

Riskom International Pty Ltd

ABN 60 097 769 189

**INTERNATIONAL CYANIDE MANAGEMENT CODE
CYANIDE TRANSPORT OPERATIONS**

Lihir Gold Limited

**ICMC Transport Recertification Audit of the Lihir
Gold Limited Papua New Guinea Supply Chain –
Summary Audit Report**

Submitted to:

International Cyanide Management Institute (ICMI)
1400 I Street, NW, Suite 550
WASHINGTON DC 20005
UNITED STATES OF AMERICA

May 2023

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SUMMARY AUDIT REPORT

OPERATION GENERAL INFORMATION

Name of Company

Lihir Gold Limited

Name of Owner

Newcrest Mining Limited

Name of Operating Company

Lihir Gold Limited

Name of Responsible Manager

Nick Walsh, Superintendent – Warehouse and Logistics (Lihir Operations)

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LOCATION DETAIL AND DESCRIPTION OF OPERATION

The scope of the audit was the Lihir Gold Limited (LGL) Papua New Guinea (PNG) Supply Chain which covers the transport of cyanide to LGL's Lihir Gold Operation (LGO) located on Lihir Island within the New Ireland Province of PNG.

The LGL PNG Supply Chain covers:

- Port of Busan, South Korea.
- Shipping between the Port of Busan and the Put Put Port in Luise Harbour, PNG by Kyowa Limited.
- Put Put Wharf (owned and operated by LGL).
- Road transportation of cyanide (500 m) between Put Put Wharf and NCA2 Storage Yard at LGO
- Shipping between the Port of Chenxin and the Put Put Port in Luise Harbour, PNG by Kyowa Limited
- Shipping between the Port of Brisbane and the Put Put Port in Luise Harbour, PNG by Kyowa Limited
- Shipping between Port Klang, Malaysia and the Put Put Port in Luise Harbour, PNG by Blue Water Shipping

The NCA2 Storage yard is part of the process plant and is not included within this Supply Chain

Auditor's Finding

This operation is:

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

with the International Cyanide Management Code.

Audit Company

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Date(s) of Audit

Inclusive of the period from 15 February to 17 February 2023

AUDITOR ATTESTATION

Name of Operation **Lihir Gold Limited Papua New Guinea Supply Chain**

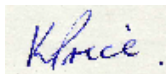
I attest that I meet the criteria for knowledge, experience and conflict of interest for a Cyanide Code Certification Audit Lead Auditor, established by the International Cyanide Management Institute and that all members of the audit team meet the applicable criteria established by the International 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.

Audit Team Leader and Transport Specialist

Kenneth Price



Signature of Lead Auditor

Date 15 May 2023

PRINCIPLE 1 – TRANSPORT

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

Standard of Practice 1.1

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

in full compliance with

The operation is in substantial compliance with Standard of Practice 1.1

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 1.1 requiring LGO to select cyanide transport routes to minimise the potential for accidents and releases.

Lihir Gold Operations

LGO has developed procedures to guide the selection of the transport route to minimise the potential for accidents and releases, or the potential impacts of accidents and releases. The Cyanide Transportation procedure provides information on the transport route and route selection process. It addresses the requirements that are relevant based on the selected transport route.

The route selected between the Put Put Wharf and the NCA2 Storage yard is the most direct route. The route for the entire supply chain has not changed since the last Certification Audit.

The road transportation is limited in distance and within the operations site and the transportation is coordinated by LGO for its own requirements. LGO is not transporting cyanide commercially for third party customers along numerous routes.

LGO implements a procedure to evaluate risks of selected cyanide transport routes and take the measures necessary to manage these risks.

LGO conducted a detailed hazard identification and risk assessment process for the route. The hazards were assessed using a bow tie risk assessment process and the outcomes of the assessment were used to guide the selection of the current Supply Chain route and development of the relevant procedures. The Senior Specialist – Port (Lihir Operations) has advised that all elements of the supply chain remain unchanged and consequently the formal risk assessment has not been updated however the associated transport operation and procedures are kept current and relevant as detailed below.

