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for a better  
*future /***

Newmont Corporation

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

International Cyanide  
Management Code



April 2026

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## ICMC Transport Recertification Audit Lihir Gold Limited Papua New Guinea Supply Chain Summary Audit Report International Cyanide Management Code

Newmont Corporation

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	Name	Date	Signature
Prepared by:	Ed Clerk	17/04/2026	
Reviewed by:			
Approved by:			

WSP acknowledges that every project we work on takes place on First Peoples lands.  
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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# Table of contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Operational information.....	1
<b>2</b>	<b>Background .....</b>	<b>2</b>
2.1	Newmont Corporation.....	2
2.2	Lihir Gold Operation.....	2
2.3	LGL PNG supply chain transportation .....	2
2.4	Audit scope .....	4
2.5	Auditor’s findings and attestation .....	5
2.6	Name and signatures of other auditors .....	5
2.7	Dates of audit.....	5
2.8	Auditor attestation.....	5
<b>3</b>	<b>Consignor summary.....</b>	<b>6</b>
3.1	Principle 1 – Transport.....	6
3.2	Principle 2 – Interim Storage.....	16
3.3	Principle 3 – Emergency response .....	17
<b>4</b>	<b>Important information .....</b>	<b>23</b>

## List of appendices

Appendix A Limitations

# 1 Introduction

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## 1.1 Operational information

**Name of Transportation Facility:** Lihir Gold Limited Papua New Guinea Supply Chain

**Name of Facility Owner:** Newmont Corporation

**Name of Facility Operator:** Lihir Gold Operations

**Name of Responsible Manager:** Tony Weir, Superintendent Ports and Logistics

**Address:** Lihir Island, New Ireland Province  
PO Box 789, PORT MORESBY 121  
Papua New Guinea

**Telephone:** +675 7029 3849

**Email:** Tony.Weir@newmont.com

## 2 Background

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### 2.1 Newmont Corporation

Newmont is a leading gold mining company that was founded in 1916 and incorporated in 1921.

Headquartered in Denver, Colorado, it operates across mining jurisdictions in North America, South America, Africa, Australia, and Papua New Guinea. It has a long history in natural resources, and it operates 21 production sites globally, including major assets in the United States, Canada, Mexico, Peru, Suriname, Argentina, Ghana, Australia, and Papua New Guinea. In addition to gold, which accounts for over 80% of its revenue, the company produces significant quantities of copper, silver, zinc, and lead. LGO was acquired by Newmont through its acquisition of Newcrest Mining in 2023.

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### 2.2 Lihir Gold Operation

LGO is located on Niolam Island, 900 km north of Port Moresby in the New Ireland Province of Papua New Guinea. As Niolam Island is the principal island of the Lihir Group, it is generally referred to as Lihir Island.

Lihir Island is a volcanic sea mount that rises steeply from sea level to approximately 600 metres (m) above sea level. At its widest points, the island measures 22 km from north to south and 14.5 km from east to west. The Luise Caldera, in which all of the known ore deposits are located, is on the east coast of the island.

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### 2.3 LGL PNG supply chain transportation

#### 2.3.1 Summary

The LGO coordinates the transport of cyanide manufactured by Tongsoh Petrochemical Corporation (Tongsoh) from the Port of Busan in South Korea to the Cyanide Storage Yard at its mine site on Lihir Island in PNG.

The cyanide product is manufactured and packed by Tongsoh in Ulsan. The product is packed firstly into wooden intermediate bulk containers (IBCs) and then into shipping containers for transport to LGO in PNG.

The shipping containers are transported by ICMC certified transporters to the Port of Busan's Korail Interim Storage Facility and stored in a dedicated Dangerous Goods storage facility on the port pending shipment to Putput Wharf in Louise Port by BWS.

The shipping route is from the Port of Ulsan to Putput Wharf. International freight delivered to Port of Luise is unloaded at Putput Wharf and then loaded on trucks which transport the cyanide to LGO's Cyanide Storage Yard. The cyanide is trucked between Putput Wharf and the Cyanide Storage Yard by Noram Port Services, a subcontractor of LGL.

The LGL PNG Supply Chain covers:

- Port of Busan, South Korea.
- Shipping between the Port of Busan and the Putput Port in Luise Harbour, PNG by Blue Water Shipping (BWS)
- Putput Wharf (owned and operated by LGL).
- Road transportation of cyanide (500 m) between Putput Wharf and the Cyanide Storage Yard at LGO.

The Cyanide Storage Yard is part of the process plant and is not included within this Supply Chain.

## 2.3.2 Marine transportation

### 2.3.2.1 Port of Busan

The Port of Busan is located at the mouth of the Nakdong River at the south-eastern tip of the Korean peninsula, facing the Sea of Japan. It is approximately 50 km south-west of the Port of Ulsan.

The Port of Busan is Korea's main port and is the largest transshipment port in north-east Asia and the fifth busiest container port in the world. The Port of Busan handles approximately 40% of Korea's overseas cargo and 80% of its container cargo. The Port of Busan currently handles approximately 14 million 20-foot equivalent units (TEUs) of containerised cargo per annum. The Busan Port Authority (BPA) is responsible for developing, managing and operating the Port of Busan.

