

HAUKES N.V

CYANIDE TRANSPORTATION SUMMARY AUDIT REPORT

FOR THE

INTERNATIONAL CYANIDE MANAGEMENT INSTITUTE

MARCH 2026

This report was written by: Bruno Pizzorni – Lead Auditor



Parque Federico Blume 142, Miraflores, Lima - Perú
Tel +51 947 259 440 | Email bpizzorni@cyanideauditor.com | Web CYANIDEAUDITOR.COM

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Operation General Information

Transport Operation:	Haukes N.V.
Facility Owner:	Haukes N.V.
Facility Operator:	Haukes N.V.
Responsible Manager:	Jeroen Haukes - CEO
Address:	Martin Luther Kingweg 701
State / Province:	Wanica
Country:	Suriname
Telephone:	(+597) 531986
Email:	jhaukes@haukesnv.com

Location and Description of the Operation

Haukes N.V., established in 1991, is a transport and construction company actively serving the Surinamese market. Over the years, it has expanded its operations across various sectors, including transportation, civil construction, land clearing, equipment leasing, and general services. In 2017, Haukes N.V. achieved its first certification under the International Cyanide Management Code (ICMC) and has since been recertified in 2020 and 2023. Additionally, the company adheres to international standards for quality, health, safety, and environmental management, holding certifications such as ISO 9001:2015, ISO 14001:2015, and ISO 45001:2018.

Haukes provides a broad spectrum of services ranging from road transport, mining-related activities, and land development to civil construction and ore hauling. It also maintains and repairs its heavy-duty mobile equipment fleet in-house. The company utilizes a modern fleet of heavy-hauling vehicles, which are routinely upgraded to meet customer demands and industry standards. Furthermore, Haukes offers specialized training programs for its drivers in areas such as rigging and signaling, defensive driving techniques, hazardous goods handling, and overall safety measures. Drivers are fully certified to manage hazardous materials.

The company's transport services encompass a wide array of cargo, including raw materials like ore, sand, and rock, diesel fuel, standard sea container cargo, isotanks, oversized loads, and

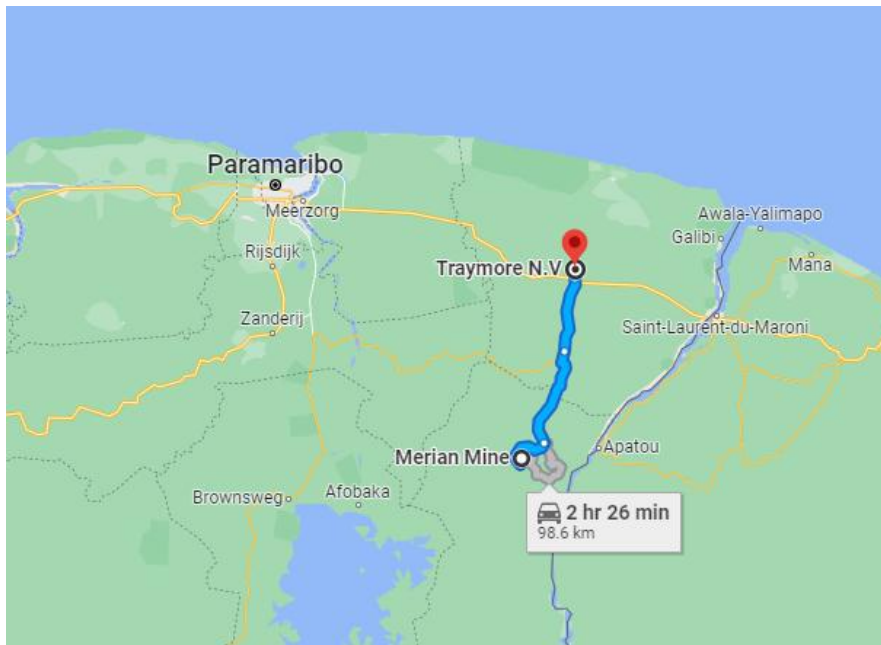


hazardous goods such as lime and cyanide. All trucks are equipped with GPS tracking systems to ensure real-time monitoring of their location as well as safety and efficiency controls.

Haukes plays a significant role in transporting sodium cyanide from Suriname's ports to mining operations. Since 2016, the company has been responsible for moving isotanks sodium cyanide briquettes from the Port of Moengo to the Newmont Surgold Mine at Merian and from New Heaven Paramaribo's port in 20 foot sea containers to the Zijin Rosebel Gold Mine (Rosebel) in Central Suriname. For these operations, Haukes relies solely on heavy-duty diesel tractors and trailers equipped with satellite tracking technology to monitor shipments from their collection points at the ports to their delivery destinations at the mining sites. Its cyanide transportation activities are coordinated from its Wanica facility.