LGO has implemented a process to periodically re-evaluate routes used for cyanide deliveries and get feedback from transport operators. The Supply Department conducts a morning toolbox where road conditions and other topics/hazards related to cyanide transportation are discussed.

LGO produces ZAP (Zero Accident Potential) sheets when required, which communicate to all employees and contractors information on works that are occurring on roads at LGO.

LGO has documented the measures taken to address transportation risks within its key procedures and due diligence assessments. A risk assessment has been completed that was used to develop the key procedures and plans.

Road transportation of cyanide within the scope of this audit is restricted to 500 m of road within the LGO processing plant operations area. Access to this area is through a manned security gate and it is

limited to authorised LGO and subcontractor personnel. Noram contractors are managed by LGO as direct employees. Although the community are LGO stakeholders they are not situated along the cyanide transport route and are not consulted in the selection of routes and development of risk management measures.

The Supply Chain does not present special security or safety concerns that require the need for convoys, escorts or other additional safety or security measures.

There is no requirement to advise external responders, medical facilities and communities of their role during an emergency response. LGO is not reliant on external responders, external medical facilities and communities during an emergency. In the event of an emergency involving cyanide, the operation would utilise its own emergency response team and on-site Medical Clinic. Although the community is not involved in cyanide emergency response, LGO has developed community notification procedures.

Put Put Wharf is managed by LGO's Purchasing Department using Noram contract labour to operate the facility. All equipment used in the handling and transportation of cyanide at LGO is owned and maintained by LGO and operated by Noram under the direction of LGO's Supply Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees.

Put Put Wharf

The Put Put Wharf was designed by LGO for the operation's requirements. The Wharf was not designed for interim storage of cyanide which is reflected in the process for unloading cyanide containers. Cyanide containers are not unloaded during rough conditions. Containers are unloaded from the landing craft onto a steel frame (easyloader) to facilitate removal of the twistlocks and then directly onto the trucks for transportation to the NCA2 Storage Yard. Cyanide containers are not left on the hardstand or within the Wharf area.

Put Put Wharf is managed by LGO's Purchasing Department using Noram contract labour to operate the facility. The potential for accidents and releases is minimised through the design of the facility, the ship unloading procedures, priority removal of cyanide product and the training of LGO employees and Noram contractors (who are managed by LGO as direct employees).

In addition to the security provided for the LGO processing operations area, access to the Put Put Wharf is further restricted to authorised persons (e.g. Noram and LGO Supply Department personnel). Access is controlled via access cards through a manned security boom gate.

Delivery to Put Put Wharf

LGO does not have control of the routes taken by the shipping lines contracted to transport sodium cyanide. In selecting a route, shipping lines must take into account factors such as tides, currents, winds, storms and load compatibilities.

Newcrest LGL has reviewed its procurement and supply chains over the period from 2020-2023 and documented those reviews.

The due diligence review addressed every element of the various supply chains: loading at the ports; shipping through each link in the chain; and trans-shipping where it occurred.

Each port was assessed, either for current certification to ICMC compliance or compliance with the Code.

Each shipping company was assessed and the relevant ships delivering to Put Put Wharf were certified as:

- Compliant with the relevant regulations of the International Convention for the Safety of Life at Sea (SOLAS); and
- Suitable for the transport of dangerous goods in accordance with the IMDG Code.

Standard of Practice 1.2

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

in full compliance with

The operation is in substantial compliance with Standard of Practice 1.2

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 1.2 requiring personnel operating cyanide handling and transport equipment can perform their jobs with minimum risk to communities and the environment.

Lihir Gold Operations

LGO does not directly operate equipment for the transportation and handling of cyanide along its PNG Supply Chain as this is undertaken by its contractor Noram. LGO does, however, manage the training of all port personnel involved in the unloading and delivery of cyanide.