The Port of Busan is made up of five components:

- South Port
- North Port
- Central Port
- Gamcheon Port
- Busan New Port

During periods of transit at the Port of Busan containers of hazardous materials, including solid sodium cyanide, are stored at the Korail Interim Storage Facility in a dedicated dangerous goods area.

A due diligence of Port of Busan was undertaken by LGO in reviewed in December 2025. The LGO Author (Tony Weir) of the due diligence meets the requirements of a ICMC Transport Technical Expert Auditor with over 25 years in logistics and dangerous goods. The LGO reviewer (Dean Hopkins) has 26 years in logistics including 10 years in dangerous goods.

### 2.3.2.2 Blue Water Shipping

BWS is an international transport and logistics company founded in 1972 and headquartered in Esbjerg, Denmark. The company operates more than 80 offices worldwide and employs over 2,700 professionals. BWS specializes in freight forwarding, project transport, reefer logistics, port agency services, and customs brokerage.

The company adheres to international standards, including **SOLAS** and **IMDG codes**, ensuring safe transport of hazardous materials like sodium cyanide.

BWS replaced Kyowa and Swire Shipping for the transportation of cyanide to LGO in mid-2022 following a tender process. BWS provided dedicated vessels with a direct service between Ulsan and Putput Wharf. The vessel cycle is approximately 24 days which is comprised of 10 days steaming each way and 2 days loading / unloading at the Port of Ulsan and Putput Wharf.

A due diligence of BWS was undertaken by LGO in reviewed in December 2025. The LGO Author (Tony Weir) of the due diligence meets the requirements of a ICMC Transport Technical Expert Auditor with over 25 years in logistics and dangerous goods. The LGO reviewer (Dean Hopkins) has 26 years in logistics including 10 years in dangerous goods.

### 2.3.2.3 Putput Wharf

The Putput Wharf, located within the Port of Louise, is owned and managed by LGL to service LGO. It is a custom bonded facility with both LGL brokers and PNG Customs Officials stationed at the facility. The wharf can handle medium ships and landing craft transporters, and containers are unloaded directly from the vessels via ships crane onto the wharf hardstand. A forklift places the container on a truck which transports the cyanide to the cyanide storage yard approximately 500M away. Cyanide is not stored at Port and in the event of an emergency temporarily preventing the

storage of cyanide at the Cyanide Storage Yard, the cyanide containers remain on the ship.

Putput Wharf is managed by LGO's NPI (non-processing infrastructure), Ports Warehouse, and Logistics Department using contract labour sourced from a local landowner company (Noram Limited).

#### 2.3.2.4 Noram Limited

Noram Limited (Noram) is a landowner company backed by the traditional owners of the mine site and surrounding areas. Noram provides labour (approximately 90 staff) for the operation of the port under LGO supervision, specifically:

- Site clearances (customs)
- Shipping agents
- Stevedore / riggers
- Ships crane operators
- Road transport drivers
- Logistics Clerks
- Forklift operators
- Mechanics
- Auto electricians
- Administration
- Supervisors
- Mobile crane operators.
- High pressure washers (container washing)

Noram contractors are managed by LGO as direct employees. They are provided training in accordance with company policies and procedures.

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## 2.4 Audit scope

The scope of the LGL PNG Supply Chain audit covers the transportation of cyanide from the Port of Busan in South Korea to LGL's Lihir Gold Operation (LGO or operation) located on Lihir Island within the New Ireland Province of PNG. The supply chain is comprised of:

- Port of Busan, South Korea.
- Shipping between the Port of Busan and the Putput Wharf in Luise Port, PNG by Blue Water Shipping Limited (BWS).
- Putput Wharf (owned and operated by LGL).
- Road transportation of cyanide (500 m) between Putput Wharf and the process plant's Cyanide Storage Yard.

The Cyanide Storage Yard is part of the process plant and is not included within this Supply Chain.

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## 2.5 Auditor's findings and attestation

in full compliance with **The International Cyanide Management Code**

**LGL is:**  in substantial compliance with

not in compliance with

**Audit Company:** WSP Australia Pty Limited


**Audit Team Leader:** Ed Clerk, Exemplar Global

**Email:** [ed.clerk@wsp.com](mailto:ed.clerk@wsp.com)

This operation has not experienced any compliance issues during the previous three-year audit cycle

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## 2.6 Name and signatures of other auditors

Name	Position	Signature	Date
Ed Clerk	Lead Auditor		17/04/2026

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## 2.7 Dates of audit

The field component of the recertification Audit was conducted over period the period 28-30 September 2025.

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## 2.8 Auditor attestation

I attest that I meet the criteria for knowledge, experience, and conflict of interest for Code Verification Audit Team Leader, established by the ICMI and that all members of the audit team meet the applicable criteria established by the ICMI for Code Verification Auditors.

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

# 3 Consignor summary

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## 3.1 Principle 1 – Transport

**Transport Cyanide in a manner that minimises the potential for accidents and releases.**

### 3.1.1 Transport Practice 1.1

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

**LGL is:**  in full compliance with **Transport Practice 1.1**  
 in substantial compliance with  
 not in compliance with

#### **Summarise the 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 Standard provides information on the overall supply chain, including due diligence process for the Port of Busan and BWS, and route selection process for road transportation on site. Transportation along the supply chain is coordinated by LGO for its own use.