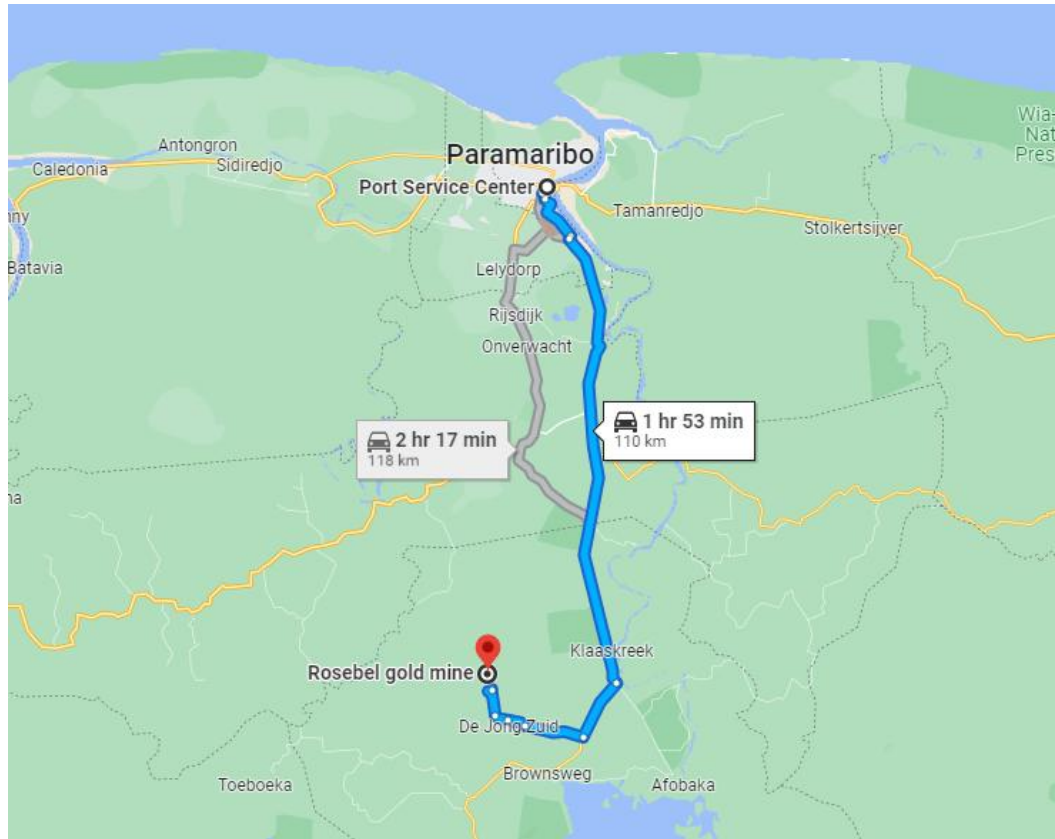
The company has carefully planned and assessed primary delivery routes for its operations. Given the remote locations of the mines it serves, there is generally only one viable route available. For instance, the Newmont Surgold Merian Mine route comprises a two-lane dirt road, while the road leading to the Rosebel Mine is primarily asphalted.

To ensure safe and efficient cyanide transportation, Haukes collaborates closely with its Health, Safety, and Environmental (HSE) Department and staff from the Newmont Surgold Merian Mine. Together, they offer comprehensive training for drivers on cyanide handling procedures and emergency response protocols specific to each transportation route.



Route from Moengo Port to Merian Mine





Route from Paramaribo Port to Rosebel gold mine



Auditor’s Finding

- in full compliance with**
- The operation is in substantial compliance with **With the International Cyanide Management Code**
- not in compliance with

Compliance Statement

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

Auditor’s Information

Audit Company:	Cyanide Auditors S.A.
Lead Auditor and Transportation Technical Auditor:	Bruno Pizzorni E-mail: bpizzorni@cyanideauditor.com
Date(s) of Audit:	January 22 and 23, 2026

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.



Cyanide Transportation Verification Protocol

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 Transport Practice 1.1
- not in compliance with

Haukes has selected and evaluated a primary route to each consignee. Because of the presently served mines’ remote locations, with little exception, there is only one route. The route from Moengo Port to the Newmont Surgold Merian (Merian) mine is two-lane dirt, while the road from Paramaribo Port to the Rosebel Mine is mostly asphalt.

The HSECQ (Health, Safety, Environmental, Community and Quality) Department maintains a Risk Register for Transport Cyanide in an Excel worksheet, to manage risks of cyanide transportation along each of its routes. Because of the remote locations of mines presently served by Haukes, there are no alternative routes to be assessed. However, the assessments performed consider risk associated with population density, infrastructure, road construction and condition, pitch and grade, proximity of water bodies and prevalence of fog and other visibility issues. In addition, Hauke’s Traffic Management Plan v1 dated January 2026, in Appendix 1 Decision Tree – Hazardous Road Conditions, considers trigger and hazards as heavy rain, poor road condition, stalled vehicle and spillage or obstruction on the road, for a decision management root.

The Merian route passes through a sparsely populated sector of Moengo then only passes through two other small villages where a very few residences are found on both sides of the road. Convoys transporting sodium cyanide report road conditions to Haukes management. If necessary, Haukes can dispatch road repair equipment to address reported issues on the Merian route or alert the Rosebel Mine for issues along that route. For the Merian route, Haukes’ responsibility includes repairs to bridges and culverts. Haukes, as construction company, has corrected pitch and grade on the Merian Route to reduce risk. The Risk Register indicates that Merian route crosses no major bodies of water, only a few small creeks. The Rosebel route is similar, except that it crosses a small river and notes a few roadside ponds.