All truck drivers within PNG are required by law to have a valid Class 4 (heavy goods) or Class 7 (machinery) licence issued by the government of PNG. Licences are tracked by the Port Services Admin Clerk. In addition to Government issued licences, all equipment operators including truck drivers are also required to be recognised as competent for the class of vehicle being used and the area in which it is operated through the issuing of site licences.

All personnel operating cyanide handling and transport equipment have been trained to perform their jobs in a manner that minimises the potential for cyanide releases and exposures.

LGO has developed a Training Needs Analysis that identifies and tracks job training requirements for specific roles in the Supply Department including Noram. The Training Needs Analysis identifies expected training for stevedore activities, currency of licences and site training requirements.

It was emphasised by the Port Services Coordinator that personnel do not perform tasks on the port until they have been trained. This statement was supported by the contents of the training matrix.

The Cyanide Transportation procedure requires drivers to be trained in Dangerous Goods Handling and Cyanide Awareness Training and at the time of the audit all drivers had been trained in Cyanide Awareness and Dangerous Goods Handling.

LGL is considered to be Fully Compliant with this Standard of Practice

Put Put Wharf is managed by LGO's Purchasing Department using Noram contract labour to operate the facility. All equipment used in the handling and transportation of cyanide at LGO is owned and maintained by LGO and operated by Noram under the direction of LGO's Supply Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees

Standard of Practice 1.3

Ensure that transport equipment is suitable for the cyanide shipment.

in full compliance with

The operation is in substantial compliance with Standard of Practice 1.3

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 1.3 requiring that transport equipment is suitable for the cyanide shipment.

Lihir Gold Operations

LGO only uses equipment designed and maintained to operate within the cyanide loads it will be handling at the Put Put Wharf and along the road transport route to the NCA2 Storage Yard.

All equipment used by LGO to offload the ships, load and unload trucks and transport the cyanide have design ratings appropriate to handle a fully loaded cyanide container. Movement (loading) of cyanide containers is restricted to top lifters rather than forklifts with tynes to prevent spearing containers.

Inspections are completed by operators and equipment maintenance is managed through SAP. Preventative maintenance is conducted on all mobile equipment used in the unloading and transport of cyanide at LGO. Maintenance is conducted on site in accordance with equipment requirements.

The adequacy of equipment is verified through the daily prestart checks and scheduled service preventative programmes. These include the structural integrity of the equipment to identify signs of stress or overloading.

LGO does have a procedure to prevent overloading of the transport vehicle being used for handling cyanide at the Put Put Wharf and along the road transport route. The Loading and Unloading Cyanide procedure requires all equipment used in the loading and unloading of cyanide be operated within their design limits.

Put Put Wharf is managed by LGO's Purchasing Department using Noram contract labour to operate the facility. All equipment used in the handling and transportation of cyanide at LGO is owned and maintained by LGO and operated by Noram under the direction of LGO's Supply Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees.

Standard of Practice 1.4

Develop and implement a safety program for transport of cyanide.

in full compliance with

The operation is in substantial compliance with Standard of Practice 1.4

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 1.4 requiring an implemented safety program for transport of cyanide.

Lihir Gold Operations

LGO has procedures to ensure that the cyanide is transported in a manner that maintains the integrity of the producer's packaging.

The Loading and Unloading Cyanide procedure requires sea containers to be checked for damage prior to unloading. If a container is suspected of damage, the Port Services Coordinator is contacted and the damage is assessed. Twistlocks are used to secure the containers to the trucks for the short journey to the NCA2 Storage Yard. Cyanide containers are unloaded using the ship's cranes. In high swell conditions resulting in excessive ship movement, unloading is prevented.