The route selected between the Putput Wharf and the Cyanide Storage Yard is the most direct route. Pitch and grade are consistent, the infrastructure is appropriate for the vehicles, and it is maintained. The route avoids areas where significant number of employees congregate such as the mess and accommodation areas. The road transportation is limited in distance (500m) and contained within the mine site operational area which has restricted access, speed limits and physical barriers between mobile equipment and the workforce.

Water is present at the Wharf and procedures are in place prevent unloading during conditions that have the potential to increase the risk of accidents and releases such as high sea states or during lightening (storms).

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, and the outcomes of the assessment were used to guide the selection of the Supply Chain route and development of the relevant procedures.

LGO has implemented a process to periodically re-evaluate routes used for cyanide deliveries. Morning meetings are used to discuss road conditions and other topics/hazards related to cyanide transportation. Noram Drivers drive the route multiple times each day allowing them to be aware of the changing nature of the route and advise other drivers. Issues identified during operations by drivers are communicated via radio on open channel to keep each other informed about changing conditions.

LGO has documented the measures taken to address transportation risks within key procedures, including Cyanide Transportation Standard, Cyanide Management Plan (CMP), Cyanide Emergency Response Plan (CERP).

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

Noram is a landowner company backed by the traditional owners of the mine site and surrounding areas. Noram contractors are managed by LGO as direct employees. They are provided training in accordance with company policies and procedures. Employees and subcontractors have to opportunity to raise issues or amendments to procedures and processes.

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.

LGO does subcontract the transport and handling of cyanide and has established procedures to ensure its subcontractors meet the requirements of this Transport Practice. Putput Wharf is managed by LGO's Ports and Warehouse Department using Noram contract labour to operate the facility. All equipment used in the handling and transportation of cyanide at LGO is owned by LGO and operated and maintained by Noram under the direction of LGO's Ports and Warehouse Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees. By doing so Noram employees are expected to comply with LGO's standards and procedures, including ICMC requirements. The LGO Ports and Warehouse Department personnel are accountable for the performance of the port and subcontractors.

LGO has completed due diligence assessments for other elements of its supply chain, specifically BWS and the Port of Busan, and it is satisfied that these operators and facilities meet its operational requirements.

#### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

#### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the selection transport routes to minimise the potential for accidents and releases.

LGO does not have control of the routes taken by BWS. In selecting a route, shipping lines must consider factors such as tides, currents, winds, storms and load compatibilities.

BWS has systems in place to ensure compliance with all the requirements of the IMDG Code and other relevant parts of the International Convention for the Safety of Life at Sea (SOLAS Convention), particularly placarding, stowage, segregation, packaging, packing of containers and documentation.

BWS does not use trans-shipping ports along its route. The direct route provided by BWS between the Port of Busan and Putput Wharf minimises double handling at transit ports and shared loads which further reduces the potential for accidents and releases.

BWS operators provide the correct manifest documentation to LGO which provides them with a list of the cargo types and in the case of sodium cyanide and any other hazardous cargo the number and reference of the containers.

Daily email updates are provided to LGO from BWS regarding the vessel schedule which may be influenced by tides, storms etc. LGO can use this information to request BWS instruct a change in vessel speed depending on need. There is no anchorage at Putput Wharf so if it arrives early, it may have to drift at sea until the operation is ready to unload it.

#### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the selection transport routes to minimise the potential for accidents and releases.

The international sales and exports of sodium cyanide take into consideration the ports available to service the intended target area. The Port of Busan is located in relatively close proximity to cyanide manufacturers, is connected to a well-developed intermodal transportation system consisting of railways, highways, waterways and pipelines, and is serviced by shipping companies that have routes to over 600 ports in 180 countries, including routes through the Asia-Pacific region.

The Due Diligence review also noted that Pier 2 of North Port Busan does not have interim storage facilities for dangerous goods and consequently cyanide is loaded directly from trucks (arriving from the Busan Storage Facility) onto the ship.

### 3.1.2 *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**

**LGL is:**

in substantial compliance with

**Transport Practice 1.2**

not in compliance with

**Summarise the 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 only use trained, qualified and licensed operators for its transport vehicles. The ship unloading and road transportation sections at LGO are undertaken by its contractor Noram. LGO does manage the training and competency of all port personnel involved in the unloading and delivery of cyanide.

All truck drivers and equipment operators involved in the unloading and delivery of cyanide at LGO are required to have a valid Class 4 (heavy goods) or Class 7 (machinery), issued by the government of PNG. A separate system for the licencing of dangerous goods drivers does not operate within PNG, however, LGO does provide dangerous goods training for staff and contractors involved in the unloading and transportation of cyanide at the site. Site permits are also required to operate equipment and access certain areas.

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.

A profile is created in the LMS at onboarding for all new employees and contractors working involved in the unloading and transportation of cyanide. The LMS profile for each employee and contractor has specific training requirements based on the assigned roles.

Verification of competencies (VOC) are used assess individuals' competence to operate specific equipment on site. The ships crane operators are not verified onsite through the VOC process, rather they are hired with the relevant ticket and experience and then observed onsite after employment.

No work is done until an employee or contractor has been trained or are undergoing formal training.

LGO does subcontract the transport and handling of cyanide and has established procedures to ensure its subcontractors meet the requirements of this Transport Practice.

Putput Wharf is managed by LGO's Ports and Warehouse Department using Noram contract labour to operate the facility. LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees. By doing so Noram employees are expected to comply with LGO's standards and procedures, including ICMC requirements. The LGO Ports and Warehouse Department personnel are accountable for the performance of the port and subcontractors.

