffic types (urban vs. heavy interprovincial), population density, and specific hazard controls for each segment.

Roadmap (DCR-FMatpel008 Version 09). For the audited Lima – Inmaculada route, the roadmap establishes a structured 5-day transit itinerary, defining exact daily travel segments and mandating specific stopping points for meals (breakfast/lunch) and overnight stays at secure, pre-approved locations. The roadmap provides actionable driving instructions for each segment, detailing maximum speed limits, estimated section times, urban traffic controls, safe follow distances, and requirements for continuous convoy surveillance.

DCR has the Procedure for Hazard Identification and Risk Assessment En Route DCR-SEGpro004. Under Section 6.1.1 of this procedure, route risks are evaluated using a structured 3x3 probability and consequence matrix:

Probability Categories:

- 1 - Unlikely
- 2 - Probable
- 3 - Very Likely

Consequence / Severity Categories:

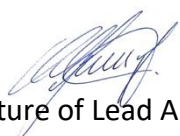
- 1 - Mild: Minor injuries requiring first aid, minor discomfort.
- 2 - Moderate: Serious injury or non-fatal occupational illness.
- 3 – Severe: Fatalities or permanent disabling conditions.

Risk Level Classification (Probability x Consequence):

- Low Risk (Score 1–2).
- Medium Risk (Score 3–4).
- High Risk (Score 6–9).

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Hazard identification, risk assessment, and risk control Form (DCR-Fseg003).

For every evaluated transport corridor, the matrix documents: Segmentation of the route into specific geographic sections, identification of specific hazards and associated environmental/safety risks, assessment of initial risk scores, establishment of control measures following the Hierarchy of Controls (Elimination, Substitution, Engineering Controls, Administrative Controls, and PPE), identification of operational triggers (defining conditions or failure modes under which controls could be compromised), evaluation of residual risk post-control application, monitoring actions, improvement measures, and assignment of responsible personnel.

The audit team reviewed completed risk assessment forms DCR-Fseg003 v06 for active transport routes, verifying comprehensive hazard mapping, control assignments, and residual risk scores:

Lima – Inmaculada Route, detailing segment-by-segment hazards across coastal and high-altitude Andean terrain.

Alconsa – Yanacocha Route, incorporating specific risk controls for northern transport corridors, urban bypasses, and mining access roads.

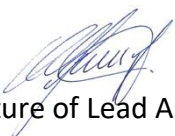
The Procedure for Route Selection in Hazardous Materials Transportation, DCR-MATPELpro001, Section L (Update of selected routes) mandates that all active, pre-approved transport corridors undergo formal re-evaluation at least once per year, or immediately whenever significant route modifications, structural damages, or new environmental/social risks arise.

Hazardous Materials Travel Report (DCR-Fmatpel002), upon completion of each dispatch, the Hazardous Materials (HAZMAT) Convoy Supervisor compiles a comprehensive trip report documenting route anomalies, precise kilometrage, deviations, roadwork, and mechanical or environmental hazards, submitting it directly to the HAZMAT Line Chief.

The audit team reviewed the completed trip report for a cyanide convoy for Lima – Inmaculada route. The document captured full operational details, including roster of convoy personnel, driver license

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verification, truck/trailer plate numbers, carrier delivery guides, sender delivery guides, and convoy driving order. The document has Logged En-Route Observations & Real-Time Road Conditions:

08:00 AM (Km 56, Nasca – Villatambo section): Logged active road construction work with scheduled alternating transit controlled by flagmen.

11:28 AM (Km 124, Vado section): Logged uneven unpaved track, reduced to single-lane traffic.

Operational Timestamps: Precise logs recording arrival time at the mine site, commencement of unloading operations, and completion of unloading.

DCR utilizes dedicated, multi-tiered instant communication networks to monitor active convoys, verify driver health, and track environmental or social disruptions.

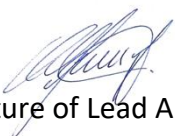
A dedicated WhatsApp channel (Cyanide reports) composed of the HAZMAT Chief, HAZMAT Assistant, HAZMAT Convoy Supervisors, Safety specialists, and Integrated Management System (IMS) personnel. All completed DCR-Fmatpel002 trip reports, incident alerts, and structural road updates are shared immediately within this group.

Dedicated WhatsApp channels established for each active transport route, uniting DCR executives, fleet monitoring teams, convoy supervisors, client and mining logistics representatives. These channels track real-time operational milestones and controls, including: convoy departure times, vehicle inventory, and member rosters, Pre-trip breathalyzer tests (alcotester) and fit-for-duty confirmations, mandatory active breaks, meal stops, and authorized overnight stays, advance notifications before entering regions with dead-zone cellular coverage, immediate warnings regarding traffic restrictions, civil unrest, road blockades, or adverse weather events (landslides, heavy rain, or fog)..

In accordance with Hazard identification, risk assessment, and risk control Form DCR-Fseg003 v06, DCR enforces mandatory operational controls for every cyanide convoy dispatch according to the risks identified:

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- Rigorous pre-operational vehicle and equipment checklists before starting each route.
- Strict compliance with maximum speed limits, speed reduction in critical/urban sections, and maintaining designated safe follow distances between convoy units.
- Scheduled mandatory active breaks and enforcement of stopping exclusively at pre-approved, authorized locations for meals and overnight stays.
- Drivers and convoy supervisors are required to assess physical road conditions before advancing into high-risk, unpaved, or weather-affected segments.
- DCR operates a dedicated Control Center that tracks all sodium cyanide transport units via GPS in real time.

The Control Center monitors speeds, route adherence, and stops, issuing real-time alerts and formal transit reports to an established distribution list (including DCR Operations, Security, Integrated Management System, and executive management, as well as the consignor and receiving mine site).

The audit team reviewed real-time transit reports generated for 6 transport units + 2 pickup escorts convoy transporting sodium cyanide in isotanks from Orica to the Yanacocha mine on July 8, 2026. The Control Center dispatched formal email updates tracking departures, check-in locations, and estimated times of arrival directly to Orica, Yanacocha, and DCR operational leads.

DCR manages route-specific WhatsApp groups bringing together DCR executives, fleet controllers, convoy supervisors, and client representatives to maintain full operational transparency, convoy supervisors post real-time timestamps and evidence of convoy departures, active breaks, meal/overnight stops, and advance warnings before entering areas with dead-zone cellular coverage.

Convoy supervisors record and upload video evidence of mandatory pre-trip and en-route breathalyzer testing for all drivers directly to the route monitoring group.

Immediate warnings regarding landslides, roadwork, weather deterioration, or civil unrest/road blockades are broadcast to adjust convoy itineraries dynamically.

DCR maintains a structured program for safety communication and continuous driver training:

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2026 Safety Bulletins Program (DCR-SIGpg005) and 2026 Campaign Program (DCR-SEGpg005).

Safety bulletins are published via the SIG DCR - MATPEL WhatsApp group (including line chiefs, supervisors, safety specialists, occupational health, and IMS management). Supervisors then execute a mandatory "cascade effect", delivering direct, face-to-face safety inductions to all drivers based on the published materials.

Audited Campaign Evidence: "I drive safely: no speeding and zero distractions behind the wheel", scheduled between April and June 2026. Verified distribution of safety bulletins on April 10, 2026, and June 25, 2026. The audit team reviewed the induction attendance record dated April 10, 2026 (07:00–07:20 AM), led by Supervisor. The session successfully covered 6 drivers, 1 mechanic, 1 paramedic, and 1 convoy supervisor.

The Procedure for Route Selection in Hazardous Materials Transportation, DCR-MATPELpro001 Version 12. Section J (Commentary and records of historical events along the route): Mandates that route supervisors systematically gather feedback and historical event data from local communities regarding hazards, risks, and road conditions along potential transport corridors.

During route selection, receiving mining clients provide specific requirements regarding sensitive geographic zones, permitted travel schedules, and authorized speed limits that DCR must integrate into its route planning.

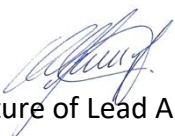
In tendering processes, mining clients propose pre-evaluated transport routes to DCR, having already established that these corridors represent the safest pathways for hazardous materials transport to the mine site.

Stopping and rest locations along the route are recommended by the mining client based on formal prior agreements and authorizations established directly with local communities.

DCR regularly consults official government platforms, specifically the "PROVIAS" portal under the Ministry of Transport and Communications (MTC by its Spanish acronym): <https://spwgm.proviasnac.gob.pe/webmap>.

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The operation uses this platform to evaluate the physical state of the national road network, classifying routes by surface type:

- Paved: Asphalted roads and basic solution surfaces.
- Unpaved: Affirmed, unaffirmed, and dirt tracks.

Consignors and clients (such as Mercantil) actively maintain communication with DCR to report real-time route impassability or restrictions resulting from infrastructure failures, severe weather events, or civil disturbances/road blockades.

All sodium cyanide dispatches are executed using structured convoys accompanied by dedicated escort vehicles and supervisors. Depending on specific client requirements and route risk profiles, convoy structures are augmented to include DCR payroll mechanics, paramedics, specialized security supervisors, and Peruvian National Police officers.

The audit team reviewed actual convoy execution documents, verifying specific operational setups across active routes: Lima – Inmaculada Route and route Alconsa (Callao) – Yanacocha Route:

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

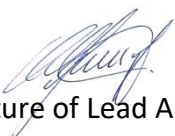
The operation is ☐ in substantial compliance with Standard of Practice 1.2
☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

DCR ensures full compliance with this practice by employing strictly qualified, certified, and officially licensed drivers and supervisors for all sodium cyanide transport operations. The company maintains formal position profiles, executes a multi-stage recruitment evaluation process, complies with mine-

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specific authorization requirements, and implements a structured annual training program covering hazardous materials handling, defensive driving, and emergency response.

Manual of Organization, Functions, and Profiles DCR-mof001.

HAZMAT Supervisor 1 Profile (Code JLOM-SM-001):

- Minimum Driving License.
- Minimum Experience.
- Optimal Requirement.

Tractor Operator / Driver Profile (Code JO-OTI-001):

- Minimum Driving License.
- Minimum Experience:.
- Optimal Requirements.

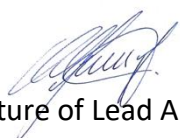
Pre-Employment Candidate Evaluation: Prior to hiring, all candidate drivers and supervisors must pass a sequential evaluation flow consisting of:

1. Verification of candidate work experience.
2. Psychological evaluation conducted by the organizational psychologist.
3. Practical driving examination.
4. Technical knowledge assessment for the specific job area.
5. Industrial safety evaluation.
6. Assessment by the immediate line supervisor.
7. Final hiring approval by Management.

Following employment, the Operations Manager arranges formal affiliations required by receiving mining sites:

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Inmaculada Mine (Hochschild Group): Personnel must complete basic safety induction and defensive driving training to obtain Hochschild certification and submit their Occupational Medical Examination (EMO by its Spanish acronym), Complementary insurance for high-risk work (SCTR by its Spanish acronym), and National ID (DNI by its Spanish acronym).

Yanacocha Mine: Credentials including Occupational Medical Examination (EMO), Complementary insurance for high-risk work (SCTR), National ID (DNI) and Curriculum Vitae (CV) are uploaded to the site's "2 personnel" platform for authorization.