Haukes NV maintains bridges and culverts along the Merian route, and has built guardrails on these structures, as well as alongside speed bumps to prevent accidents which could result in product spills into water. No areas along the routes are particularly prone to fog, especially due to convoys not leaving ports early in the morning. But anytime fog is encountered, the lead vehicle will warn the rest of the convoy. The convoy will pull off the road and stop if conditions warrant, as determined by the lead vehicle. A much more significant visibility issue lies with dust from the Merian route's unpaved road during dry weather. Haukes addresses this through extensive radio contact among vehicles in the convoys.

The routes are re-evaluated when driving conditions change, or when driver feedback suggests that this is necessary. Periodically, the Superintendent of Transport and Head of HSECQ, along with a driver go for the assessment through the road, taking notes and pictures.

Records were available to demonstrate that both current routes were assessed and approved during this certification period.

Through the use of Risk Registers, Haukes assesses potential risks associated with cyanide transportation along each route and identifies the necessary measures to mitigate these risks. The evaluation process includes a risk rating matrix. Various factors, such as road conditions (pitch and grade), traffic congestion, social disturbances, security concerns, and proximity to water bodies, are carefully considered during route development. Input from mine customers is also taken into account when determining routes.

According to Haukes' Traffic Management Plan, a thorough risk assessment must be conducted for all new routes. As outlined in this plan, before any shipments are made on a new route, the Health and Safety (H&S) Coordinator is required to travel the route alongside an experienced driver to perform a detailed evaluation.

To ensure safety, appropriate risk mitigation measures have been established within the Risk Registers. These include restricting transportation activities to daylight hours and requiring drivers to have adequate rest periods prior to commencing cyanide transport operations.

Haukes consistently reviews and reexamines the routes used for cyanide transport to ensure that no new risks have arisen. This process involves the driver and escort leader providing updates on route conditions to the Transportation Superintendent and the Head of HSECQ, who assess any changes or potential concerns. Route inspections are conducted periodically, with a comprehensive review carried out annually in alignment with the company's ISO-certified management system requirements.

Prior to each cyanide shipment, the Convoy Leader and drivers hold a toolbox meeting to discuss and evaluate road conditions, among other relevant topics. Following the completion of every shipment, typically four days later, they prepare a detailed Sodium Cyanide Trip Report that documents route conditions, safety measures implemented, and additional observations.



Interviews with drivers and management confirmed that feedback regarding driving conditions is regularly shared. Throughout the certification period, updated versions of the Risk Register and cyanide trip reports were made available for review by auditors to ensure compliance and risk management.

The transporter utilizes the Risk Register to document the measures implemented to mitigate the risks associated with the chosen routes. Drivers are then trained through PowerPoint presentations, which summarize the essential control measures developed to address these risks. Key features such as sharp turns, proximity to surface water, and areas near populated regions are carefully considered. The auditor reviewed various materials, including the Excel Risk Register worksheets, records of toolbox meetings, cyanide trip reports, and driver training materials along with attendance records, all of which address risk management for the selected routes.

Haukes actively seeks input on selecting transportation routes and developing risk management measures by engaging with District Commissioners in areas through which these routes pass. This collaboration extends to the National Institute for Environmental Development (NIMOS) and representatives from the mine sites. Further opportunities to gather feedback arise during Hazardous Material Training sessions, which include participation from port stevedoring crews, fire departments, medical clinics, and police departments. The Convoy Leader travels in a light vehicle, accompanied by both a police officer and a firefighter. This presents another opportunity to gather input for selecting routes and enhancing risk management strategies.

Additionally, the local population along the route to the Merian mine has been involved in mock emergency drills and training sessions focused on emergency response preparedness. Records indicate that Haukes regularly meets with local stakeholders, providing opportunities to gather insights and feedback regarding route risks, which are then integrated into the planning of cyanide transportation operations.

Cyanide transport is carried out in convoys led by a pickup truck that includes Hauke's Convoy Leader, accompanied by a police officer, a firefighter, and occasionally a military personnel member. Following the lead vehicle, there are typically two or three trucks carrying sodium cyanide, either in sea containers or isotanks. Bringing up the rear is a truck transporting a 20-foot sea container filled with emergency response equipment and materials for hazardous materials (HAZMAT) incidents. Completing the convoy is another pickup truck carrying the Transport Superintendent and an HSEQ Supervisor, displaying a sign that reads "Danger Cyanide."

Hauke has established the Standard Operating Procedure (SOP) for the Transportation of Cyanide Containers for Rosebel. This SOP is designed to organize and manage cyanide convoys efficiently and safely, facilitating the transport from the Paramaribo Port facilities to the Rosebel mine site in adherence to the outlined regulations. Similarly, an SOP for the Transportation of Cyanide ISO Tanks has been tailored for Newmont operations.



The SOPs specify that cyanide transport must only be conducted during daylight hours. Pre-trip meetings are mandatory to assess potential risks, such as adverse weather or hazardous road conditions. These meetings are attended by all drivers and support staff to ensure preparedness and adherence to safety protocols.

The transporter manages all activities outlined in Transport Practice 1.1 without outsourcing to external entities. Haukes utilizes its own fleet of trucks and staff to handle the transportation of cyanide.