LGO has completed due diligence assessments for other elements of its supply chain, specifically BWS and the Port of Busan, and it is satisfied that these operators and facilities meet its operational requirements.

### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding personnel operating cyanide handling and transport equipment with minimum risk to communities and the environment.

### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the selection personnel operating cyanide handling and transport equipment with minimum risk to communities and the environment.

## **3.1.3 Transport Practice 1.3**

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

**in full compliance with**

**LGL is:**

in substantial compliance with

**Transport Practice 1.3**

not in compliance with

**Summarise the 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 Putput Wharf and along the road transport route to the the Cyanide 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.

The handling of full cyanide containers is restricted to top lifters rather than forklifts with tynes to prevent spearing containers. Forklifts are used on empty containers.

Preventative maintenance is conducted on all mobile equipment used in the unloading and transport of cyanide. A maintenance shop is located at the wharf, and it is managed by LGO and staffed by Noram subcontractors. In addition to routine maintenance, pre-start inspections are conducted on all equipment by the operators daily. All pre-start inspections are reviewed by Supervisors.

The spreader bars used in the lifting operations (ship to shore) are owned by LGL and maintained by Noram. Prestart inspections are conducted on ship cranes prior to use by Noram. The inspection is in the form of a function test prior to lifting.

The adequacy of equipment is verified through the daily prestart checks and scheduled service preventative programmes. These include structural integrity checks 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 Putput Wharf and along the road transport route. The Safe Loading and Unloading Cyanide procedure requires all equipment used in the loading and unloading of cyanide be operated within their design limits. 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.

LGO does subcontract the transport and handling of cyanide and has established procedures to ensure its subcontractors meet the requirements of this Transport Practice.

Putput Wharf is managed by LGO's Ports and Warehouse Department using Noram contract labour to operate the facility.

All equipment used in the handling and transportation of cyanide at LGO is owned by LGO and operated and maintained by Noram under the direction of LGO's Ports and Warehouse Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees. By doing so Noram employees are expected to comply with LGO's standards and procedures, including ICMC requirements. The LGO Ports and Warehouse Department personnel are accountable for the performance of the port and subcontractors.

### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding personnel operating cyanide handling and transport equipment with minimum risk to communities and the environment.

BWS has a maintenance schedule for all vessel equipment. Each vessel is drydocked at a set frequency for extensive inspections and repairs, and a certificate is issued confirming the process. The inspection records are provided to LGL at the start of each contract.

Ships hooks and wire are tested and inspected as per SOLAS requirements.

The National Maritime Safety Authority (PNG Government) conduct annual inspections of the Wharf and vessels. Inspectors were present at the time of the audit.

### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding personnel operating cyanide handling and transport equipment with minimum risk to communities and the environment.

## **3.1.4 Transport Practice 1.4**

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

**LGL is:**  **in full compliance with** **Transport Practice 1.4**  
 in substantial compliance with  
 not in compliance with

### **Summarise the 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 visually checked on the Wharf hardstand for damage, appropriate labelling and container numbers to confirm contents. Once unloaded from the ship and inspected, containers are loaded directly onto trucks for transportation to the Cyanide Storage Yard. Twist locks are used to secure the containers to the trucks for the short journey to the Cyanide Storage Yard. Engagement of the twist locks is the responsibility of the truck driver, and it is verified by the spotter who accompanies the driver.

Cyanide containers are unloaded using the ship's cranes. In some circumstances the wharf crane may be used to provide additional stability. In high swell conditions resulting in excessive ship movement, unloading is prevented.

Placards and signage are used to identify the shipment as cyanide, as required by international standards. Consignments of cyanide transported by LGO are manufactured by Tongshuh. As an ICMC certified cyanide producer, Tongshuh has systems in place to ensure their containers are labelled in accordance with the IMDG Code and as required by local regulations and international standards. LGO does placard the trucks to indicate that dangerous goods are being transported.

Labelling on empty containers is removed prior to loading onto the vessel.

LGO implements a safety programme for cyanide transport that includes:

**a** Vehicle inspections prior to each departure/shipment?

Pre-start inspections are completed on all mobile equipment used in the unloading and transport of cyanide at LGO. Issues identified are reported to maintenance and tracked to completion.

**b** A preventive maintenance programme?

Preventative maintenance is conducted on all mobile equipment used in the unloading and transport of cyanide at LGO. The preventative maintenance programmes are managed through SAP, and the maintenance routine is set by the equipment manufacture recommendations.

**c** Limitations on operator or drivers' hours?

Loads are transported periodically and only during daylight hours. As the route is 500 m long the need for driver breaks is not required. Drivers and equipment operators work a 12-hour shift. Supervisors are notified where employees work longer than 13.5hrs via the Wharf swipe access system.

**d** Procedures to prevent loads from shifting?

The containers are not unloaded at the Putput Wharf during rough conditions and they are secured using twist locks when being transported by road to the Cyanide Storage Yard.

**e** Procedures by which transportation can be modified or suspended if conditions such as severe weather or civil unrest are encountered?

The Safe Loading and Unloading Cyanide procedure states that in very poor conditions all operations are to cease until the conditions improve. Supervisors can halt unloading and transportation activities in the event of unsafe conditions. The decision is communicated via radio.