2026 Annual Training and Development Program DCR-SEGpg002, incorporating modules for HAZMAT level III, First Aid, Defensive Driving, Emergency Preparedness and Response Plan, Communication Protocols, Extinguisher Use, Hazard Identification, Risk Assessment, and Controls (IPERC by its Spanish acronym), and Safe Transport of Hazardous Materials and Emergency Antidotes.

First Aid Certification delivered by Grupo Mapfre Perú, covering drivers and supervisors.

Internal Sodium Cyanide Transport Inductions:

Session 1 (September 10, 2025): Delivered by Supervisor for drivers.

Session 2 (September 11, 2025): Delivered by Trainer/Supervisor for personnel.

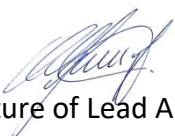
Audited Personnel File Sample:

The audit team reviewed individual personnel files, licenses, training certificates, and medical fitness records for a representative sample of active convoy supervisors and drivers across the Inmaculada and Yanacocha routes, for Convoy Supervisor - Inmaculada Route, Convoy Supervisor - Yanacocha Route, Supervisor - Yanacocha Route, Driver - Yanacocha Route, Truck Driver.

Annual Training and Development Program DCR-SEGpg002, establishes mandatory training topics designed to minimize risks during handling and transport, including:

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- Emergency Response & Preparedness and emergency communication protocols.
- Safe Work Procedures and Written Standards for Safe Work covering loading, transportation, and unloading activities.
- HAZMAT Level III training.
- Safe handling and transportation of hazardous materials and antidote administration in case of emergency.
- Defensive Driving.
- Hazard Identification, Risk Assessment, and Controls (IPERC by its Spanish acronym).
- First Aid.
- Fire Prevention and Extinguisher Operation.

The audit team reviewed training logs and attendance sheets verifying the execution of dedicated internal courses focused on sodium cyanide transport safety and hazardous materials handling:

Internal Course "Handling of Hazardous Materials". Date: September 10, 2025. Instructor: Supervisor. Scope & Attendees: Practical training on hazardous materials handling, transport safety, and spill prevention. Attendees included active convoy drivers.

Internal Sodium Cyanide Transport Inductions:

Session 1 (September 10, 2025): Delivered by Supervisor .-.for drivers.

Session 2 (September 11, 2025): Delivered by Trainer/Supervisor for personnel.

First Aid & Emergency Response Certification, certifying supervisors and drivers in emergency medical aid and first-responder actions.

Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

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✓ in full compliance with

The operation is

☐ in substantial compliance with Standard of Practice 1.3

☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

Operational safety procedure for the transport of cyanide (DCR-SEGpro006). Section 6.2.1 (Truck Requirements) establishes technical standards for heavy transport units:

- Mandates T3S3 configuration (3-axle truck tractor and 3-axle semi-trailer).
- Maximum Gross Vehicle Weight is strictly limited to 48 metric tons.
- Transport units must maintain a maximum vehicle age of 5 years in accordance with DCR quality policies.
- Specifies 6x4 and 4x2 truck tractor configurations equipped with heavy-duty kingpin coupling mechanisms.

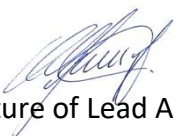
In the same procedure, Section 6.2.2 (Container, Isotank, and Semi-Trailer Requirements), defines technical characteristics for 20-foot and 40-foot flatbed trailer platforms, maritime containers, and isotanks.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada Route (DCR-MER-SEGpe001, Annex 7), DCR details container specifications for 20' and 40' maritime containers, including gross weight, tare weight, total length, and volumetric capacity in cubic meters.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Yanacocha Route (DCR-ORI-SEGpe002.2, Annex 7) specifies the transport methodology, tractor capabilities, and structural requirements for isotanks. The isotanks utilized on the Yanacocha route are supplied by ORICA, an entity certified under the Cyanide Code. (Orica Mining Chemicals Box to Sparge Tank Transfer Facility, Ventanilla, Peru, certified April 23, 2024).

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DCR) implements procedures to verify that all transport equipment (truck tractors, semi-trailers, containers, and isotanks) is structurally adequate and strictly operated within manufacturer-rated payload capacities and national regulatory weight limits. DCR verifies equipment load capacities prior to dispatch through technical specifications, official carrier delivery notes, cargo remittance documentation, and alignment with national transport standards and tax authority registries.

Operational safety procedure for the transport of cyanide (DCR-SEGpro006 Version 12). Section 6.2.1 (Truck Requirements): Establishes mandatory T3S3 vehicular classification (3-axle truck tractor and 3-axle semi-trailer) with a maximum permitted Gross Vehicle Weight of 48 metric tons and a maximum fleet age of 5 years.

Section 6.2.2 (Container, Isotank & Semi-Trailer Requirements), defines technical parameters for 20-foot and 40-foot flatbed platforms, maritime containers, and isotanks.

Equipment loading procedures comply with Peruvian national standard D.S. 058-2003-MTC, which defines maximum allowable weights and dimensions for commercial truck configurations.

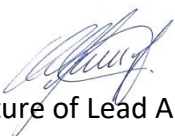
Controlled Goods Registry: DCR maintains an active registration in SUNAT's Control Registry of Controlled Goods (valid through September 19, 2027), under which all authorized transport units and operators are officially registered. Sodium cyanide is a regulated and controlled product in Peru. SUNAT is the Spanish acronym of the "National Superintendence of Customs and Tax Administration".

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada Route (DCR-MER-SEGpe001, Annex 7) details structural specifications for 20' and 40' maritime containers, defining gross weight, tare weight, length, and volumetric capacity.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Yanacocha Route (DCR-ORI-SEGpe002.2, Annex 7) specifies the transport methodology, tractor capabilities, and structural requirements for isotanks.

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The audit team reviewed technical specifications for representative fleet units, confirming structural payload capacities that exceed actual cargo weights:

Truck Tractor Volvo FH 6x4 T (Year 2024, 3 axles), Payload capacity: 18.819 metric tons.

Truck Tractor Volvo FH 6x4 T (Year 2025, 3 axles), Payload capacity: 18.799 metric tons.

Truck Tractor Volvo FH 6x4 T (Year 2026, 3 axles), Payload capacity: 18.799 metric tons.

Semi-Trailer: Flatbed platform (Year 2025, 3 axles), Payload capacity: 30.000 metric tons.

The audit team reviewed shipping documentation for an active sodium cyanide dispatch, verifying that cargo weights were matched against vehicle load limits prior to transit:

Customer delivery note G010-00012415 (issued by customer Mercantil on September 16, 2025), recording a gross cargo weight of 21,620 kg.

Carrier Delivery Note G010-00014668, generated on the SUNAT platform linking sender delivery note G010-00012415 with truck tractor (payload: 18,819 kg) and semi-trailer (payload: 30,000 kg).

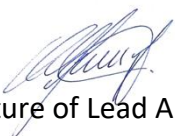
The audit confirmed that both transport units and assigned operators were verified on the SUNAT Controlled Goods Registry. With a 40' container tare weight of 3,800 kg and gross cargo weight of 21,620 kg, the total carried load was verified to be well below the 30,000 kg payload limit of the semi-trailer and within the T3S3 max gross limit of 48,000 kg.

DCR enforces operational procedures, standardized fleet vehicle configurations, operational weight validation protocols, and official electronic tax platform controls to prevent the overloading of cyanide transport units. DCR validates client load requests against equipment payload capacities prior to dispatch and verifies total gross vehicle weights against national transport limits (D.S. 058-2003-MTC).

DCR has the Operational safety procedure for the transport of cyanide (DCR-SEGpro006).

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Upon receiving a shipment request from a new or existing client, DCR's Operations area validates that the declared cargo weight strictly complies with the rated payload capacities of the assigned transport units before dispatching equipment.

Dispatches are standardized using T3S3 vehicular configurations (3-axle truck tractor and 3-axle semi-trailer). Under national regulation D.S. 058-2003-MTC and procedure DCR-SEGpro006, the maximum allowable Gross Vehicle Weight for T3S3 units is capped at 48,000 kg (48 metric tons).

Controlled Goods Registration: Because sodium cyanide is classified as a regulated and controlled chemical substance in Peru, DCR maintains active enrollment in SUNAT's Control Registry of Controlled Goods, valid through September 19, 2027. Active transport units and assigned operators are explicitly registered and verified in the SUNAT system prior to transit.

The SUNAT electronic platform links the Customer Delivery Note with DCR's Delivery Note, verifying weights online prior to departure.

The audit team reviewed shipping documentation for an active sodium cyanide dispatch, confirming the practical execution of overload prevention controls:

Customer Delivery Note G010-00012415 (issued by customer Mercantil on September 16, 2025), declaring a Net Cargo Weight of 20,000 kg and a Gross Cargo Weight of 21,620 kg.

DCR's Delivery Note G010-00014668, issued by DCR via SUNAT, linking the customer delivery note to truck tractor and semi-trailer.

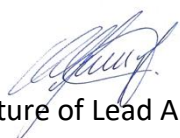
Total Carried Load: Gross cargo weight (21,620 kg) + 40' container tare (3,800 kg) = 25,420 kg. The carried load of 25,420 kg is well below the semi-trailer's 30,000 kg rated payload capacity, and the overall truck weight remains well within the 48,000 kg T3S3 legal limit.

Transport Practice 1.4

Develop and implement a safety program for transport of cyanide.

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✓ in full compliance with

The operation is

☐ in substantial compliance with Standard of Practice 1.4

☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

Operational safety procedure for the transport of cyanide (DCR-SEGpro006 Version 12). Section 6.2.2 (Container, Isotank, and Semi-Trailer Requirements), mandates that all 20-foot and 40-foot maritime containers or isotanks must be permanently anchored and secured to the semi-trailer platform using a structural system of twist locks, heavy-duty securing chains, and turnbuckles/tighteners.

When containers or isotanks are provided directly by the customer/consignor, DCR executes an independent verification focusing strictly on transport safety conditions and the physical integrity of the equipment prior to dispatch.

Inspection Form Code Receipt and delivery of sodium cyanide (DCR-Fmatpel001), records the operational condition and tightness of twist locks, securing chains, and turnbuckles. Any physical anomaly or observation is formally logged on the document.

External Physical Integrity Inspections:

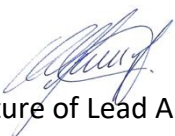
Maritime Containers: Evaluated for structural defects, including cuts, holes, fractures, corrosion, dents/sinks, and deep scratches.

Isotanks: Evaluated for structural impacts, body damage, hose conditions, bulges/dents, structural deformation, corrosion, ruptures, defective welds, and gasket integrity.

Form DCR-Fmatpel001 verifies the presence and legibility of required external placarding and markings, including NFPA diamonds, DOT hazard diamonds, UN numbers, CSC-CCC safety approval plates, maximum gross weight markings, and tare weight labels.

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Note: A CSC (Container Safety Convention) plate and a CCC (Customs Convention on Containers) plate are mandatory metal badges affixed to shipping containers to certify global structural safety and customs clearance compliance.

Pre-Departure Cyanide Unit Inspection Checklist (DCR-Fmatpel020 Version 09). Prior to departure, the inspection verifies:

- Operability of platform twist locks and anchor points.
- Operability and tension of securing chains and turnbuckles.
- Structural condition of the container roof (verifying no leaks or corrosion).
- Correct placement and intact condition of container door security seals.
- Presence of correct hazard classification placards, UN number signs, Marine Pollutant labels, and NFPA diamonds.