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 Transport Practice 1.2

not in compliance with

All Haukes operators are thoroughly trained, certified, and licensed to operate the company's transport vehicles. The transporter demonstrated that all personnel handling cyanide transport vehicles, such as trucks, have undergone proper training and hold valid licenses to operate this equipment.

Haukes drivers responsible for operating transport vehicles maintain up-to-date truck driving licenses applicable to vehicles with a capacity exceeding 3,500 kg. Beyond the standard training required for obtaining a driver's license, Haukes provides its drivers with additional instruction, including hazardous materials (Hazmat) training, among others, while also ensuring they complete Newmont Merian's mine-specific training. Each driver is equipped with a visible badge that details the training they have received along with the corresponding dates. For instance, during the audit, a driver was observed operating an Iveco automatic tractor with a Trekker brand trailer. Their badge confirmed completion of current training in defensive driving, fatigue management, fire extinguishers, cyanide first aid, and a valid driving license. The auditor reviewed the transporter's records confirming compliance.

Haukes is responsible for transporting cyanide but does not handle isotanks or sea containers, as these tasks are managed by port operators and mine site personnel. Haukes drivers assigned to cyanide transport undergo comprehensive initial, refresher, and ongoing training to ensure they perform their duties safely and in an environmentally responsible manner. This training is provided by an external contractor, Heavy Construction Academy (HCA) Suriname.



Drivers complete a 48-hour Hazmat course that specifically addresses cyanide-related issues, with refresher training conducted every two to three years. Additionally, drivers receive other essential training courses, including defensive driving, first aid, basic operator safety, machine operation, and cyanide awareness. Cyanide awareness training is delivered through instructional videos provided by Merian and Zijin Rosebel Gold Mines (RGM gold mines).

To confirm compliance, the auditor reviewed training records and tests from the past three years, ensuring that all drivers handling cyanide successfully completed the required training and passed the associated tests. The auditor also assessed the training materials, online resources available to trainees, and assistance documentation maintained by Haukes' Human Resources Department.

Transport Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

in full compliance with

The operation is in substantial compliance with Transport Practice 1.3

not in compliance with

Haukes exclusively utilizes equipment that is specifically designed and properly maintained to safely handle the loads it transports. The company has demonstrated its commitment to this through detailed records that highlight the load-bearing capacities of its transport vehicles, the maximum allowable cyanide load weight, and the specifications for equipment and parts that may need replacement during routine maintenance. To ensure consistent reliability, Haukes conducts bimonthly inspections on its trucks and trailers, complemented by specialized maintenance activities to ensure the transport equipment meets capacity requirements for anticipated loads.

Haukes transports cyanide using Iveco 420 HP trucks, which are paired with 60-ton capacity trailers based on cargo specifications. In addition to the operators performing pre-trip inspections and adhering to a preventive maintenance program, Haukes' Maintenance Department carries out detailed bimonthly inspections using comprehensive vehicle checklist forms. Truck repairs are handled within Haukes' own workshops, while the maintenance and repair of trailer platforms are outsourced to Traverco, a certified third-party service provider.

The transporter not only ensures its transport equipment meets the manufacturer's rated loading capacity but also verifies its own equipment's load-bearing capability. This is achieved through regular inspections and testing to detect any signs of stress or overloading as part of the transporter's routine inspection and preventive maintenance program.

During the audit, the equipment was found to be in excellent condition and assessed as suitable for



transporting solid cyanide. The tractors and trailers have been upgraded with heavy-duty frames and enhanced components to guarantee safe navigation through rough terrain en route to mine sites. Tires are frequently replaced, and consistent maintenance and inspection activities are performed to uphold safety standards.

The auditor reviewed detailed inspection records for trucks and trailers, covering components such as platform twist locks, top decks, kingpins, chassis structures, axles, and wheels. Additionally, work orders and invoices for maintenance tasks were examined, which included checks on grease points, loose parts, lights, brakes, and suspensions. Interviews with maintenance personnel and equipment operators further validated compliance with these requirements.

The cyanide shipper follows its own procedures for loading cyanide onto transport vehicles. The product weights are documented on shipping papers, which are then reviewed by Haukes N.V. supervisors to ensure compliance with axle-weight regulations set by the Suriname government. These procedures specify a combined maximum weight of 50 tons for the tractor, trailer, and load, which includes two isotanks on a single trailer. This limit adheres to the government-mandated weight restriction of 8 tons per axle.

Haukes is responsible for transporting sodium cyanide in ISO tanks to the Merian mine and in sea containers to the Rosebel mine. As outlined in the Cyanide Transport Manual, each trailer serving Newmont’s Merian mine is carrying two ISO tank at a time. Transport to the Rosebel mine is carried out using 20-foot sea containers, with only one container permitted per trailer. It is the duty of the convoy leader to ensure compliance with these regulations.

Transport Practice 1.4

Develop and implement a safety program for transport of cyanide.

in full compliance with

The operation is in substantial compliance with Transport Practice 1.4

not in compliance with

Haukes has established cyanide transport and inspection procedures to ensure the integrity of cyanide packaging is maintained throughout the shipping process. However, the responsibilities for loading and unloading cargo do not rest with the transporter.