**f** A drug abuse prevention program?

The Safe Loading and Unloading Cyanide procedure notes that LGO has a zero tolerance for alcohol and buai (beetle nut) in accordance with LGO's Policy.

All employees and contractors are subject to daily alcohol testing before commencing work as well as random drug testing.

Records are maintained for all relevant parts of this element.

LGO does subcontract the transport and handling of cyanide and has established procedures to ensure its subcontractors meet the requirements of this Transport Practice.

Putput Wharf is managed by LGO's Ports and Warehouse Department using Noram contract labour to operate the facility.

All equipment used in the handling and transportation of cyanide at LGO is owned by LGO and operated and maintained by Noram under the direction of LGO's Ports and Warehouse Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees. By doing so Noram employees are expected to comply with LGO's standards and procedures, including ICMC requirements. The LGO Ports and Warehouse Department personnel are accountable for the performance of the port and subcontractors.

#### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

#### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the development and implementation of a safety program for transport of cyanide.

#### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the development and implementation of a safety program for transport of cyanide.

### 3.1.5 Transport Practice 1.5

Follow international standards for transportation of cyanide by sea and air.

in full compliance with

LGL is:

in substantial compliance with

Transport Practice 1.5

not in compliance with

**Summarise the basis for this Finding/Deficiencies Identified:**

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

#### **Lihir Gold Operations**

LGO does transport consignments of cyanide by sea within the scope of this audit. This occurs from the Port of Busan in South Korea to the Port of Luise, by BWS Shipping. The shipments are in compliance with the Dangerous Goods Code of the International Maritime Organisation.

- a) Cyanide is 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. All cyanide used by LGO is purchased from Tongsoh, an ICMC certified cyanide production facility, and packaged at the Tongsoh facility in South Korea in accordance with the requirements of the IMDG Code. Packaging observed was marked as required by Part 4 of the IMO DG Code and according to the packaging instructions and packaging provisions indicated on the DG List.
- b) Cyanide is marked with UN 1689 as required by Section 5.2.1 of the IMO DG Code and according to the labelling requirements indicated on the DG List. All cyanide IBCs and shipping containers purchased from Tongsoh are marked at the facility in accordance with the requirements of the IMDG Code. BWS' DG process explicitly covers correct marking before acceptance and shipment, as aligned with IMDG 5.2.1 and the DG List entries.
- c) Cyanide packages are labelled with Class 6.1 (toxic) hazard label as required by Section 5.2.2 of the IMO DG Code and according to the labelling requirements indicated on the DG List. All cyanide IBCs and shipping containers purchased from Tongsoh are labelled at the facility in accordance with the requirements of the IMDG Code. BWS' DG procedures encompass correct labelling as a distinct step from marking, consistent with IMDG. All cyanide containers observed at LGO complied with this requirement.
- d) Cyanide is shipped in cargo transport units that are placarded and marked as required by Chapter 5.3 of the IMO DG Code. The containers are placarded with UN1689 numbers, the Class 6 dangerous goods class label and the severe marine pollutant label (i.e. fish with St Andrews Cross). BWS' DG procedures are consistent with the IMDG.
- e) Dangerous goods transport documents have been prepared with the information required under Chapter 5.4 of the DG Code. BWS controls the IMDG Dangerous Goods Declaration (DGD) process which requires the UN number, PSN, class, PG, etc. BWS prepares transport documents and requires complete classification data, aligning with Ch. 5.4.

Under the Merchant Shipping (Dangerous Goods) Regulation 2007, which incorporates the IMDG Code into PNG law, all dangerous goods on both domestic and international voyages must be declared, properly packaged, marked, labelled, and documented using a signed declaration or transport document prior to loading or unloading. BWS provides LGO with complete dangerous goods declarations and a manifest in sufficient time before unloading.

- f) Cyanide container vehicle packing certificates have been prepared meeting the requirements of Section 5.4.2 of the DG Code. BWS provides a combined dangerous good declaration (DGD) and Container/Vehicle Packing Certificate (CVPC) or equivalent electronic attestation, confirming correct packing, segregation, and securing within the CTU as required by Section 5.4.2.
- g) The ship carrying the cyanide has a list or manifest identifying the presence and location of the cyanide or a detailed stowage plan including this information, as required under Section 5.4.3.1 of the DG Code.

BWS has complete DGD and stowage information (stowage plan). The vessel's master must receive this information showing cyanide's presence and exact location prior to loading, as per Section 5.4.3.1. This is a mandatory shipboard requirement under IMDG/SOLAS that BWS enables by timely, accurate data provision.

- h) The ship carrying the cyanide has cyanide emergency response information, as required under Section 5.4.3.2 of the DG Code. BWS requires its vessels carry emergency response information for each DG, including cyanide, as required by Section 5.4.3.2. This is typically in the form of Safety Data Sheets and emergency response guide (ERG) sheets. Documentation was observed supporting this.
- i) The ships comply with the stowage and separation requirements of Part 7 of the DG Code. BWS requires cyanide to be stowed/segregated as per its IMDG stowage category and away from incompatible classes.

### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding compliance with international standards for transportation of cyanide by sea.

### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review found no issue of concern regarding compliance with international standards for transportation of cyanide by sea.