All sodium cyanide containers and isotanks travel with tamper-evident security seals on container doors and isotank discharge valves. Specific security seal identification numbers are recorded in the customer's Sender Delivery Note and formally verified and logged in DCR's Hazardous Materials Travel Report (DCR-Fmatpel002).

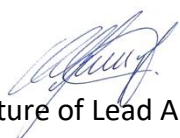
Inspection Form Code Receipt and delivery of sodium cyanide (DCR-Fmatpel001), mandates verification of required external placarding and container markings prior to departure and upon delivery.

For isotanks and maritime containers, the form verifies visual condition, external structure, and complete safety labeling, including NFPA diamonds, DOT hazard rhombuses, UN identification codes, CSC-CCC plates (Container Safety Convention / Customs Convention on Containers), maximum gross mass, and tare weight.

Pre-Departure Cyanide Unit Inspection Checklist (DCR-Fmatpel020 Version 09) verifies that every loaded container, semi-trailer, and isotank displays the following standard hazard markings on all four (4) exterior sides:

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- UN Identification Code: UN 1689.
- Hazard Class Placards: Class 6.1 Toxic.
- Environmental Hazard Label: Marine Pollutant / Water Contaminant label.
- NFPA ((National Fire Protection Association) Safety Diamond.

The audit team physically inspected DCR transport units and verified that all required placards (UN 1689, Class 6.1, Marine Pollutant, and NFPA diamonds) were correctly positioned, legible, and displayed on all four sides of active transport units in accordance with form DCR-Fmatpel020 v09 and form DCR-Fmatpel001.

Pre-Departure Cyanide Unit Inspection Checklist (DCR-Fmatpel020), completed by assigned personnel prior to each departure on the route to verify that the truck tractor, semi-trailer, container, hazard signage, emergency response equipment, and driver documentation fully comply with operational safety standards.

The check list DCR-Fmatpel020 covers a comprehensive verification flow prior to departure, including:

Semi-Trailer and Container Securing:

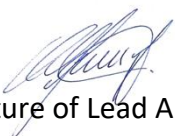
- Operability of platform twist locks and anchor points.
- Operability and tension of securing chains and turnbuckles.
- Proper container door sealing with intact security seals.
- Structural condition of the container roof, checking for corrosion, damage, and overall paint/floor condition.

Hazard Placarding & Signage (4-Side Display):

- Verification of UN Code 1689 placards, Class 6.1 (Toxic) hazard rhombuses, Marine Pollutant (water contaminant) labels, and NFPA safety diamonds on all four (4) sides of the transport unit.

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Vehicle Mechanical & Safety Features:

- Proper operation of vehicle lights, horn, and seat belts.
- Inspection of the fifth wheel, kingpin condition, and tire pressure measurements.

Onboard Vehicle Auxiliary Equipment & Tools:

- Verification of onboard flashlights, traffic cones, air hose, safety plugs, wheel wrench, pressure gauge, pickaxe, shovel, first aid kit, communication radio (with base and power cord), operating rotating beacon light, hydrocarbon anti-spill kit, steel cable, and toolbox.

First Response Kit & Personal Protective Equipment (PPE):

- Verification of the dedicated First Response Briefcase, which includes: 1 white disposable suit (Microchem 2000), 1 yellow chemical suit (Microchem 3000), 1 full-face mask, 1 pair of 3M 6059 cartridges and filters, 1 pair of PVC safety boots, 30 polyethylene bags with cable ties, 1 pair of nitrile gloves, 1 pair of neoprene gloves, 1 roll of duct tape, red barricade tape, yellow barricade tape, 1 broom/squeegee, 1 dustpan/collector, and 1 PVC raincoat.

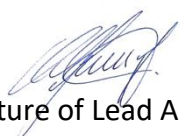
The audit team reviewed completed pre-departure checklists DCR-Fmatpel020 v09 for active dispatches across transport routes, confirming thorough execution prior to departure in all the route, including stops: Sample 1: Truck / semi-trailer, inspected and authorized, Sample 2: Truck / semi-trailer, inspected and authorized.

DCR) implements a comprehensive, scheduled preventive maintenance program for all equipment used in sodium cyanide transportation. The program covers truck tractors, semi-trailers, and escort pickup trucks, tracking operating kilometrage through digital telematics platforms and en-route supervisor logs to ensure maintenance is executed at strict manufacturer-specified intervals.

Preventive Maintenance Program (DCR-MANpg001) maintains detailed control of the active fleet, including license plates, make, model year, designated preventive maintenance (PM), frequency

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intervals, last executed PM date/kilometrage, and next scheduled PM date/kilometrage for truck tractors, semi-trailers, and escort vehicles.

Kilometrage for Volvo truck tractors is continuously monitored online through the “Volvo Connect” platform, from which mileage data is directly updated in the preventive maintenance master schedule.

For semi-trailers and escort pickup trucks, convoy supervisors log exact vehicle kilometrage at each scheduled route stop within the dedicated WhatsApp group named “Frente Camionetas”, continuously updating maintenance tracking records.

Truck Tractors (Under Warranty & Post-Warranty): First preventive maintenance for new Volvo units is performed directly by the authorized Volvo dealership/concessionaire in Peru under factory warranty guidelines. Subsequent preventive maintenance operations are executed in DCR’s main maintenance workshop located in Lima, Peru.

Escort Pickup Trucks (Toyota Units): Maintenance within the warranty period is performed by authorized Toyota dealer Grupo Pana. Out-of-warranty maintenance is performed internally at DCR’s workshop at a designated frequency of every 7,000 km.

Semi-Trailers: All scheduled preventive maintenance (every 25,000 km) is performed internally in DCR’s workshop.

The audit team performed a sampling review of work orders (OT by its Spanish acronym), maintenance booklets, inspection cards, and sign-off records across representative fleet units:

Truck Tractor (Volvo FH 6x4 T, Model 2026), Truck Tractor (Volvo FH 6x4 T, Model 2024, Truck Tractor: Semi-Trailer (Flatbed Semi-Trailer Platform), Escort Pickup Truck (Toyota Escort Vehicle).

The maritime containers used for sodium cyanide transportation are provided by the clients. Accordingly, responsibility for maintaining these containers rests with the clients, who are expected to ensure that the containers are maintained in suitable condition for transportation. The clients providing these containers are Mercantil S.A., which holds a current certification under the

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International Cyanide Management Code, and Orica, whose Orica Latin America Supply Chain is also currently certified under the Code.

For isotanks, responsibility for maintenance and the management of operational fitness certifications rests with the client, Orica. Orica Mining Chemicals Box to Sparge Tank Transfer Facility, located in Ventanilla, Peru, is currently certified under the International Cyanide Management Code.

DCR enforces strict daily driver hour limitations, mandatory rest periods, daytime-only travel restrictions, and continuous biometric fatigue monitoring via sleep-tracking bracelets linked to consolidated tracking systems.

Operational safety procedure for the transport of cyanide (DCR-SEGpro006), Section 6.3 establishes mandatory driving time and rest parameters for all transport personnel: Convoy travel is strictly restricted to daytime hours, unless modified due to force majeure events or direct operational coordinations with clients. Driver work shifts are strictly capped at a maximum of 12 hours per day. The 12-hour daily shift includes 2 hours designated for personnel meals (1 hour for breakfast and 1 hour for lunch). Upon completing the daily work shift, drivers and convoy personnel are required to take a mandatory rest period of at least 6 hours, or as established by specific mining client requirements.

Sleep-Tracking Smart Bracelets: DCR issues sleep-tracking bracelets to drivers to monitor sleep duration and physical readiness prior to taking the wheel.

Dedicated WhatsApp groups are maintained for each transport route to record, log, and verify driver sleep-tracking bracelet data prior to departure and during transit stops.

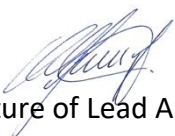
Sleep-tracking data is systematically consolidated and monitored in a centralized Excel tracking table, enabling management to verify continuous compliance with rest requirements.

A sample is taken of the personnel for operations (Inmaculada route).

In addition, the trucks have anti-fatigue cameras in the cabin.

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DCR enforces mandatory operational procedures, physical securing systems, and pre-departure inspection protocols designed to lock cargo containers and isotanks securely to semi-trailer platforms, strictly preventing any load movement or shifting during transit. The loading of containers and isotanks are in charge of the clients of DCR.

Operational safety procedure for the transport of cyanide (DCR-SEGpro006 Version 12), Section 6.2.2 (Container, Isotank, and Semi-Trailer Requirements), mandates that all 20-foot and 40-foot maritime containers and isotanks must be permanently fixed and anchored onto the semi-trailer platform using a multi-component mechanical securing system consisting of Corner twist locks, Heavy-duty anchoring chains and Chain tighteners/turnbuckles.

Inspection Form Code Receipt and delivery of sodium cyanide (DCR-Fmatpel001), prior to dispatch and upon delivery is inspected the operability, structural condition, and proper tension of all twist locks, securing chains, and turnbuckles, recording any observations or adjustments directly on the form.

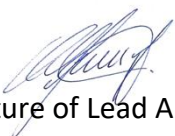
Pre-Departure Cyanide Unit Inspection Checklist (DCR-Fmatpel020 Version 09), before any convoy departure, the driver and supervisor execute a mandatory physical check of the load restraint system confirming: Operational status and locking engagement of all platform twist locks and anchor points, Operational status and integrity of all securing chains and Operational status and proper tension of all chain turnbuckles.

Operational safety procedure for the transport of cyanide (DCR-SEGpro006 Version 12), Section 7.5 (Trip Execution), indicates that the HAZMAT Convoy Supervisor has the authority to halt the convoy whenever established safety standards are breached or when environmental and social conditions render travel unsafe. Travel must be modified or suspended upon encountering severe weather conditions and civil unrest and social disturbances.

HAZMAT Supervisors in charge of escort pickup trucks are strictly prohibited from leaving or unprotected the convoy at any point. In the event of any contingency requiring convoy suspension or route modification, the HAZMAT Supervisor must immediately coordinate actions directly with DCR's Safety Management and the Emergency Control Center.

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Alcohol and Drugs Policy (DCR-DIRpl002) dated January 2026. The policy is communicated to all new personnel during initial onboarding inductions and reinforced through regular training.

The 2026 Annual Training Program includes training on the Alcohol and Drugs Policy scheduled for April 2026. Audited Training Sample: Attendance record dated April 11, 2026, for Yanacocha operational personnel, delivered by Instructor/Supervisor Javier Luyo.

Personnel undergo qualitative laboratory evaluations for cocaine and marijuana during their entry (pre-employment) occupational medical examinations and on an annual basis. Test results are managed by the Occupational Doctor and formally communicated to the worker. Annual occupational medical exam records were verified during the audit.

Pre-Trip Breathalyzer (Alcoholtest) Control Form (DCR-Fmatpel003). Breathalyzer tests are conducted at the start of each trip/leg during the mandatory 5-minute safety talk. Form DCR-Fmatpel003 records rest hours, breathalyzer test results, and verification of driver cell phone hand-off/delivery. Test results and verification media are posted in the client-monitoring WhatsApp groups for each active route.

Audited Sample: Verified checklist DCR-Fmatpel003 completed on June 19, 2026, by Supervisor for the Lima–Lurín route (destination Nazca), as evidenced in the Mercantil–DCR WhatsApp group.

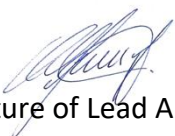
All operational and safety documents generated during dispatches and transport activities are systematically scanned, organized by specific folders, and uploaded to the company's internal network. Digital files uploaded to the internal network are stored on physical servers located in the company's central data center at DCR's offices in Arequipa.