The auditor examined the Standard Operating Procedures for the Transportation of Containers with Cyanide for Rosebel and the Transportation of ISO Tanks with Cyanide for Newmont. These procedures mandate inspections to confirm packaging integrity during cyanide transport, including



the application of blocking and bracing techniques and pre-trip cargo inspections. Drivers are required to examine the exteriors of isotanks and sea containers for any signs of damage or leakage prior to departing from the ports.

Inspection records were reviewed by the auditor, confirming that these checks are consistently carried out. Each record is verified and signed off by a Transportation Foreman. To further mitigate potential damage to packaging caused by load shifting, transportation procedures have been carefully developed. While port operators handle all cargo loading activities, mine personnel are responsible for unloading the shipments.

Placards are installed by the cyanide shipper; Haukes drivers carry out a visual inspection to ensure compliance. Sea containers and isotanks are properly labeled on all four sides with the required placards and signage to indicate DOT Hazard Class 6. Instead of the words Toxic or Poison, the UN number 1689 is displayed, along with Marine Pollutant markings applied by the shipper. At the Port of Moengo, Newmont personnel, and at the Port of Paramaribo, Rosebel personnel keep additional placards on hand as replacements in case the originals are damaged or become illegible.

The transporter has established a comprehensive safety program, incorporating maintenance activities and procedures for cyanide transportation. These measures effectively address identified concerns to ensure the secure transport of cyanide, while meticulously considering the specific challenges posed by the transport route.

Records confirm that inspections are conducted prior to cyanide shipments. Both trucks and trailers undergo thorough inspections before departure. Haukes drivers complete pre-trip inspections at the ports using checklists to verify loads for signs of powder, unsealed valves, hatches, and locks, adhering closely to procedural standards. Additionally, a convoy mechanic evaluates the condition and reliability of transport vehicles, including the twist locks securing containers to trailers, through route-specific checklists examined at checkpoints along each route. A sample review of records during the visit demonstrated consistent inspections over the past three years.

The preventive maintenance program includes routine monthly inspections and scheduled maintenance intervals at 30,000 km, 60,000 km, 90,000 km, and 120,000 km. It ensures replacement equipment and parts adhere to defined specifications. Trailers are inspected bi-monthly or after completing a cyanide transport series, following a heavy equipment maintenance schedule based on kilometers traveled. Each trailer is fitted with a device that tracks distance covered, ensuring adherence to inspection schedules through regular communication between Maintenance and Operations teams. The Auditor confirmed that tractors and trailers had been maintained according to the defined schedules for the previous three years after reviewing complete recertification period maintenance records. Haukes does not bear the responsibility for the upkeep or maintenance of the ISO tanks or sea containers. These critical tasks are handled either by Cyanco, the manufacturer of cyanide, or by the Newmont Merian mine. Haukes' role is limited to identifying and reporting any instances of damage they may observe.



Driver work hours are regulated through an Attendance Management Program, utilizing software that records consecutive workdays. As stated in the Fatigue Management Plan, drivers follow a structured schedule of four days' work followed by two days off, working no more than 12 hours per day to minimize fatigue.

To prevent load shifts during transit, sea containers with Intermediate Bulk Containers (IBCs) are secured with blocks and braces before ocean shipping. Briquettes are loaded into isotanks in bulk. At the ports, Haukes secures shipments onto heavy-duty flatbed trailers using twist locks as mandated by cyanide transport standard operating procedures. These stipulate that isotanks and containers must be anchored to trailer chassis using twist locks. Based on interviews with Haukes personnel, standard weights and configurations are consistently applied for blocking and bracing. Shipping documentation reviewed during the audit verified cargo weights and details of the cyanide quantity shipped.

Transport procedures allow adjustments or suspension of operations in response to adverse conditions such as severe weather or civil unrest. Such decisions are jointly made by the Convoy Leader and Convoy Foreman. Onboard communication systems in all tractors enable real-time updates to drivers, ensuring prompt communication about any changes to planned activities. Weather conditions are continuously monitored, with deliveries suspended when routes are deemed unsafe. Prior to each trip, the Convoy Leader evaluates weather updates and potential political risks along the path, postponing journeys if necessary.

Haukes enforces a Drug and Alcohol Prohibition Policy with mandatory screenings during pre-employment, randomly, post-accident, or when reasonable suspicion arises. The Auditor reviewed this policy along with examples of drug and alcohol testing conducted during the certification period.

The transporter meticulously maintains documents to validate these activities, including inspection and preventive maintenance records containing detailed equipment histories; documents related to the Alcohol & Controlled Substance Testing Program; signed consent forms stored in personnel files at Haukes headquarters; and service hours and pre-trip checklist records of drivers. All records reviewed by the auditor were found to be complete and accurate.



Transport Practice 1.5

Follow international standards for transportation of cyanide by sea.

- The operation is in full compliance with
- in substantial compliance with Transport Practice 1.5
- not in compliance with

Maritime transportation is not utilized in this operational process. Haukes assumes responsibility for the cyanide shipments following their clearance by the port authorities. This audit specifically focuses on the ground transportation activities conducted by Haukes N.V., covering the route from the ports in Suriname to the mining site.

Transport Practice 1.6

Track cyanide shipments to prevent losses during transport.