## **3.1.6 Transport Practice 1.6**

### **Track cyanide shipments to prevent losses during transport.**

**LGL is:**  in full compliance with **Transport Practice 1.6**  
 in substantial compliance with  
 not in compliance with

### **Summarise the basis for this Finding/Deficiencies Identified:**

The LGL PNG Supply Chain is in FULL COMPLIANCE with Standard of Practice 1.6 requiring Tracking of cyanide shipments to prevent losses during transport.

### ***Lihir Gold Operations***

LGO has several means to communicate with the transport company, the mining operation, the cyanide producer and emergency responders. The LGO Ports and Warehouse Department maintains regular contact with the cyanide supplier and shipping agent to ascertain the progress of the ship (daily emails) and its estimated arrival date. Shipping agents are located within the Ports and Warehouse Department and communications are verbal and via email.

Communication equipment is tested through continuous use to ensure it functions properly rather than a procedural requirement to check the equipment on an established frequency. Drivers are trained to use all communication devices as part of their on-the-job induction training.

No communication blackout areas are present along transport route between the Wharf and Cyanide Storage Yard.

LGO does implement processes to track the progress of cyanide shipments. The LGO Ports and Warehouse Department maintains regular contact with the cyanide supplier and shipping agent to ascertain the progress of the ship and its estimated arrival date. Shipping agents are located within the Ports and Warehouse Department and communications are verbal and via email.

Port operations personnel are advised of the arrival date for planning purposes, and the Wharf Clerk reconciles the offloaded contains against those detailed on the manifest. Cyanide is not tracked between the Putput Wharf and the Cyanide Storage Yard due to the distance involved.

LGO does implement inventory controls and custody documentation to prevent the loss of cyanide during shipment. A Manifest is maintained by the LGO Ports and Warehouse Department that details information on each cyanide voyage and container. The Wharf Clerk reconciles the offloaded contains against those detailed on the Manifest.

Shipping records indicating the amount of cyanide in transit and Safety Data Sheets (SDS) are available at Putput Wharf.

LGO does subcontract the transport and handling of cyanide and has established procedures to ensure its subcontractors meet the requirements of this Transport Practice.

Putput Wharf is managed by LGO's Ports and Warehouse Department using Noram contract labour to operate the facility.

All equipment used in the handling and transportation of cyanide at LGO is owned by LGO and operated and maintained by Noram under the direction of LGO's Ports and Warehouse Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees. By doing so Noram employees are expected to comply with LGO's standards and procedures, including ICMC requirements. The LGO Ports and Warehouse Department personnel are accountable for the performance of the port and subcontractors.

### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

Under the Merchant Shipping (Dangerous Goods) Regulation 2007, which incorporates the IMDG Code into PNG law, all dangerous goods on both domestic and international voyages must be declared, properly packaged, marked, labelled, and documented using a signed declaration or transport document prior to loading or unloading. LGO is required to receive complete dangerous goods declarations and a manifest in sufficient time before unloading.

### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the tracking of cyanide shipments.

### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the tracking of cyanide shipments.

The Busan Port Authority (BPA) coordinates the operation of the Port of Busan and oversees vessel traffic and major port operations. BPA maintains the ship movement schedule in consultation with terminal and wharf operators, coordinates pilotage, and monitors terminal activities through real-time systems, including CCTV. Acting under the Ministry of Oceans and Fisheries (MOF), BPA enforces port regulations, including compliance with dangerous goods handling requirements.

Vessels arriving at or departing from the Port of Busan must declare dangerous goods in accordance with the International Maritime Dangerous Goods (IMDG) Code. This is done by submitting the required dangerous goods declaration through BPA's electronic system (e-DG) at least 48 hours prior to arrival, along with supporting documentation such as the vessel's manifest and Safety Data Sheets (SDS). These documents identify the location and contents of each container, including those containing hazardous substances such as sodium cyanide.

The vessel's manifest is provided to the relevant stevedoring company, which uses this information in its management systems to plan unloading and interim storage. Movement of containers from the berth to designated storage areas is controlled through documentary checks detailing container identification and contents. All sodium cyanide transiting through the Port of Busan remains sealed in UN-certified containers at all times, in compliance with international and port-specific safety standards.

All sodium cyanide containers transited through the Port of Busan remains sealed.

## 3.2 Principle 2 – Interim Storage

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

### 3.2.1 Transport Practice 2.1

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

**LGL is:**  in full compliance with **Transport Practice 2.1**  
 in substantial compliance with **Transport Practice 2.1**  
 not in compliance with

**Summarise the 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.

#### ***Lihir Gold Operations***

Within the supply chain, interim storage occurs at the Port of Busan.

There are no interim storage facilities within the road transport component of the supply chain.

#### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures. LGO use Noram contract labour to operate the facility.

The Wharf was not designed for interim storage of cyanide which is reflected in the priority removal of cyanide from the Wharf to the Cyanide Storage Yard during the unloading of vessels. Once unloaded from the vessel to the hardstand via crane, containers are picked up via forklift and loaded onto trucks for transportation to the Cyanide Storage Yard. Cyanide containers are not left on the hardstand or within the Wharf area for more than 1 hour although it is typically less than 30 minutes.

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.

Signs are present on the entry gate to the Wharf advising that cyanide and other dangerous goods are present in the area, that smoking and open flames are not allowed, and the required personal protective equipment. The Wharf has dedicated lunchrooms, and the Cyanide Awareness training contains information about eating and drinking in the presence of cyanide.