Hard-copy physical documents are retained as an operational backup and archived securely at DCR headquarters.

Not applicable, the company does not hire third parties for transportation or supervision. DCR performs all cyanide transport operations with its own trucks and drivers.

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Transport Practice 1.5

Follow international standards for transportation of cyanide by sea.

The operation is ☒ in full compliance with
☐ in substantial compliance with Standard of Practice 1.5
☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

This Transport Practice does not apply to this transport operation. Transportation is by land in trucks.

Transport Practice 1.6

Track cyanide shipments to prevent losses during transport.

The operation is ☒ in full compliance with
☐ in substantial compliance with Standard of Practice 1.6
☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

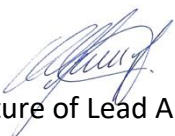
All convoy units are equipped with radios to maintain direct, real-time internal communication among convoy drivers and supervisors.

Convoy supervisors and escort vehicles carry mobile phones. Drivers' personal mobile phones are collected and stored by the convoy supervisor during driving hours to prevent distracted driving.

Each convoy escort pickup truck is equipped with a satellite phone to ensure uninterrupted emergency communication capabilities along remote corridors.

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Transport units are equipped with GPS monitoring systems to track vehicle status and location in real time.

Checklist form for escort pick-up truck (DCR-Fmatpel009) includes pre-departure operability controls and operational function tests for cell phones, satellite phone and radios.

Prior to entering zones lacking conventional mobile coverage, the HAZMAT Convoy Supervisor performs an operational report via mobile phone (including updates to dedicated WhatsApp tracking groups) to notify DCR Operations. While traveling through identified conventional signal blackout areas, the HAZMAT Supervisor utilizes the satellite phone to guarantee continuous emergency communication with DCR.

Checklist form for escort pick-up truck (DCR-Fmatpel009), Prior to each departure, it is verified the functional status of onboard communication tools, including the Satellite phone operability, Mobile phone operability and the Two-way radios operability.

Certificate of Operational Status (DCR-Fope031). Verified internal operability certificate dated February 18, 2026, for satellite phone unit "Inmarsat Model IsatPhone". Confirms the operational status of the satellite terminal, external antenna, and power accessories. Internal verification testing is conducted every 6 months or annually.

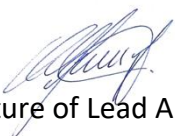
General Operability Reports executed per convoy monthly. Functionality testing is conducted on convoy communication radios as well as fatigue and drowsiness cameras. Testing is executed by specialized DCR personnel within the Fleet Control and Monitoring Department.

GPS operability is tested daily and validated prior to starting every service dispatch. GPS is monitored across two platforms: DCR's internal platform (utilizing "Volvo Connect") and an additional platform configured at the client's request.

DCR identifies cellular signal blackout zones along transport routes during pre-service route evaluations, mapping these areas with virtual geofences in its GPS monitoring platform, mandating pre-entry operational notifications, and providing satellite telephones to maintain continuous emergency contact during transit through unserved areas.

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Within the “Volvo Connect” GPS platform, the fleet control center maps and delimits identified blackout zones using virtual geofences.

Operational safety procedure for the transport of cyanide (DCR-SEGpro006). Section 7.5 (Trip Execution), prior to entering an identified area without conventional mobile coverage, the HAZMAT Convoy Supervisor must make an operational pre-notice report via mobile phone to DCR Operations and post the entry notification in the route’s dedicated WhatsApp tracking group. While transiting through identified signal blackout zones, the HAZMAT Supervisor must use the convoy’s satellite phone to guarantee continuous emergency communication with DCR.

Each active convoy operates a satellite telephone specifically assigned to maintain uninterrupted contact with DCR’s control center while traveling through remote corridors without cellular network coverage.

DCR utilizes the “Volvo Connect” platform for real-time fleet GPS monitoring, maintaining full location history, date/time event logs, and operational data including vehicle speed, speeding events, fuel consumption (gallons consumed), and daily distance traveled.

System operability is tested daily and validated prior to each service across two monitoring platforms: DCR’s primary system and a dedicated platform requested by the client.

The Control and Monitoring Center sends formal convoy tracking updates containing system screenshots via email to relevant DCR internal departments and clients.

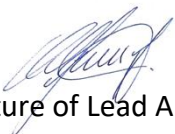
Convoy progress, transit milestones, and route incidents are actively reported through dedicated client WhatsApp groups.

Automated system notifications track and record transit initiation as well as entry and exit events across pre-defined virtual geofences.

Transport units are equipped with a physical panic button that immediately triggers real-time alerts within the Volvo Connect platform upon activation.

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The Control and Monitoring Center generates driver performance dashboards analysing cumulative speeding data, which are shared with line managers to provide direct feedback and coaching to drivers.

The audit team interviewed Marco Ríos Paredes (Head of Control and Monitoring) and verified system logs and cumulative HAZMAT performance dashboards covering June 2026 and the period of July 1–9, 2026.

DCR implements chain-of-custody controls, including official electronic delivery notes (sender and carrier waybills), tamper-evident security seals, regulatory tax authority validation for controlled chemical substances, and signed delivery confirmations from receiving mining operations.

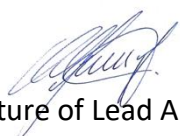
Because sodium cyanide is regulated in Peru, DCR maintains an active registration in SUNAT's Control Registry of Controlled Goods, valid through September 19, 2027. Through the SUNAT platform, the Customer/Sender Delivery Note is linked directly to DCR's Delivery Note. The system verifies that both the assigned transport units and drivers are authorized in the official Controlled Goods Registry prior to transit. The delivery notes include the net weight and gross weight of the cargo and the security seals identification numbers.

Independent Institutional Oversight (SUTRAN & SUNAT): Additional structural controls are provided along national highways by SUTRAN (Superintendence of Land Transportation of Passengers, Cargo, and Freight) and SUNAT (National Superintendency of Customs and Tax Administration). Convoys commonly pass through permanent government-operated weigh stations located at critical highway nodes, including Pucusana, Chilca, and Ancón. These authorities verify gross vehicle weights, cross-reference dispatch delivery notes, to ensure zero cargo discrepancies or unauthorized access during transit.

All maritime containers and isotanks are fitted with security seals on container doors and isotank discharge valves prior to departure. Specific security seal identification numbers are recorded directly on the Customer Delivery Note, DCR Delivery Note, Hazardous Materials Travel Report (DCR-Fmatpel002), and Receipt and delivery of sodium cyanide (DCR-Fmatpel001).

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Upon arrival at the destination mine site, chain-of-custody transfer is completed and verified, receiving mine representatives inspect the shipment and formally sign and stamp both the Customer Delivery Note and the DCR Delivery Note. The signatures and stamps certify the client's formal agreement and conformity that the declared quantity of sodium cyanide was received intact and as contracted.

Following completion of each convoy dispatch, all physical operational and custody records are compiled, digitized, and archived in internal travel report folders. The archived travel package for each convoy contains:

- Hazardous Materials Travel Report (DCR-Fmatpel002).
- Receipt and delivery of sodium cyanide (DCR-Fmatpel001).
- Continuous Hazard Identification, Risk Assessment, and Controls (IPERC by its Spanish acronym).
- DCR-Fmatpel003 records rest hours, breathalyzer test results, and verification of driver cell phone hand-off/delivery.
- Sworn statement regarding physical condition and rest (DCR-Matpel061).
- 5-minute safety meeting record.
- Checklist form for escort pick-up truck (DCR-Fmatpel009).
- Pre-Departure Cyanide Unit Inspection Checklist (DCR-Fmatpel020)
- Customer Delivery Note signed and stamped by the receiving mine.
- DCR Delivery Note signed and stamped by the receiving mine.

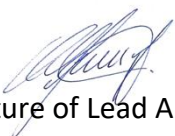
The auditors reviewed complete archived travel packages for selected convoys to the Inmaculada, Yanacocha, and Shahuindo mine sites from 2024, 2025, and 2026.

Prior to convoy departure, a physical documentation package is compiled and placed inside the cabin of every cargo truck tractor and escort supervisor vehicle. The documentation package contents:

- Physical copies of the Customer Delivery Note and DCR Delivery Note, explicitly declaring the net and gross quantities of sodium cyanide being transported.

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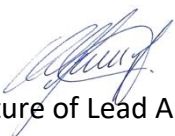
SUMMARY AUDIT REPORT

- Material Safety Data Sheet (MSDS / SDS) for sodium cyanide and the Safety Summary Sheet.
- Physical copies of the Emergency Preparedness and Response Plan.

There are Highway Control Checkpoints, convoys routinely pass through permanent government-operated weigh stations and inspection nodes managed by SUTRAN (Superintendence of Land Transportation of Passengers, Cargo, and Freight) and SUNAT (National Superintendency of Customs and Tax Administration), located in Pucusana, Chilca, and Ancón. Inspectors at these checkpoints verify Gross Vehicle Weights and cross-reference physical delivery notes against electronic SUNAT registrations to confirm exact cargo quantities and ensure zero cargo discrepancies or unauthorized access during transit. They also check the Safety Summary Sheet.

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Principle 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 minimizes the potential for accidental releases.

☒ in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 2.1

☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

Not applicable. DCR does not have interim storage.

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Principle 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

The operation is

☐ in substantial compliance with Standard of Practice 3.1

☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

DCR has a Contingency Plan for the overland transport of hazardous materials and wastes, which explicitly includes sodium cyanide and covers all operating routes. This Contingency Plan is approved by the Ministry of Transport and Communications (MTC by its Spanish acronym) through Directorial Resolution RD No. 1134-2022-MTC/16 (issued November 15, 2022), based on Legal Technical Report No. 061-2022-MTC/16.02.GCHS.RENS (issued October 11, 2022). This Contingency Plan is approved for a 5-year validity period.

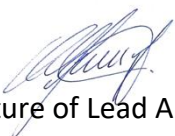
In addition to the general regulatory contingency plan, DCR develops and maintains customized route-specific emergency plans. At the time of the audit, DCR maintained active Emergency Response Plans covering 19 different transport routes.

The audit team reviewed route-specific emergency response plans representing various transport corridors and packaging types:

Inmaculada Route (BigBox / IBC Packaging):

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Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada (DCR-MER-SEGpe001 Version 02). Approved/ revised on June 6, 2026; next scheduled revision set for June 2027. Packaging: IBCs (1 metric ton or 1.1 metric ton capacity).

Cerro Óxidos Route (Metallic Drum Packaging):

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Cerro Óxidos (DCR-MER-SEGpe002.9). Approved/ revised on May 11, 2026; next scheduled revision set for May 2027. Packaging: 50 kg metallic drums.

Yanacocha Route (Isotank Packaging):

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Yanacocha (DCR-ORI-SEGpe002.2). Approved/ revised on September 2, 2025; next scheduled revision set for September 2026. Packaging: Isotanks (21 to 22 tons).

DCR maintains emergency response plans that are specifically tailored to land transport operations and the unique travel conditions of each authorized transport route.

DCR's general Contingency Plan and each route-specific Emergency Preparedness and Response Plan for sodium cyanide transport explicitly define all activities as land transport operations by truck tractors.

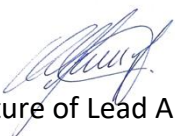
Each route-specific Emergency Preparedness and Response Plan for sodium cyanide transport specifies the precise transit itinerary, travel conditions, local emergency contact details, and route-specific risk factors.