Consignments of cyanide transported by LGO are manufactured by Tongshuh or Orica As ICMC certified cyanide producers, they have systems in place to ensure their containers are labelled in accordance with the IMDG Code and as required by local regulations or international standards. Currently there are no regulations or regulatory authority within PNG for the transport of dangerous goods and no placarding of trucks or containers is required, however the containers are placarded for maritime transport and such placarding would be accepted by most jurisdictions which have Dangerous Goods Transport laws.

LGO take custody of the containers once they clear customs at the loading port. The containers are not opened nor have their signage augmented until they arrive at the final destination.

The Loading and Unloading Cyanide procedure states that the Port Supervisor has the responsibility of ensuring the correct Hazchem signage is attached to the front of each truck prior to delivery to the NCA2 Storage Yard.

LGO implements a safety programme for cyanide transport that includes the following:

Vehicle inspections prior to each departure/shipment through the implementation of pre-start checks.

Implementation of a preventative maintenance program on all mobile equipment.

Limitations on operator or drivers' hours through restricting load transport during daylight hours. The short trip (500 m) also restricts driver hours.

Procedures to prevent loads from shifting. The containers are not unloaded at the Put Put Wharf during rough conditions and they are secured using twist locks when being transported by road to the NCA2 Storage Yard.

Procedures by which transportation can be modified or suspended if conditions such as severe weather or civil unrest are encountered. The Loading and Unloading Cyanide procedure states that in very poor conditions all operations are to cease until the conditions improve.

Implementation of LGO's Drug and Alcohol Policy.

Retention of records documenting that the all the above has been completed.

Put Put Wharf is managed by LGO's Purchasing Department using Noram contract labour to operate the facility. All equipment used in the handling and transportation of cyanide at LGO is owned and maintained by LGO and operated by Noram under the direction of LGO's Supply Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees.

Standard of Practice 1.5

Follow international standards for transportation of cyanide by sea.

in full compliance with

The operation is in substantial compliance with Standard of Practice 1.5

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 1.5 follow international standards for transportation of cyanide by sea.

Cyanide shipments are packaged as required by Part 4 of the IMO DG Code and according to the packaging instructions and packaging provisions indicated on the DG List?

Cyanide packages are marked as required by Section 5.2.1 of the IMO DG Code and according to the labelling requirements indicated on the DG List

Cyanide packages are labelled as required by Section 5.2.2 of the IMO DG Code and according to the labelling requirements indicated on the DG List

Cyanide is shipped in cargo transport units which are units placarded and marked as required by Chapter 5.3 of the IMO DG Code

Each cyanide shipment is accompanied by a dangerous goods transport document prepared with the information required under Chapter 5.4 of the DG Code...

Cyanide packed into freight containers is accompanied by a "container/vehicle packing certificate" meeting the requirements of Section 5.4.2 of the DG Code

Each ship carrying the cyanide has a list or manifest identifying the presence and location of the cyanide with a detailed stowage plan including this information, as required under Section 5.4.3.1 of the DG Code

Ships carrying the cyanide have cyanide emergency response information, as required under Section 5.4.3.2 of the DG Code

Ships certify compliance with the stowage and separation requirements of Part 7 of the DG Code

Standard of Practice 1.6

Track cyanide shipments to prevent losses during transport.

in full compliance with

The operation is in substantial compliance with Standard of Practice 1.6

not in compliance with

Basis for this Finding/Deficiencies Identified:

LGO is in full compliance with Transport Practice 1.6, tracking shipments to prevent losses during transport

Transport vehicles have means to communicate with the transport company, the mining operation, the cyanide producer or distributor and/or emergency responders during the journey from the wharf to the storage area

The communication equipment (radio) is routinely tested to ensure it functions properly

There are no blackout areas along the route.

Tracking the progress is trivial along the route, which is less than 500 m.

Custody of the product does not change from the wharf to the storage area.

Shipping records and Safety Data Sheets are available during transport.

PRINCIPLE 2 – INTERIM STORAGE

Design, construct and operate cyanide trans-shipping depots and interim storage sites to prevent releases and exposures.