- The operation is in full compliance with
- in substantial compliance with Transport Practice 1.6
- not in compliance with

The auditor confirmed that Haukes' vehicles are equipped with two-way radios and GPS (Global Positioning System) devices installed in the trucks. Drivers and convoy personnel carry cell phones as communication tools, while the Convoy Leader is also equipped with a satellite phone. As explained by Hauke's Chief Executive Officer (CEO) Haukes operates three radio bases strategically positioned to ensure consistent radio communication coverage. One radio base is located at Haukes headquarters in Paramaribo, another called Highway along the route, and the third at Moengo Port by way of triangulation. Additionally, they coordinate with Merian's radio base to cover the stretch between Moengo Port and Km 54, an area without cellphone coverage but effectively serviced by radio signal. The route to Zijin Rosebel Gold Mines (RGM) has 99% cellphone coverage.

Drivers carry the company's emergency numbers on their cell phones, and the Convoy Leader has access to a comprehensive contact list included in the Emergency Response Plan. This list provides predetermined contact information for relevant individuals, organizations, and entities along the route to ensure appropriate response capabilities if needed. The auditor also verified that procedures for cyanide transport are being followed by reviewing pre-trip checklist records, which



include verifying communications equipment for every shipment.

As part of the pre-trip inspection checklist, drivers are required to verify the status of their cellphones. Regarding GPS equipment, Haukes's has implemented a weekly report known as the Camera Health Report. This report, in addition to reporting the operating status of the video cameras installed on the trucks, also includes GPS status and logs of the most recent GPS activities.

All communication equipment undergoes regular testing to ensure functionality. The transport procedures specifically mandate these tests to confirm compliance. For convoy vehicle operations, drivers are required to test their radios prior to leaving the ports and maintain nearly continuous radio communication while en route to the mining sites. In the event of equipment failure, the Operations team promptly informs the Information Technology department, which arranges repairs or replacements without delay. Under the service agreement with the radio supplier, faulty equipment must be repaired or replaced within 24 hours. To prevent communication interruptions, each convoy is equipped with a spare radio that serves as a backup.

Additionally, convoy leaders are responsible for testing the satellite phone at each scheduled checkpoint. Records of completed checklists confirm adherence to these protocols, including ensuring that every mobile phone is fully charged and tested as part of the pre-trip inspection process.

Cellphone communication blackout zones have been identified along the transporter routes to mining sites. Notably, the stretch between Moengo Port and Km 54 lacks cellphone coverage but is effectively supported by radio signals. On the other hand, the route to Zijin Rosebel Gold Mines (RGM) offers nearly complete cellphone coverage, with 99% availability. To address potential communication gaps, the Convoy Leader is equipped with a satellite phone, enabling them to report convoy positions or emergencies to the Moengo Base Camp. The base camp acts as a communication hub, connecting with both the mine and Haukes headquarters.

The transporter has equipped all its trucks, responsible for cyanide transportation, with GPS devices to monitor their progress, as stipulated by transport procedures. Compliance was confirmed through interviews with Haukes' Fleet Controller, who demonstrated to the auditor how cyanide convoys are tracked using software provided by Neyval Innovations N.V. Although no cyanide convoy was in transit during the audit visit, the auditor was able to observe the tracking of other shipments and review saved data on recent cyanide deliveries to the mines. This review confirmed the system's capability to monitor key details, including vehicle speed, current location, stop durations, and more.

Haukes collects sealed, fully loaded sea containers and isotanks from port locations and delivers them directly to mines. Drivers ensure seal integrity and confirm matching seal numbers with shipping papers at pick-up. The shipping document serves as the chain of custody record.

The shipping records provide details about the number of packages and the quantity of materials



being transported. The Convoy Leader carries this documentation to the mine, where, upon arrival, the client verifies the seals and reviews the shipping papers to confirm the quantities. The cyanide manufacturer includes a Safety Data Sheet (SDS) with every shipment, tailored to the specific type of sodium cyanide being transported. Cyanco solid sodium cyanide SDS is in Dutch, which is the official language of Suriname, and in English version as well.



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.

- The operation is
- in full compliance with
 - in substantial compliance with Transport Practice 2.1
 - not in compliance with

Interim storage activities associated with this transportation operation, as outlined by ICMI, are not conducted by Haukes Transport. Haukes does not store any sodium cyanide at any point along the route between the ports and the mines.



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 Transport Practice 3.1

not in compliance with

Haukes has developed a written Emergency Response Plan (ERP) for cyanide transportation from Moengo to the Newmont Mine Site, as well as another ERP specifically for transporting cyanide from the Kuldipsingh Port Facility (KPF) to the Rosebel Gold Mine (RGM). These plans are designed to outline the necessary steps to be taken in case of an emergency or security incident, ensuring safe actions and the proper evacuation of all individuals along their respective routes.

The Emergency Response Plans (ERPs) outline detailed actions to be taken in the event of a cyanide incident during transit. These documents have been deemed suitable for sodium cyanide transport operations, addressing emergency scenarios identified through a route assessment matrix and providing corresponding response measures.

The ERPs take into account the physical and chemical properties of cyanide, offering a thorough explanation of sodium cyanide characteristics and toxicity as referenced in the safety data sheet (SDS). Procedures specifically address responses to sodium cyanide spills in its solid form. The SDS for solid sodium cyanide is attached to the ERPs to ensure that essential chemical-specific information remains accessible at all times. Each ERP incorporates emergency scenarios, general response instructions, and scenario-specific protocols tailored to the solid state of cyanide.