Plan revisions maintain a consistent operational framework while updating route-specific variables, including localized emergency contact telephone numbers and updated road/corridor conditions.

Where required by specific mining clients, DCR formats emergency plans to align with client-requested structures without compromising essential response content.

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DCR incorporates detailed specifications regarding the physical and chemical properties, basic chemistry, and hazardous characteristics of solid sodium cyanide into Section 4.2 of each route-specific Emergency Preparedness and Response Plan. The verified elements detailed in Section 4.2 (Characteristics of solid sodium cyanide) across the emergency plans consist of the following:

- Chemical description, chemical name, trade name, chemical formula, chemical compound type, and UN Number (UN 1689)
- Cyanide Chemistry: Fundamental principles of basic cyanide chemistry.
- Physical Form: Solid briquettes with 98/99% purity.
- Physical Properties: Specific values for melting point, boiling point, solubility, and molecular weight.
- Hazardous Characteristics: Detailed toxicological characteristics of the compound and maximum permissible exposure concentrations.

DCR defines the method of transport (heavy truck transport) and details the strict mechanical and structural requirements for transport units, semi-trailers, and packaging within its Emergency Preparedness and Response Plans and governing operational procedures.

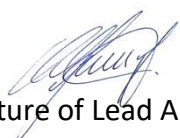
Each route-specific emergency plan includes a dedicated section (Annex 7 – Transportation Methodology) that defines the transport method and vehicle requirements corresponding to the packaging type used for that route.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada (DCR-MER-SEGpe001 Version 02) specifies the use of 6x4 road truck tractors with a maximum age limit of 5 years. It details the specifications for 20-foot and 40-foot maritime containers used to haul 1-ton and 1.1-ton IBCs.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Yanacocha (DCR-ORI-SEGpe002.2 Version 17) specifies the use of 6x4 road truck tractors and defines the specific structural characteristics and operational requirements of the isotanks used for the route.

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Operational safety procedure for the transport of cyanide (DCR-SEGpro006 Version 12). Section 6.2.2 (Container, Isotank, and Semi-Trailer Requirements), works in conjunction with the emergency plans to provide detailed technical characteristics and structural requirements for the 20-foot and 40-foot container chassis/semi-trailers, isotanks, and heavy truck tractors used across all DCR cyanide transport operations.

DCR incorporates comprehensive hazard identification, risk assessments, and detailed segment-by-segment evaluations of transport route conditions into Section 4.1 of its route-specific Emergency Preparedness and Response Plans.

Each route-specific plan includes a dedicated hazard identification and risk assessment section that evaluates the specific geographical, environmental, and physical conditions along the corridor. The emergency plans define specific update dates and designate the responsible personnel tasked with reviewing and updating route conditions annually.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada (DCR-MER-SEGpe001 Version 02). Route Evaluated: From the Alconsa Callao warehouse facility to the final destination at Inmaculada mine site (Calacapcha). Section 4.1 breaks down the entire corridor into specific road segments, evaluating surface types and physical infrastructure, including:

- Paved asphalt sections, categorized by single-lane or double-lane configurations.
- Unpaved/dirt sections, categorized by single-lane or double-lane configurations.

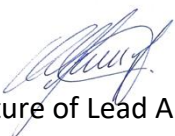
Each route-specific emergency plan includes Annex 7, which dictates that DCR must permanently utilize suitable and specially prepared units for sodium cyanide transport.

The plans mandate that the truck tractor and semi-trailer combinations are classified under the T3S3 (3-axle truck tractor and 3-axle semi-trailer) vehicular configuration, which officially complies with Peruvian national vehicle design and transport weight regulations (DS 058-2003 MTC).

Transport units must maintain a maximum vehicle age of 5 years in accordance with DCR quality policies.

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The emergency plans specify distinct structural and design requirements depending on the type of containment used for the respective route.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada (DCR-MER-SEGpe001 Version 02) specifies the use of 6x4 road truck tractors. It details the specifications for 20-foot and 40-foot maritime containers and their corresponding semi-trailers.

Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Yanacocha (DCR-ORI-SEGpe002.2 Version 17) specifies the use of 6x4 road truck tractors and defines the specific structural characteristics and operational requirements of the isotanks and their corresponding flatbed semi-trailers used for the route.

In alignment with the emergency plans, Operational safety procedure for the transport of cyanide (DCR-SEGpro006 Version 12, Section 6.2.2) further details the structural design characteristics required for the 6x4 road truck tractors, 20-foot and 40-foot container chassis, isotanks, and their mechanical load-securing systems (twist locks/anchor points).

DCR incorporates comprehensive, scenario-specific emergency response procedures into Section 8.2 (Emergency response procedure) of each specific route Emergency Preparedness and Response Plans. The procedures detail structured action protocols for phases before, during, and after an incident, covering vehicle mechanical failures, environmental/social contingencies, and specific cyanide spill scenarios.

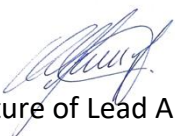
Section 8.2 of DCR's emergency response plans defines specific response protocols categorized into three main operational domains:

Scenarios Directly Related to the Vehicle Unit:

- Mechanical breakdown / failure.
- Vehicle unit fire.
- Vehicle collision or crash.
- Vehicle run-off and/or overturning.

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- Container or isotank structural damage without a spill.

Scenarios Related to the Surroundings and Environment:

- Adverse environmental / weather conditions.
- Social disorder and civil unrest.
- Road blockades due to natural events.
- Pedestrian accidents / run-over.
- Assaults and acts of vandalism.
- Police detentions / interventions.
- Operator illness or sudden medical incapacity.

Scenarios Directly Related to the Product (Cyanide Releases):

- Cyanide spill on dry ground.
- Cyanide spill on wet ground.
- Cyanide spill into standing water.
- Cyanide spill into flowing water.

For every identified scenario, the emergency plans establish specific response actions across the before, during, and after phases of an event.

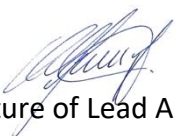
Signage & Site Control Includes protocols for immediate hazard signage, site barricading, and perimeter isolation to prevent unauthorized access.

Internal & External Communications Defines notification escalation channels, including internal alerts to DCR's Crisis Committee and external notifications to emergency response agencies, clients, and local authorities.

Audited Plan: Emergency Preparedness and Response Plan for Sodium Cyanide Transport – Inmaculada (DCR-MER-SEGpe001). Section 8.2 was verified to contain all required response

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actions, communication flows, and operational procedures for vehicle, environmental, and product emergency scenarios.

DCR defines emergency response organization, internal and external roles, and responsibilities within Chapter 6 of its Emergency Preparedness and Response Plans. In addition, DCR maintains updated route contact directories (Annex 2), retains contracted environmental remediation firms, and maintains documented formal communications with external public authorities, emergency services, and healthcare facilities along all transport corridors.

The Emergency Preparedness and Response Plans for each route, in Section 6.1, includes a detailed emergency response organizational chart designating DCR company personnel and establishing the role of the Incident Commander.

Section 6.2, defines the specific operational duties and roles for both internal and external entities during a contingency:

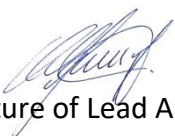
- DCR personnel and Incident Commander.
- Mining and clients.
- Peruvian National Police.
- Ministry of Health (MINSA by its Spanish acronym).
- National Institute of Civil Defense (INDECI by its Spanish acronym) and local Municipalities.
- Fire Department.

Annex 2 (Contacts list) of each route plan contains updated telephone directories for hospitals and medical centers, police stations, fire stations, and municipal offices located along each transport corridor. Includes contact numbers for DCR's Crisis Committee and client emergency representatives.

Lists verified contact information for contracted emergency environmental remediation companies, specifically "ECOMARINE SOLUTION PERU S.A.C." and "SARV PERU Soluciones ambientales".

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DCR sends formal notification letters to external authorities and emergency entities along transport routes. These communications inform authorities of sodium cyanide transport activities, provide Safety Data Sheets (SDS / MSDS), provide direct contact numbers for DCR's Safety Department and Occupational Doctor, and outline the response functions of each entity.

The audit team verified formal notification records sent to the following entities:

- National Police of Peru – Vista Alegre Nasca Station: June 24, 2026.
- Nasca Hospital (EsSalud Nasca): June 25, 2026.
- B82 Nasca Fire Station: June 23, 2026.
- National Police of Peru – Huaura Station: July 2, 2026.
- Chancay Hospital: July 2, 2026.
- San José de Ancón Medical Center: July 2, 2026.
- Chancay District Municipality: July 2, 2026.
- Chancay Hospital (EsSalud Chancay): July 2, 2026.
- National Police of Peru – Chancay Station: July 2, 2026.
- Santiago Tavera Renovaes N° 80 (Chancay) Fire Station: July 2, 2026.
- Huacho N° 20 Fire Station: July 2, 2026.
- National Police of Peru - Matarani Station: July 6, 2026.

Transport Practice 3.2

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

The operation is ☒ in full compliance with
☐ in substantial compliance with Standard of Practice 3.2
☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

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DCR provides mandatory onboarding emergency response induction to all new transport personnel, as well as periodic refresher training on the Sodium Cyanide Emergency Preparedness and Response Plan scheduled twice per year.

New Employee Induction Form (DCR-Frh-002 Version 10) covers general occupational safety, health, and integrated management system (IMS) principles, alongside a mandatory specific induction on the route-specific Sodium Cyanide Emergency Response Plan.

Audited Personnel Samples:

(Inmaculada Convoy Driver): Specific induction verified with completion date of April 14, 2025.

(Inmaculada Convoy Driver): Specific induction verified with completion date of February 8, 2019.

2026 Annual Training and Development Program DCR-SEGpg002 mandates face-to-face refresher training sessions on the Sodium Cyanide Emergency Preparedness and Response Plan, scheduled biannually in February and August.

Audited 2026 Training Records:

Inmaculada Route Convoy Personnel: Face-to-face training executed on February 12, 2026, instructed by Nando Castillo (Safety Supervisor), verified with signed attendance lists.

Yanacocha Route Convoy Personnel: Face-to-face training executed on February 9, 2026 (from 13:50 to 18:00 hrs), instructed by (Safety Supervisor), verified with signed attendance lists.

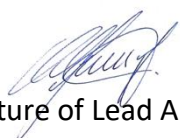
DCR provides evidence of training activities conducted during 2024 and 2025 in accordance with its respective annual training and development programs.

2024: The Annual Occupational Safety and Road Safety Training Program (QHSE-DCR-pg003.02) included the following training activities:

- January 2024: How to Report an Emergency – Emergency Communication Protocol.

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- February and August 2024: Emergency Preparedness and Response Plan – Emergency Response Guide.
- August 2024: First Aid.

2025: The Annual Occupational Safety and Road Safety Training Program (DCR-SEGpg002) included the following training activities:

- January 2025: How to Report an Emergency – Emergency Communication Protocol.
- February and August 2025: Emergency Preparedness and Response Plan – Emergency Response Guide.
- August 2025: First Aid.

These records demonstrate that DCR maintained training activities related to emergency communication, emergency preparedness and response, and first aid throughout the 2024, 2025 and 2026 audit periods. The corresponding annual training programs and supporting training records are provided as additional evidence.

DCR defines emergency response duties, corporate management responsibilities, and Incident Command System (ICS) functional roles within Section 6.2 (Identification of responsibilities) of its Emergency Preparedness and Response Plans for sodium cyanide transport for each route.