Standard of Practice 2.1

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

in full compliance with

The operation is in substantial compliance with Standard of Practice 2.1

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 2.1 requiring cyanide to be stored in a manner that minimises the potential for accidental releases.

Put Put Wharf

Signs are present on the entry gate to the Wharf advising that cyanide and other dangerous goods are present in the area, that smoking, open flames, eating and drinking are not allowed, and the required personal protective equipment.

There are security measures in place to prevent unauthorised access. The Wharf is a secure gated facility that is manned by a 24 hour security presence and monitored through closed circuit television. Persons may only access the area if they have been authorised to do so through the issuing of an access card. This card is checked upon entry. The containers are also locked and sealed with placards indicating UN Numbers and Dangerous Goods Class labels.

The Put Put Wharf is used to transfer cyanide containers from ships onto trucks for transportation to the NCA2 Storage Yard. The Wharf is not used for the interim storage of cyanide therefore there is no requirement to separate incompatible materials. There is no potential to mix with water and there is no requirement for ventilation.

LGO has established an emergency response system for its operation, including the Wharf. The operation has developed a CERP that forms part of the emergency response system. The CERP regulates the response to cyanide related emergencies at LGO. The document is subordinate to the Lihir Emergency Management Plan, which is the primary document for the management of emergencies at LGO.

PRINCIPLE 3 – EMERGENCY RESPONSE

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

Standard of Practice 3.1

Prepare detailed emergency response plans for potential cyanide releases.

in full compliance with

The operation is in substantial compliance with Standard of Practice 3.1

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 3.1 requiring a detailed emergency response plan for potential cyanide releases.

Lihir Gold Operations

LGO has a well-established emergency response system. The operation has developed a CERP that forms part of the overall site emergency response system. The CERP guides the response to cyanide related emergencies at LGO. The document is subordinate to the Lihir Emergency Management Plan, which is the primary document for the management of emergencies at LGO. Supporting the CERP, LGO has several procedures and response plans:

The plan is appropriate for the selected transport route and interim facility. The CERP details response procedures for emergencies involving cyanide at the mine (including NCA2 Storage Area), along the road transport route and at the Port. On-site transport emergencies between the Wharf (including inside the Wharf) and the NCA2 Storage Yard are specifically addressed. The Supply Chain risk assessment process was used in the development of *CERP*.

The CERP considers the physical and chemical form of cyanide (solid cyanide). It details the hazards and controls of both solid and liquid cyanide. The emergency response actions detailed in the CERP and Cyanide Emergency Procedure are relevant to solid cyanide and its packaging in IBCs within freight containers.

The plan considers the method of transport. The CERP is relevant to emergencies involving cyanide at the mine (including NCA2 Storage Area), along the road transport route and at the Port.

The CERP does consider all aspects of transport infrastructure. The CERP is relevant to emergencies involving cyanide at the mine (including NCA2 Storage Area), along the road transport route and at the Port.

LGO does consider the design of the transport vehicle and method of packaging of the product. The CERP is designed around the handling of sea containers, transportation using trucks and storage.

Within the CERP various response actions are described, as appropriate for the following anticipated emergency situations.

There are specific response guides in S8.2, Appendix B for various scenarios.

Each guide includes a list of plausible scenarios, Triggers and responses

Standard of 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 Standard of Practice 3.2

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 3.2 requiring LGO designate appropriate response personnel and committed resources for emergency response.

LGO provides comprehensive emergency response training for appropriate personnel.

LGO has developed a Training Needs Analysis and associated matrix that identifies and tracks job training requirements for specific roles in the Supply Department including Noram. The Training Needs Analysis identifies expected training for stevedore activities and site training requirements.

The Emergency response Team (ERT) has developed a comprehensive Training Matrix, which reflects the training specifications outlined in the CERP.

The training matrix lists all relevant training for all relevant personnel (not just ERT members) and is kept current.