The containers are also locked and sealed with placards indicating UN Numbers and Dangerous Goods Class labels.

#### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the storage of cyanide.

## **Port of Busan**

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the storage of cyanide.

The port operations for dangerous goods are registered and licensed by the government. Containers departing the port are checked against documentation for matching container numbers and product detail.

The Port of Busan's Korail Interim Storage Facility is a dedicated Dangerous Goods storage facility located in a secure rail shunting yard, pending shipment. All cargo in and out of the facility is recorded by an electronic recording system managed by Korail.

The area in which the containers are stored whilst transiting the port is suitable to effectively contain any spillage of solid sodium cyanide that may occur. This facility is well demarcated, certified to handle and store all categories of dangerous goods, including Class 6.1, and contains fire-fighting equipment.

Pier 2 at the Port of Busan is for the loading of all dangerous goods at the port. Containers from the Korail Interim Storage Facility are transported by truck to Pier 2 of North Port where it is loaded directly onto ships.

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## **3.3 Principle 3 – Emergency response**

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

### **3.3.1 Transport Practice 3.1**

**Prepare detailed Emergency Response Plans for potential cyanide releases.**

**LGL is:**  **in full compliance with** **Transport Practice 3.1**  
 in substantial compliance with  
 not in compliance with

**Summarise the 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 established an emergency response system. The operation has developed a Cyanide Emergency Response Plan (CERP) that forms part of the emergency response system. The CERP is designed to be used alongside the Newmont Lihir Emergency Response Control and Command SOP (ERCC). The CERP is aligned with the site Emergency Response Procedure (ERP) which are both implemented at Lihir Mine by the Site Response Team (SRT). The SRT is comprised of Senior Leadership Team (SLT) members along with various subject matter experts (community, environment, etc) that will be called upon in a crisis situation.

This CERP is intended to complement the ERCC and provide guidance for all staff at Lihir Mine with respect to emergency response for related incidents. It is a component of the Lihir Health and Safety Management System and Environmental Management System.

The emergency response documentation is considered appropriate for the selected transportation routes, physical and chemical form of cyanide, method of transport, transport infrastructure, and design of the transport vehicle.

LGO does not operate an interim storage facility.

The CERP and ERCC and other emergency documentation consider cyanide handling at the Wharf, and transportation of cyanide between the Wharf and Cyanide Storage Yard using trucks. The emergency response actions detailed in the CERP are relevant to solid cyanide and its packaging in IBCs within freight containers. Responses to liquid cyanide and hydrogen cyanide gas resulting from a solid cyanide spill are also discussed.

The CERP includes descriptions of response actions, as appropriate for the anticipated emergency situation for all of the site operations involving cyanide, not just transport activities. Response flowcharts are also provided in the CERP for additional information concerning the anticipated scenarios as well as other related responses to potential cyanide incidents.

The plans limit the roles of outside responders, medical facilities and communities in emergency response procedures. LGO is largely self-sufficient in the response to anticipated cyanide incidents and has not designated any role for outside responders or communities in the event of an emergency during transport. In the event of an emergency involving cyanide, the operation would utilise its own emergency response team and on-site Medical Clinic.

The SRT is responsible for assessing the need for additional support from outside responders and agencies. Police are located on the island and may be called to support an incident in line with their normal duties and have not consequently been notified of this need. Contact information is maintained by security (Zero Alpha).

#### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

#### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the emergency response plans for potential cyanide releases.

#### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the emergency response plans for potential cyanide releases.

### **3.3.2 Transport Practice 3.2**

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

**LGL is:**  **in full compliance with** **Transport Practice 3.2**  
 in substantial compliance with  
 not in compliance with

#### **Summarise the 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.

### ***Lihir Gold Operations***

LGO provides emergency response training for appropriate personnel. Training at LGO is managed and delivered by the Training Department, with specialist input from other departments as needed. The training is designed to minimize the likelihood of an emergency situation occurring and enable staff to deal with an emergency situation should it occur. Short-term visitors receive general visitor induction training which includes provision of the Lihir emergency services number

Staff and contractors that may come in contact with cyanide (directly or indirectly) must also undertake the Cyanide Awareness training course (refreshed annually). The ERT also has a structured training program.

Descriptions of the specific emergency response duties and responsibilities of personnel are described in key emergency documentation and procedures such as the CERP, Lihir Emergency Crisis Plan and ERCC. The CERP specifically outlines emergency response duties and responsibilities for operational teams.

Lists of emergency response equipment available during transport or along the transportation route are outlined in the CERP and retained by the ERT and Clinic.

LGO has the necessary emergency response and health and safety equipment available, including PPE during transport. Truck drivers and mobile equipment operators handling cyanide are not first responders in emergencies, therefore are not required to carry specialist PPE. They are responsible for raising the alarm.

The equipment required for the anticipated transport emergencies is mainly located in the emergency response station.

LGO has procedures to inspect emergency response equipment and assure its availability when required. Checks of emergency response equipment along the transport route are part of equipment inspection programs and are inspection programs. The inspections include a check on both the presence and serviceability of the equipment.

LGO does subcontract the transport and handling of cyanide and has established procedures to ensure its subcontractors meet the requirements of this Transport Practice.

Putput Wharf is managed by LGO's Ports and Warehouse Department using Noram contract labour to operate the facility.