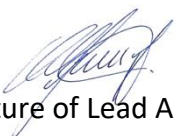
Section 6.2 (Identification of responsibilities) delineates the chain of command, operational duties, and administrative responsibilities for internal personnel during an emergency event.

Section 6.2 establishes specific duties for key managerial, supervisory, and operational positions, including:

- General Manager.
- Finance Manager.
- Head of Line of Business – HAZMAT.
- Safety Manager.
- HAZMAT Supervisor.

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- Tractor Operator / Driver.
- Crisis Committee.

Section 6.2 incorporates a structured Incident Command framework detailing functions for emergency field operations, including:

- Incident Command / Emergency Response Commander.
- Emergency Responders.
- Decontaminators (DECOM).
- Paramedic — explicitly designated for specific routes such as Inmaculada.
- Safety Officer.
- Public Information Officer.
- Liaison Officer.

Victim Extraction and Rescue

DCR's scope of responsibility is limited to the first-response actions established in its Emergency Preparedness and Response Plan. In the event of an incident, DCR activates the Incident Command System, secures the scene, establishes emergency zones (hot, warm, and cold zones), and coordinates with specialized external response organizations, including the General Corps of Volunteer Firefighters of Peru, the National Police of Peru, healthcare services, the mining company, and the designated second-response emergency response provider.

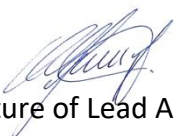
Specialized victim extraction and rescue operations are carried out by these external organizations in accordance with their respective competencies and procedures.

Decontamination

DCR performs personnel decontamination in the warm zone, removes contaminated clothing, and carries out decontamination in the event of small spills (Level 1). For Level 2 and Level 3 incidents,

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DCR isolates the affected area and coordinates the response with the designated second-response emergency response provider.

Initial Victim Treatment

DCR provides basic first aid, administers oxygen when appropriate, and coordinates the victim's transfer to the nearest medical facility.

Administration of Medical Oxygen

DCR's escort pickup truck carries a medical oxygen kit. Oxygen is administered by the convoy supervisor, who is trained in first aid. For convoys accompanied by a paramedic, the paramedic administers the oxygen. The auditors reviewed attendance records confirming that convoy supervisors participated in training on the administration of medical oxygen as part of first aid. The training was conducted on January 4, 2026, by paramedic Ayala Cristobal Rubiño.

Administration of Cyanide Poisoning Antidote:

DCR coordinates with qualified medical personnel, paramedics, or registered nurses for the administration of the cyanide poisoning antidote, in accordance with the restrictions and requirements applicable to the antidote. DCR coordinates the victim's transfer to the nearest medical facility. For convoys accompanied by a paramedic, the paramedic is trained and authorized to administer the cyanide poisoning antidote.

Annex 4 (Escort vehicle emergency response kit and truck emergency response kit) of the Emergency Preparedness and Response Plans for sodium cyanide transport for each route defines the mandatory emergency response equipment required for each convoy.

The truck emergency response and Personal Protective Equipment (PPE) kit contains:

- 1 Tyvek suit.
- 1 Full-face mask.

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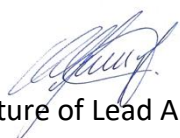
- 1 Pair of multi-gas cartridges.
- 1 Pair of PVC safety boots.
- 1 Pair of neoprene gloves.
- 1 Pair of nitrile gloves.
- 30 Polyethylene bags with ties.
- 1 Roll of duct tape.
- 1 Roll of red "Danger" tape.
- 1 Roll of yellow "Warning" tape.
- 25 Square meters of plastic sheeting.
- 1 Push broom.
- 1 Dustpan.
- 1 PVC raincoat

The escort vehicle emergency response kit contains:

- 1 White Tyvek coverall suit.
- 2 Yellow Tyvek coverall suits.
- 2 Full-face masks.
- 2 Pairs of ABEK 6059 multi-gas cartridges.
- 2 Pairs of 2057 organic vapor filters.
- 2 Pairs of filter adapters.
- 2 Pairs of PVC safety boots.
- 2 Pairs of neoprene gloves.
- 2 Pairs of nitrile gloves.
- 30 Polyethylene bags with ties.
- 1 Roll of duct tape.
- 1 Roll of red "Danger" tape.
- 1 Roll of yellow "Warning" tape.
- 25 Square meters of plastic sheeting.
- 20 kg of Sodium hypochlorite.

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- 20 kg of Lime.
- 2 Empty buckets.
- 1 Push broom.
- 1 Dustpan.
- 1 PVC raincoat.
- 1 MSA hydrogen cyanide gas detector.
- 1 Breathalyzer.
- 1 Satellite phone.
- 10 Pairs of surgical nitrile gloves.
- 1 Oxygen kit.

Escort vehicles are specifically equipped with specialized medical supplies:

Cyanide Antidote Kit: Escort pick-up trucks carry dedicated cyanide antidote kits containing Sodium Nitrite injectable solution (10 ml) and Sodium Thiosulfate injectable solution (50 ml).

First Aid & Oxygen Equipment: First aid kit, portable oxygen cylinders with oxygen kit, and manual resuscitator.

DCR enforces pre-departure checklist verification alongside monthly inspections conducted by HAZMAT Supervisors to ensure equipment readiness and valid expiration dates:

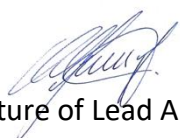
Checklist form for escort pick-up truck – Tail escort (DCR-Fmatpel024 Version 02): Filled prior to departure to verify complete first response equipment, first aid supplies, PPE, and safety gear.

Checklist form for escort pick-up truck – Lead escort (DCR-Fmatpel009 Version 06): Filled prior to departure to verify first response kits, PPE, cyanide antidote kit, oxygen kit, manual resuscitator, satellite phone, and HCN gas detector.

Audited Monthly Inspection Records (Escort pick-up truck):

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- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified for unit. Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml).
- Portable Oxygen Cylinder Inspection (DCR-Fseg043): Verified monthly inspection..
- First Aid Kit Inspection: Verified monthly inspection.
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection..
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly inspection . Last inspection date: June 13, 2026.
- First Response Equipment – Cyanide Inspection (DCR-Fseg019.03): Verified monthly inspection.

Audited Monthly Inspection Records (Escort pick-up truck):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified for unit. Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml).
- First Response Equipment – Yanacocha escort vehicle Inspection (DCR-YAN-Fseg002.02): Verified monthly inspection..
- Fire extinguisher inspection (DCR-Fseg013): Verified monthly inspection..

Sample: Truck tractor (Yanacocha route):

- First Response Equipment – Yanacocha truck Inspection (DCR-YAN-Fseg002.04): Verified monthly inspection.
- Hydrocarbon spill kit inspection (DCR-Famb006): Verified monthly inspection.
- First aid kit inspection – Yanacocha truck (DCR-YAN-Fso001): Verified monthly inspection.

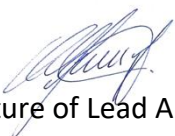
2025 Cases:

Audited Monthly Inspection Records (Escort pick-up truck with plate VDX-860):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified for unit VDX-860. Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml).
- First Aid Kit Inspection: Monthly inspection.

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- Portable Oxygen Cylinder Inspection (DCR-Fseg043): Verified monthly inspection.
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection
- Fire extinguisher inspection (DCR-Fseg013): Verified monthly inspection.
- First Response Equipment – Verified monthly inspection.

2024 Cases:

Audited Monthly Inspection Records (Escort pick-up truck with plate VBB-903):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml).
- First Aid Kit Inspection: Monthly inspection.
- Portable Oxygen Cylinder Inspection (DCR-Fseg043): Verified monthly inspection }
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly inspection
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection.
- Fire extinguisher inspection: Verified monthly inspection.
- First Response Equipment – Verified monthly inspection.

Calibration of HCN Monitors

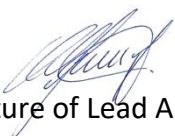
The portable HCN monitors are calibrated in accordance with the manufacturer's recommendations throughout the recertification period. The auditors reviewed the calibration certificates issued by Instrumentación y Gestión en Metrología S.A.C. (INMETRO) for the following MSA ALTAIR Pro HCN monitors.

The calibration certificates indicate that the reference standards used by INMETRO are traceable to the National Metrology Service of the National Institute for Quality (INACAL) in Peru, as well as to international standards, including NIST and DKD.

Cyanide Antidote Kit

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Based on the purchase orders reviewed and the physical inspection of the cyanide antidote kits in the field, the auditors verified that the antidote kits were replaced in accordance with the manufacturer's specified expiration dates throughout the recertification period. DCR maintains the Nithiodote kit, which contains sodium nitrite (10 mL) and sodium thiosulfate (50 mL).

Annex 4 (Escort vehicle emergency response kit and truck emergency response kit) of the Emergency Preparedness and Response Plans for sodium cyanide transport for each route establishes mandatory equipment lists for each convoy.

Tail Escort Vehicle Checklist (DCR-Fmatpel024 Version 02), completed prior to departure to verify complete PPE, first aid, and safety gear.

Lead Escort Vehicle Checklist (DCR-Fmatpel009 Version 06), completed prior to departure to verify PPE, antidote kit, oxygen kit, manual resuscitator, satellite phone, and HCN gas detector.

Audited Monthly Inspection Evidence (Escort Vehicles & Cargo Trucks)

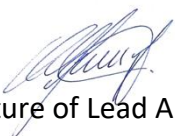
The audit team verified monthly inspection logs confirming complete inventories, operational readiness, and valid expiration dates across sampled units:

Audited Monthly Inspection Records (Escort pick-up truck):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified. Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml) with an expiration date of December 2028..
- Portable Oxygen Cylinder Inspection (DCR-Fseg043): Verified monthly inspection.
- First Aid Kit Inspection: Verified monthly inspection.
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection.
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly inspection.
- First Response Equipment – Cyanide Inspection (DCR-Fseg019.03): Verified monthly inspection.
- Audited Monthly Inspection Records (Escort pick-up truck):

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- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified. Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml).
- First Response Equipment – Yanacocha escort vehicle Inspection (DCR-YAN-Fseg002.02): Verified monthly inspection.
- Fire extinguisher inspection (DCR-Fseg013): Verified monthly inspection. Sample: Truck tractor (Yanacocha route):
- First Response Equipment – Yanacocha truck Inspection (DCR-YAN-Fseg002.04): Verified monthly inspection.
- Hydrocarbon spill kit inspection (DCR-Famb006): Verified monthly inspection.
- First aid kit inspection – Yanacocha truck (DCR-YAN-Fso001): Verified monthly inspection.

There is a total of 7 cyanide antidote kits. There is one antidote kit in the escort pick-up truck during the trip, while they are not in service the kits are stored at the Lima base. The audit team verified the calibration records of the antidote kits.

DCR enforces a monthly inspection regime for all emergency response equipment, first aid kits, portable medical oxygen cylinders, cyanide antidote kits, and first response tools across both cargo trucks and escort supervisor vehicles. Each monthly inspection is documented through standardized checklists and verified with photographic evidence.

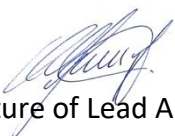
Specialized emergency equipment inspections are conducted on a mandatory monthly basis for all active fleet units. Inspection execution is documented using dedicated form checklists and supported by photographic evidence of equipment conditions and kit contents.