In addition to scheduled training, the ERT carries out drills in accordance with the schedules in the CERP.

the CERP identifies the key roles and responsibilities in the event of an emergency during transport.

In addition, actions to be undertaken per type of incident are described in the specific response procedures contained within Section 8.0 of the CERP.

Cyanide mock drills and desktop scenarios are the responsibility of the ERT Coordinator and will be nominated within this framework as a minimum of twice per calendar year. A review of the drills that had been conducted showed drills are meeting this schedule.

Section 4.3 of the CERP lists the equipment that is available for cyanide emergency response including detailed lists for PPE, containment, treatment, communication, and monitoring.

This is supplemented with simple checklists for various equipment in several locations: a grab kit in the ERT office, a response trailer at ERT HQ, response containers in the processing plant. Checklists were used regularly and frequently and gaps were acted on by reporting to management and signing off when completed.

The Auditor inspected a selection of equipment and found it to be present and serviceable. The equipment in the various locations was consistent with the relevant lists

LGO has the necessary emergency response and health and safety equipment available during transport.

LGO has procedures to inspect the necessary emergency response and health and safety equipment available during transport.

Interviews confirmed that deficiencies were being identified and remedied systematically, with confirmation systems in place to close out the actions.

Standard of 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

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 3.3 requiring procedures for internal and external emergency notification and reporting.

Lihir Gold Operations

LGO's emergency documentation includes procedures and contact information for notifying management, regulatory agencies, and medical facilities of the cyanide emergency during transport.

In the event of an emergency, personnel are instructed to raise the alarm via the emergency radio channel or the emergency phone number. These contact points are manned 24 hours a day by ERT members, who assess what facets of emergency response are required.

Key internal and external contact information is contained within the CERP and key internal contacts are kept by Zero Alpha Emergency Control.

Systems are in place to ensure that internal and external emergency notification and reporting procedures relevant to transport are kept current.

The CERP details the emergency contact list and states that documentation (including the contact list) is to be *reviewed every 12 months and/or where there is a trigger event or incident that requires that to occur.*

Key internal information is managed and updated on a fortnightly basis by Zero Alpha Emergency Control.

LGO has a procedure for reporting to ICMI and has implemented it as needed.

Standard of 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

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 3.4 requiring procedures for remediation of releases that recognise the additional hazards of cyanide treatment.

Lihir Gold Operations

The CERP contains procedures during transport for remediation, such as recovery or neutralisation of solutions or solids, decontamination of soils or other contaminated media and management and/or disposal of spill clean-up debris.

Such information is included related to decontamination, Solid sodium cyanide spill to water, Uncontained spills, Sodium Cyanide Salts Spill – Dry Conditions, Sodium Cyanide Pellet spill – Wet conditions, Contained spills, On-site transport emergency and Barricading cyanide affected area.

The CERP contains procedures during cyanide handling at the Wharf for remediation, such as recovery or neutralisation of solutions or solids, decontamination of soils or other contaminated media and management and/or disposal of spill clean-up debris.

The Cyanide Emergency Procedures also contains relevant information on remediation, recovery and neutralisation of solutions and solids, decontamination of soils and management and disposal of spill clean-up debris.

The CERP states

"Do not attempt to treat NaCN spills to any natural water sources".

The Cyanide Emergency Procedures also prohibit the treatment of cyanide spills.

Standard of Practice 3.5

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

in full compliance with

The operation is in substantial compliance with Standard of Practice 3.5

not in compliance with

Basis for this Finding/Deficiencies Identified:

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 3.5 requiring periodical evaluation of response procedures and capabilities and revising them as needed.

LGO has established a process to routinely conduct emergency drills then review and evaluate the CERP's adequacy. The review history since 2017 is consistent with this requirement.

After every emergency response drill the emergency response team holds a debrief to analyse actions and identify areas for improvement. These are translated into training modules by the training team.