The ERP are designed for truck transport and outline response actions appropriate for both the product itself and the method of transportation. Key details are provided regarding packaging, transport characteristics, container types, ISO tanks, and transportation units. Emergency scenarios addressed include ground transportation incidents such as mechanical issues, collisions, rollovers with and without spills, fires during transit, load falls, and collisions resulting in injury.

The ERPs also consider transport infrastructure, including road conditions. Response actions outlined in these documents align with the transportation infrastructure of Suriname. The emergency scenarios are informed by route assessments and highlight areas where specific



incidents are more likely to occur.

Additionally, the documents include a comprehensive description of transport vehicles, such as trucks and trailers, ensuring that emergency response actions are appropriate for the vehicles in use.

The ERPs outline detailed procedures for handling sodium cyanide spills into water, emphasizing the immediate need to alert authorities so that downstream populations could be warned to avoid water usage. The updates also included comprehensive response protocols for cyanide spills on dry soil, wet soil, and for emergencies involving cyanide intoxication. Roles and responsibilities of both internal and external responders were clearly defined within the documentation. These revised ERPs were deemed satisfactory for operations of this nature.

The ERPs also account for all aspects of transport infrastructure, including road conditions. The emergency response measures outlined in the plans are tailored to the conditions of Suriname's roads and transportation systems. They reflect the scenarios developed from route assessments and pinpoint the locations where such incidents are most likely to occur. Furthermore, the documentation considers the design and structure of the transport vehicles, including trucks and trailers, with a detailed description of each type. The outlined emergency response actions are deemed suitable for these transport vehicles.

Haukes emergency response procedures provide clarity regarding the responsibilities of various external responders. These specify the roles of the mine as support in handling large spills, as well as those of outside emergency response organizations, including local police, fire departments, and medical services like ground and air ambulances.

The ERPs documents detail that police officers in emergency convoys are responsible for traffic control and restricting access to affected areas. Additionally, emergency medical personnel are tasked with performing triage and transporting injured individuals. Cleanup and emergency response operations are to be carried out under the direction of Haukes' Environmental, Health, & Safety Team and the mine sites.



Transport Practice 3.2

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

- in full compliance with
- The operation is in substantial compliance with Transport Practice 3.2
- not in compliance with

The transporter conducts both initial and periodic refresher training for its personnel who hold designated responsibilities in handling emergencies during the transportation of cyanide. This training covers all foreseeable response actions, such as requesting assistance, utilizing personal protective equipment (PPE)—including the operation of Self-Contained Breathing Apparatus (SCBA)—and addressing Hazmat situations as well as providing first aid for cyanide exposure. The content of these training sessions is outlined in detailed materials, with records maintained to document the individuals trained, along with the nature and dates of the sessions. The auditor reviewed these records and interviewed the assigned response personnel to assess adherence to this requirement., confirming compliance.

The specific roles and responsibilities of convoy personnel and emergency response teams are clearly outlined in the Emergency Response Plans (ERPs). These include detailing the truck drivers' involvement in spill recovery efforts, as well as the duties of the Convoy Supervisor or Foreman, Safety Officer, Manager, and mining clients.

The transporter maintains detailed lists of emergency response equipment required to accompany cyanide shipments along the transport route. Checklist Sodium Cyanide spill kit and the Checklist Emergency response container (Hazmat container) are integral part of the ERPs and are also kept separately as a checklist for inventory purposes. During the audit, the reviewer examined the transporter’s documentation to confirm adherence to this requirement. The list outlines equipment accompanying each convoy, as well as items stored in an emergency response trailer stationed either at "Highway" or the Moengo Base Camp, ready to address larger spills. The inventory includes specific tools and materials designed for first aid in cases of cyanide exposure, such as oxygen bottles, AMBU (airway mask bag unit), and water for decontaminating victims of skin contact with cyanide.

Haukes ensures all essential emergency response equipment is readily available, as outlined in the spill kit and emergency response checklists. This includes oxygen bottles with reservoir masks, an AMBU device, a portable HCN gas monitor, and a full set of first aid supplies, all of which are carried in the Convoy Supervisor light vehicle. Cyanide antidotes are stored at the mine sites as well as at Moengo Port. Equipment for addressing cyanide spills, along with personal protective equipment



(PPE) such as SCBA gear, is stored in the Hazmat container. This container is transported in a separate truck accompanying the convoy.

According to the emergency response checklists, all equipment must undergo inspection before every trip. Emergency equipment is routinely checked as part of the pre-trip inspection process, a practice that was corroborated through interviews with workers. Upon reviewing the records, the auditor confirmed that the equipment was in proper working condition. Haukes requires formal inspection and testing program within the ERPs to address key safety equipment, including cyanide spill kits, emergency response (Hazmat) container, hydrogen cyanide (HCN) gas detectors, personal protective equipment (PPE), decontamination gear, and first aid supplies. The program specified that this equipment must be inspected both prior to each cyanide transport and at regular monthly or quarterly intervals. Additionally, it required that records of these inspections be maintained using specific documents such as the Spill Kit Checklist, Emergency Response Container Checklist, and HCN Detector Test Sheet. The formal inspection program covers the condition and contents of medical oxygen bottles. Additionally, portable hydrogen cyanide gas monitors are calibrated every six months in alignment with the manufacturer's guidelines.