Cyanide antidote kit inspection (DCR-Fmatpel021 Version 02) verifies seal integrity and presence/condition of core antidote components: Sodium Nitrite injectable solution (10 ml ampoule) and Sodium Thiosulfate injectable solution (50 ml bottle). Audited Samples: Verified monthly inspection for escort pickup truck,. Verified monthly inspection for escort pickup truck.

Audited Monthly Inspection Evidence (Escort Vehicles & Cargo Trucks):

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The audit team verified monthly inspection logs confirming complete inventories, operational readiness, and valid expiration dates across sampled transport units:

Escort Pickup Truck (- Inmaculada Route):

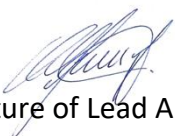
- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified monthly inspection. Confirmed contents (Sodium Nitrite 10 ml ampoule and Sodium Thiosulfate 50 ml solution)
- Portable oxygen cylinder inspection checklist (DCR-Fseg043) confirms full pressure gauge status, oxygen mask operability and fit, cylinder hydrostatic testing validity, and structural integrity.
- First Aid Kit Inspection: Verified monthly inspection. Last inspection date on June 13, 2026.
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection,
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly inspection,
- First Response Equipment – Cyanide Inspection (DCR-Fseg019.03): Verified monthly inspection,

Escort Pickup Truck (Yanacocha Route):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Verified monthly inspection, last inspection date on July 07, 2026. Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml)
- First Response Equipment – Yanacocha Escort Vehicle Inspection (DCR-YAN-Fseg002.02): Verified monthly inspection.
- Fire Extinguisher Inspection (DCR-Fseg013): Verified monthly inspection,
- Truck Tractor (- Yanacocha Route):
- First Response Equipment – Yanacocha Truck Inspection (DCR-YAN-Fseg002.04): Verified monthly inspection,
- Hydrocarbon Spill Kit Inspection (DCR-Famb006): Verified monthly inspection
- First Aid Kit Inspection – Yanacocha Truck (DCR-YAN-Fso001): Verified monthly inspection.

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2025 Cases:

Audited Monthly Inspection Records (Escort pick-up truck with plate VDX-860):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml).
- First Aid Kit Inspection: Monthly inspection.
- Portable Oxygen Cylinder Inspection (DCR-Fseg043): Verified monthly inspection.
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly inspection.
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection.
- Fire extinguisher inspection (DCR-Fseg013): Verified monthly inspection.
- First Response Equipment – Verified monthly inspection

2024 Cases:

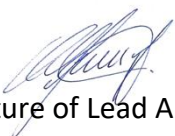
Audited Monthly Inspection Records (Escort pick-up truck with plate VBB-903):

- Cyanide Antidote Kit Inspection (DCR-Fmatpel021): Confirmed contents (Sodium Nitrite 10 ml and Sodium Thiosulfate 50 ml) with an expiration date of May 2025. Monthly inspection.
- First Aid Kit Inspection: Monthly inspection.
- Portable Oxygen Cylinder Inspection (DCR-Fseg043): Verified monthly inspection for unit VBB-903. Monthly inspection .
- Sodium Hypochlorite Inspection (DCR-QUI-Fmatpel001): Verified monthly inspection
- Calcium Oxide Inspection (DCR-QUI-Fmatpel002): Verified monthly inspection
- Fire extinguisher inspection: Verified monthly
- First Response Equipment – Verified monthly inspection for unit VBB-903. Monthly inspection.

DCR maintains formal, valid contracts with two specialized external environmental remediation firms: “ECOMARINE SOLUTION PERU S.A.C.” and “RV SOLUCIONES AMBIENTALES S.A.C”. These contracts establish 24/7 availability and define detailed operational, technical, legal, and

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environmental scopes of service to manage hazardous material spills, soil and water remediation, waste disposal, and regulatory reporting along all transport routes.

Contract Framework – ECOMARINE SOLUTION PERU S.A.C:

Framework Environmental Services Agreement, executed on April 23, 2025. Valid for three (3) years from signature (active through April 2028). Guarantees 24/7/365 continuous emergency response for integral attention to environmental incidents resulting from hazardous material spills during land transport, loading, and unloading operations at origin and destination facilities. Defined Scope of Services:

- General emergency response coordination and field supervision.
- In-situ soil and water remediation, environmental restoration, and revegetation.
- Hazardous solid and liquid waste management and disposal.
- Industrial cleaning and issuance of cleaning/decontamination certificates for isotanks, tanks, and cisterns.
- Technical, social, and legal advisory services related to environmental incidents.
- Environmental monitoring and technical training (waste management, soil/water remediation, vehicle rescue, and escort supervision).

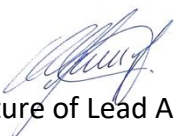
Contract Framework – RV SOLUCIONES AMBIENTALES S.A.C:

Environmental Services Agreement executed on July 3, 2026. Guarantees 24/7 operational response and field remediation coverage. Defined Scope of Services:

- General remediation coordination and field service supervision.
- Soil and water remediation, environmental restoration, and site revegetation.
- Hazardous waste management, environmental monitoring, and industrial cleaning.
- Technical, legal, and social advisory support associated with loss/incident management.
- Technical coordination and support provided to assigned insurance adjusters and brokers under civil liability policies.

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- Preparation and official submission of environmental incident and remediation compliance reports to competent state regulatory agencies.

Transport Practice 3.3

Develop procedures for internal and external emergency notification and reporting.

✓ in full compliance with

The operation is

☐ in substantial compliance with Standard of Practice 3.3

☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

Section 7 of each route Emergency Preparedness and Response Plan for sodium cyanide transport details the step-by-step notification process in the event of an incident. Outlines procedures for conducting a preliminary evaluation of the emergency's nature and severity to determine the required response level and trigger immediate contact with designated emergency responders.

Section 7 establishes that the Incident Commander must execute initial notifications strictly in the following sequential order:

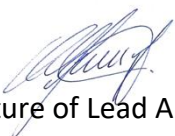
a) Emergency Services: Depending on location, accident severity, and required specialized resources, immediate contact is made with the Peruvian National Police, Health Services/Hospitals, Fire Department, client emergency response brigades, and public utility services (water and electricity), as applicable.

b) DCR Executive Management: Initial notification is directed to the highest company authority to activate DCR's Crisis Committee or executed via a call to DCR's Emergency Center.

c) Supplier Executive Management: Executive contact is made with the designated supplier account representative to enable activation of their respective Crisis Committee.

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d) Client Emergency Center: Following internal DCR escalation, direct communication is established with the receiving mine's emergency center to activate the client's Crisis Committee.

e) International Cyanide Management Institute (ICMI): In the event of a Significant Cyanide Incident, the Incident Commander or company representative must notify the ICMI within 24 hours of occurrence. Initial 24-Hour Notice: Must include the incident date, nature of the event, and the name and contact details of the company representative. Follow-up 7-Day Report: Prominent details—including root cause analysis, health, safety, and environmental impacts, and executed mitigation or remediation measures—must be provided within 7 days of the incident.

ICMI Contact: Phone +1-202-835-0155 | Email info@cyanidecode.org.

f) Other Institutions & Communities: Information provided to non-active emergency entities, local communities, and local/national authorities is initially restricted and must be authorized by DCR's Crisis Committee. An initial report detailing emergency magnitude is submitted directly to the Ministry of Transport's General Directorate of Environmental Affairs.

Standardized Emergency Message Format: The plan includes a standardized template for emergency message to ensure clear, accurate, and concise transmission of essential factual data during an emergency call.

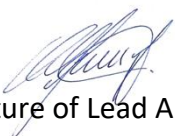
External Communications & Media Management: Section 7 establishes specific protocols for handling external media inquiries and official communications to ensure orderly information dissemination to authorities and the public.

The Plan Includes a visual communication flowchart detailing the sequence of notifications and featuring verified, up-to-date names and telephone contact numbers (reviewed in September 2025).

Section 10.1 (Review of the Emergency Preparedness and Response Plan) of each route-specific emergency plan dictates that the plan must be formally reviewed at least once a year. The protocol

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specifies that relevant sections, must be updated when triggered by any of the following operational or regulatory changes:

- Alteration or modification of operations.
- Modification of guidelines for developing the emergency preparedness and response plan for sodium cyanide transport.
- Changes to the emergency team structure.
- Drill results.
- Emergency evaluations.
- New applicable legislation.
- Evaluation of a new route.
- Updating of emergency contact numbers (medical centers, fire departments, municipalities, police stations).

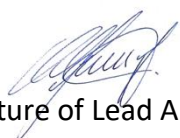
DCR utilizes a proactive mechanism to ensure contact accuracy. When company representatives deliver the formal notification letters to external authorities and emergency entities (as detailed in Transport Practice 3.1.4), they use the physical visit as an opportunity to directly verify and request any updates to the agencies' emergency telephone numbers.

Section 7 of each route Emergency Preparedness and Response Plan for sodium cyanide transport details the step-by-step notification process in the event of an incident. Outlines procedures for conducting a preliminary evaluation of the emergency's nature and severity to determine the required response level and trigger immediate contact with designated emergency responders.

Section 7 establishes the notification to International Cyanide Management Institute (ICMI): In the event of a Significant Cyanide Incident, the Incident Commander or company representative must notify the ICMI within 24 hours of occurrence. Initial 24-Hour Notice: Must include the incident date, nature of the event, and the name and contact details of the company representative. Follow-up 7-Day Report: Prominent details—including root cause analysis, health, safety, and environmental impacts, and executed mitigation or remediation measures—must be provided within 7 days of the incident.

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ICMI Contact: Phone +1-202-835-0155 | Email info@cyanidecode.org.

Transport Practice 3.4

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

☒ in full compliance with

The operation is ☐ in substantial compliance with Standard of Practice 3.4

☐ not in compliance with *Summarize the basis for this*

Finding/Deficiencies Identified:

Section 8.3 of each route Emergency Preparedness and Response Plan for sodium cyanide transport (Procedure for Neutralizing Spilled Product Solutions or Solids) explicitly prohibits the use of chemical neutralizing agents—such as sodium hypochlorite, ferrous sulfate, or hydrogen peroxide—to treat cyanide once it has entered surface waters, as chemical treatment in natural water bodies is counterproductive and of limited efficacy.

Response protocols mandate that solid cyanide must be kept dry and prevented from coming into contact with moisture or running off into drainage channels and natural waterways.

For spills on dry land or soil surfaces, Section 8.3 defines a step-by-step detoxification and neutralization process:

pH Elevation: Add lime or sodium carbonate directly over the spilled area to elevate the pH level to above 10.5. Lime is spread over the spilled product until completely covered prior to subsequent collection.

Chemical Treatment: Apply an excess of diluted sodium hypochlorite, calcium hypochlorite, or ferrous sulfate solution. Allow a mandatory waiting period of 1 hour to ensure complete chemical

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decomposition of the cyanide before washing down the spill area with abundant quantities of water to achieve maximum dilution.

Section 8.4 (Decontamination of the spill area) indicates that the transport, handling, and final disposal of contaminated material and soil must be coordinated directly between the Shipper and Consignee/Client. Execution of waste handling, transport, and final disposal is required to be performed through authorized Solid Waste Management Companies or via formal coordination with client environmental representatives.