All equipment used in the handling and transportation of cyanide at LGO is owned by LGO and operated and maintained by Noram under the direction of LGO's Ports and Warehouse Department.

LGO satisfies itself that Noram meets the requirements of the ICMC by managing Noram contractors as direct employees. By doing so Noram employees are expected to comply with LGO's standards and procedures, including ICMC requirements. The LGO Ports and Warehouse Department personnel are accountable for the performance of the port and subcontractors.

### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the response personnel and resources for emergency response.

### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the response personnel and resources for emergency response.

### 3.3.3 *Transport Practice 3.3*

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

**in full compliance with**

**LGL is:**

in substantial compliance with

**Transport Practice 3.3**

not in compliance with

**Summarise the 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 retained by Zero Alpha.

Contact information is available for both the shipper and producer.

Systems are in place to ensure that internal and external emergency notification and reporting procedures relevant to transport are kept current. All procedures and formal documents are maintained in a document control system (CDMS) and subject to periodic review. Zero Alpha also conduct weekly communications tests and also use this to check contact numbers.

LGO does have a procedure for notifying ICMI of any significant cyanide incidents, as defined in ICMI's Definitions and Acronyms document. This is detailed within the CMP.

No Significant cyanide incidents have occurred during the reporting period.

#### ***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

#### ***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding emergency notification and reporting.

#### ***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding emergency notification and reporting.

### 3.3.4 *Transport Practice 3.4*

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

**in full compliance with**

**LGL is:**

in substantial compliance with

**Transport Practice 3.4**

not in compliance with

**Summarise the 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 remediation procedures relevant to cyanide handling at the Wharf and transportation, 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. General remediation measures are also provided in the Cyanide Spill Assessment and Response Plan; whilst the Environment Spill Assessment and Monitoring OPI provides monitoring requirements and related procedures for cyanide environmental sampling.

The CMP and CERP both prohibit the use of chemicals such as sodium hypochlorite, ferrous sulphate and hydrogen peroxide to treat cyanide that has been released into surface

***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the remediation of releases.

***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the remediation of releases.

**3.3.5 Transport Practice 3.5**

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

**LGL is:**  in full compliance with **Transport Practice 3.5**  
 in substantial compliance with  
 not in compliance with

**Summarise the basis for this Finding/Deficiencies Identified:**

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

***Lihir Gold Operations***

LGO has established a process to periodically review and evaluate the adequacy of emergency response documentation and they are being implemented. All procedures and formal documents are maintained in a document control system and subject to periodic review. The CMP and CERP are reviewed every 2 years or following a change that impacts the documents.

The CERP includes a requirement to conduct cyanide mock emergency drills, and they are being implemented. LGO has completed field based mock drills and used these to review its preparedness and effectiveness. The drills have included cyanide transport incidents (fire) as well as cyanide releases and cyanide exposures. The drills have tested all aspects of the emergency procedures. Evacuation drills are also conducted regularly.

The drills are documented and reviewed. Corrective actions identified as a result of the drill are tracked through to completion.

LGO has established a procedure to evaluate the CERP's performance after its implementation and revise it as needed. To date there have been no transportation incidents requiring the activation of the CERP and its revision.

***Putput Wharf***

The Putput Wharf is owned by LGL and managed using LGO processes and procedures described above. LGO use Noram contract labour to operate the facility.

***Blue Water Shipping***

LGO conducted a due diligence review of BWS in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation, and interviews with other consigners. The review found no issue of concern regarding the evaluation of response procedures and capabilities.

***Port of Busan***

LGO conducted a due diligence review of the Port of Busan (incorporating the Port of Busan Storage Facility at the Korean Rail Depot) in December 2025. The review was conducted as a desktop process using information and field experience obtained from previous assessments, review of applicable documentation. The review found no issue of concern regarding the evaluation of response procedures and capabilities.

## 4 Important information

Your attention is drawn to the limitations statement, which is included in Appendix A of this report. The statements presented in that document are intended to inform a reader of the report about its proper use. There are important limitations as to who can use the report and how it can be used. It is important that a reader of the report understands and has realistic expectations about those matters. The limitations statement does not alter the obligations WSP has under the contract between it and its client.

# Appendix A

## Limitations



This Report is provided by WSP Australia Pty Limited (*WSP*) to Lihir Gold limited (*Client*) in response to specific instructions from the Client and in accordance with WSP's proposal dated August 2025 (*Agreement*).

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## A1 Permitted purpose

This Report is provided by WSP for the purpose described in the Agreement and no responsibility is accepted by WSP for the use of the Report in whole or in part, for any other purpose (*Permitted Purpose*).

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## A2 Qualifications and assumptions

The services undertaken by WSP in preparing this Report were limited to those specifically detailed in the Report and are subject to the scope, qualifications, assumptions and limitations set out in the Report or otherwise communicated to the Client.

Except as otherwise stated in the Report and to the extent that statements, opinions, facts, conclusion and/or recommendations in the Report (*Conclusions*) are based in whole or in part on information provided by the Client and other parties identified in the report (*Information*), those Conclusions are based on assumptions by WSP of the reliability, adequacy, accuracy and completeness of the Information and have not been verified. WSP accepts no responsibility for the Information.

WSP has prepared the Report without regard to any special interest of any person other than the Client when undertaking the services described in the Agreement or in preparing the Report.

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## A4 Disclaimer

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