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 Transport Practice 3.3
- not in compliance with

Haukes' emergency response plans include up-to-date contact details for both internal and external notifications required in the event of a cyanide-related emergency during transport. The emergency response plans provide comprehensive contact details, including names, roles, phone numbers, and email addresses for Haukes personnel, as well as external responders such as police, fire departments, ambulances, and mining client representatives. The initial notification will be directed to Haukes' base, specifically to the Transport Foreman or Transport Supervisor at the Transport Office, either via radio (radio channel 5) or phone (at numbers 110 or 113). The auditor assessed the transporter's notification procedures and contact information ensuring compliance with this requirement.

Haukes Emergency Response Plans (ERPs), include a requirement to review emergency contact information at least annually, reassess it whenever personnel or authority changes occur, and verify its accuracy by testing contact phone numbers. The updated documentation to be implemented



using tools like the Contact Verification Log or Document Revision Control system. Responsibility for maintaining and updating these records was assigned to the HSECQ Department.

The transporter has incorporated within both Emergency Response Plans (ERPs) a requirement to notify the International Cyanide Management Institute (ICMI) in the event of a significant cyanide-related emergency, such as a spill or exposure. This is aligned with the definitions outlined in the Code Definitions and Acronyms document. Throughout the entire three-year audit cycle, no cyanide incidents occurred, and therefore, no incidents were reported to ICMI.

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 Transport Practice 3.4

not in compliance with

Haukes' Emergency Response Plans (ERPs) include procedures for addressing incidents, such as the recovery or neutralization of cyanide solutions or solids, soil decontamination, remediation of other contaminated media, and the management or disposal of spill cleanup debris. The Emergency Response Plan for Cyanide Transport from KPF to RGM, it is clearly stated that Haukes' Emergency Response Team (ERT) is responsible for remediation actions. These include recovering cyanide solids, decontaminating affected soil, and managing spill debris. Zijin Rosebel Gold Mines (RGM) assumes responsibility for the final disposal of contaminated materials in the designated hazardous waste area at the mine site. Similarly, the Emergency Response Plan for Cyanide Transport from Moengo to Newmont outlines that Haukes' Emergency Response Team oversees remediation tasks, such as the recovery and neutralization of cyanide solids and decontamination of impacted media. Newmont handles the ultimate disposal of contaminated materials at its allocated hazardous waste site, following internal protocols and legal requirements.

The ERPs forbid the use of chemicals like sodium hypochlorite, ferrous sulfate, and hydrogen peroxide when addressing cyanide spills in surface water. They explicitly prohibit the application of treatment chemicals for such spills.



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 Transport Practice 3.5
- not in compliance with

Haukes' Emergency Response Plans (ERPs) require an annual review, along with an assessment of the transport procedures. These documents are examined, evaluated, and updated as necessary to address any changes in potential spill scenarios and the corresponding response actions. Such variations may arise from factors like changes in transport routes, the form of cyanide being transported, or the types of transport equipment in use.

The auditor evaluated these provisions by assessing the review process and its implementation. This included examining the documentation of previous ERP updates and conducting interviews with staff. The reviewed ERPs were maintained as up-to-date versions under formal document control systems. Records confirming the completion of these reviews were readily available.

The Emergency Response Plans (ERPs) mandate the annual execution of mock emergency drills to assess the effectiveness of the plans and address any identified shortcomings. The truck transport company has implemented a yearly routine of conducting simulated emergency drills focused on cyanide-related transport exposures and releases, ensuring readiness in case real incidents occur. These drills are carefully evaluated to verify the adequacy of response procedures, the suitability of response equipment, and the training level of personnel involved. Evaluation reports from the mock emergency drills have been maintained for the past three years and utilized as a reference to inform necessary adjustments to procedures, equipment, or training.

On January 26, 2024, Haukes conducted a mock drill at the Paramaribo port, involving VSH Transport, the port safety team from Traymore N.V., and personnel from Newmont. The exercise simulated an emergency scenario featuring a cyanide spill. Around 40 individuals, including observers, took part in the drill. Following the activity, a review meeting was held to assess the results and pinpoint areas for improvement. A detailed report of the drill was prepared by the auditor, outlining necessary actions, deadlines for resolution, and steps taken to address the findings, ultimately leading to their closure.

On July 16, 2025, another drill was conducted, this time focusing on a spill scenario involving environmental contamination. According to the drill report, the main goal was to assess and enhance the effectiveness of spill containment procedures for hazardous materials during



stevedoring and transportation operations. The exercise simulated a ground-level spill at the Traymore site, specifically within a paved section of the cargo handling area. There was no water contamination, and all activities were restricted to controlled, hardened ground surfaces. A total of nine workers participated, along with nine observers, including personnel from Newmont. The auditor reviewed the drill report, identifying areas for improvement and detailing the necessary corrective actions to be addressed before final closure.

Haukes informed this year will carry the next emergency mock drill I the second quarter of 2026.

Haukes ERPs requires to assess the Plan's performance following its implementation. The Plans performance would be evaluated after implementation and revised as necessary. However, no reviews have been conducted for this reason during this recertification period, as no emergencies have arisen requiring activation of the emergency response plan.