Section 8.3 of each Emergency Preparedness and Response Plan for Sodium Cyanide Transportation identifies sodium hypochlorite, calcium hypochlorite, and ferrous sulfate as acceptable chemical treatment agents for cyanide spills on dry land or soil surfaces. However, DCR's standard convoy emergency response kits include only sodium hypochlorite as the designated field neutralization agent. Calcium hypochlorite and ferrous sulfate are identified in the emergency response procedures as alternative treatment options, but they are not routinely carried as part of the convoy emergency response equipment. Therefore, the emergency response plans identify the approved treatment options, while the emergency response equipment inventory reflects the specific neutralizing agent routinely carried by DCR during transport operations.

Section 8.3 of each route Emergency Preparedness and Response Plan for sodium cyanide transport (Procedure for Neutralizing Spilled Product Solutions or Solids) mandates: "It is prohibited to use chemical substances such as sodium hypochlorite, ferrous sulfate, and hydrogen peroxide to treat cyanide once it has entered surface waters as it is counterproductive and of limited efficacy".

Both contracted external environmental remediation companies, ECOMARINE SOLUTION PERU S.A.C. and RV SOLUCIONES AMBIENTALES S.A.C, have executed formal affidavits binding their field operations to this prohibition during response and remediation actions:

Affidavit of Technical Capacity for Cyanide Emergency Response and Remediation, signed on July 3, 2026. The company formally commits to adherence to containment, recovery, neutralization, decontamination, waste management, transport, environmental restoration, and post-remediation monitoring procedures. In Point 8, the company explicitly declares that its internal operating

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procedures prohibit the use of sodium hypochlorite, calcium hypochlorite, ferrous sulfate, hydrogen peroxide, or any other oxidizing agents to treat cyanide that has entered surface water bodies.

Transport Practice 3.5

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

The operation is ☒ in full compliance with
☐ in substantial compliance with Standard of Practice 3.5
☐ not in compliance with *Summarize the basis for this*

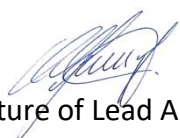
Finding/Deficiencies Identified:

Section 10.1 (Review of the Emergency Preparedness and Response Plan) of each route-specific emergency plan dictates that the plan must be formally reviewed at least once a year. The protocol specifies that relevant sections, must be updated when triggered by any of the following operational or regulatory changes:

- Alteration or modification of operations.
- Modification of guidelines for developing the emergency preparedness and response plan for sodium cyanide transport.
- Changes to the emergency team structure.
- Drill results.
- Emergency evaluations.
- New applicable legislation.
- Evaluation of a new route.
- Updating of emergency contact numbers (medical centers, fire departments, municipalities, police stations).

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DCR implements an Annual Drill Program, conducting periodic emergency drills across its cyanide transport routes, evaluating drill performance, identifying operational deficiencies through formal analysis (including the 5Ws methodology), and implementing and verifying corrective action plans.

The Annual Emergency Drill Program (DCR-SEGpg008) schedules specific emergency response scenarios throughout the year:

- Q1 (Jan – Mar): Product spill / Cyanide spill.
- Q2 (Apr – Jun/): Unit crash with threat of fire and injured pedestrian.
- Q3 (Jul – Sep): Accident during loading/unloading process with crushing.
- Q4 (Oct – Dec): Vehicle rollover with dangerous product spill and presumed fatal victim due to poisoning.

Audited Emergency Response Drills & Corrective Action Verification:

Cyanide Spill Drill – Inmaculada Route (March 31, 2026):

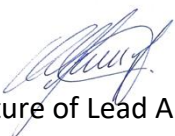
- Location & Route: Nasca – Lima section.
- Scenario: Solid sodium cyanide spill (2 kg in solid state). Covered preparation, response execution, cargo collection, and full personnel/area decontamination.
- Participants: Incident Commander / Supervisor, Chief of Operations / Convoy Leader, Responders 1 & 2 / Drivers, Security / Driver, and Triage / Paramedic.
- Evaluation & Identified Deficiencies: Analysed using the 5Ws methodology; identified internal communication deficiencies during the emergency.
- Corrective Actions: Feedback sessions delivered on communication channels and PPE usage with available personnel. Corrective action implementation verified on May 1, 2026.

Vehicle Crash with Threat of Fire and Injured Person Drill (May 28, 2026):

- Location & Route: Km 169, Nuevo Ayacucho – Cañete route.
- Scenario: Vehicle crash with threat of fire and injured person.
- Participants: Supervisor, Convoy Leader, Drivers, and Paramedic.

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- Evaluation & Identified Deficiencies: Identified slight delays in the official assignment of functions and coordination between fire control and injured care teams.
- Corrective Actions: Competency reinforcement on effective communication between team members and the Incident Commander, as well as PPE usage reinforcement. Corrective action implementation verified on May 29, 2026.

Rollover with Material Spill Drill – Inmaculada Route (March 7, 2025):

- Location & Route: Lima – Nasca section (Inmaculada route). Includes photographic evidence.
- Scenario: Vehicle rollover with material spill.
- Participants: Supervisor, Convoy Leader, Drivers, and Paramedic.
- Evaluation & Identified Deficiencies: Identified internal communication and information channel deficiencies during the emergency.
- Corrective Actions: Improvement of internal information and communication channels. Corrective action implementation verified on April 9, 2025.

Traffic Accident with Injury Drill – Yanacocha Route (April 29, 2025):

- Location & Route: Km 12 Road to Jesús, Yanamango, Cajamarca.
- Scenario: Traffic accident with injured person.
- Participants: Supervisors, Convoy Leader, and Drivers.
- Evaluation & Identified Deficiencies: Identified moments of discoordination, communication gaps, and lack of emphasis on maintaining calm.
- Corrective Actions: Communication feedback sessions focusing on concentration, maintaining calm under pressure, and improving response times. Corrective action implementation verified on May 15, 2025.

Rear-End Collision and Sodium Cyanide Spill Drill – Shahuindo Route :

- Location & Route: Lima–Shahuindo route.

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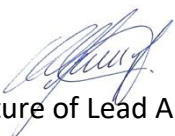
- **Scenario:** A simulated rear-end collision resulted in a sodium cyanide spill during transport. The exercise included initial incident reporting, activation of the Incident Command System, scene isolation and gas monitoring, spill containment and material recovery, responder decontamination, and a closing evaluation.
- **Participants:** DCR personnel from Safety, Operations, and Logistics, including Incident Commander, Operations Chief, DECOM, and the designated first- and second-response personnel.
- **Evaluation & Identified Deficiencies:** The report identified delays in communication and instances in which communications were not sufficiently precise. The analysis attributed these issues to inadequate coordination between operators, inefficient use of communication channels, insufficient emergency-protocol training, and the low frequency of drills and response exercises.
- **Corrective Actions:** Improve internal communication channels and provide an updated Emergency Response Guidebook. Corrective action implementation verified on May 5, 2025.

Cyanide Spill Following Rock Impact to Container Drill – Shahuindo Route (November 27, 2024):

- **Location & Route:** Chilete area, on the Lima–Shahuindo route.
- **Scenario:** A rock fell from a hillside and struck the container of a transport unit, causing the container door to open and resulting in a sodium cyanide spill estimated at approximately 7–10 kg.
- **Participants:** DCR supervisors, DCR vehicle operators assigned to incident command, communications, safety, and first- and second-response functions.
- **Evaluation & Identified Deficiencies:** The report identified moments when communication was not sufficiently precise and assertive. It also identified that the emergency response guide was outdated, with an updated version available from July 2024.

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Name of Facility


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- Corrective Actions: Reinforce communication among convoy personnel and the response team. Corrective action implementation verified on November 27, 2024.

Cyanide Spill Following Vehicle Run-Off Drill – La Arena Route (June 27, 2024):

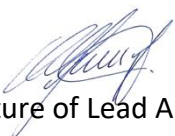
- Location & Route: Laredo–Trujillo road, on the route serving the La Arena mine.
- Scenario: A three-unit convoy with one escort pickup truck encountered a traffic incident when a private vehicle entered the heavy vehicle's lane. The affected truck left the road and its container struck a rock, causing a spill of approximately 6 kg of sodium cyanide. The truck operator sustained minor injuries.
- Participants: DCR personnel, representatives of Mercantil and the La Arena mine, and members of the Peruvian Fire Brigade, including incident command, operations, safety, and response personnel.
- Evaluation & Identified Deficiencies: The drill identified damage and tearing to the decontamination pool during use, as well as the approach of unauthorized third-party vehicles to areas adjacent to the exercise. The report also identified the need to improve site signage and update the incident command organizational chart in the Emergency Preparedness and Response Plan.
- Corrective Actions: Replace the decontamination pool with a more resistant model; install signs prohibiting entry during hazardous-material drills, warning unauthorized persons to keep away, and restricting access by unauthorized vehicles and personnel; and review or update the incident command organizational chart in the Emergency Preparedness and Response Plan. Corrective action implementation verified on July 31, 2024.

Cyanide Spill and Personnel Intoxication Drill – Chancay Area (March 21, 2024):

- Location & Route: Chancay area.

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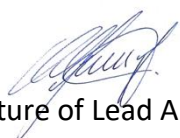
- Scenario: A convoy consisting of six transport units and two escort vehicles encountered a road traffic incident when a private vehicle entered the heavy vehicle's lane. The truck left the road, and the isotank struck a rock, exposing approximately 8 kg of sodium cyanide. A nearby person was assumed to have suffered intoxication following contact with cyanide in a wet area.
- Participants: DCR supervisors, DCR vehicle operators assigned to first- and second-response functions, and a representative responsible for triage.
- Evaluation & Identified Deficiencies: The report identified insufficient proficiency in using vital-sign monitoring equipment and the need to record vital signs when checking personnel entering the response area.
- Corrective Actions: Provide training on the use of vital-sign monitoring equipment and the recording of measurements. Corrective action implementation verified on April 10, 2024.

Cyanide Spill and Personnel Intoxication Drill – Pucamarca Route (January 18, 2024):

- Location & Route: Km 355, approximately 7 km from the Ocucaje junction, on the Lima–Pucamarca route.
- Scenario: A container door opened due to road unevenness, causing a small sodium cyanide spill. A bystander entered the restricted area and subsequently experienced dizziness, requiring evacuation, decontamination, first aid, and transfer to the nearest medical facility.
- Participants: DCR supervisor Jesús Ponce and DCR vehicle operators, who performed incident command, communications, scene security, first response, and decontamination functions.
- Evaluation & Identified Deficiencies: The drill identified that a third party entered the restricted area despite the established perimeter. The report also recommended replacing the decontamination pool.

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- Corrective Actions: Conduct a feedback session emphasizing the importance of maintaining the emergency perimeter. Corrective action implementation verified on February 18, 2024.

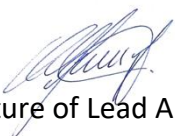
DCR conducted emergency drills in 2024, the first year of the recertification period, as well as in 2025 and 2026. The reviewed records include some scenarios involving suspected personnel intoxication, while the other records document cyanide spill scenarios and separate traffic accidents or injury scenarios. The emergency drill program evaluates both spill response and victim management capabilities associated with cyanide transportation incidents.

Sodium Cyanide Transport Emergency Preparedness and Response Plan. Section 10.2 (Feedback on the sodium cyanide transport emergency preparedness and response plan following an emergency or drill):

The analysis of the accident/incident report aims to determine the root cause of the emergency situation and to develop corrective and preventive measures to prevent a recurrence; these corrective and preventive measures must be incorporated into this sodium cyanide transport emergency preparedness and response plan to facilitate continuous improvement.

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