



# N.V. VSH TRANSPORT

DR. JULES SEDNEY PORT

## SUMMARY AUDIT REPORT

## Table of Contents

<b>Introduction.....</b>	<b>3</b>
<b>Operation General Information .....</b>	<b>3</b>
<b>Operation Location Detail and Description .....</b>	<b>3</b>
<b>Auditor’s Finding.....</b>	<b>6</b>
Compliance Statement.....	6
Auditor Information .....	6
Auditor Attestation .....	7
<b>Principles and Standards of Practice .....</b>	<b>8</b>
Principle 1   TRANSPORT .....	8
Standard of Practice 1.1 .....	8
Standard of Practice 1.2 .....	9
Standard of Practice 1.3 .....	9
Standard of Practice 1.4 .....	10
Standard of Practice 1.5 .....	11
Standard of Practice 1.6 .....	12
Principle 2   INTERIM STORAGE .....	13
Standard of Practice 2.1 .....	13
Principle 3   EMERGENCY RESPONSE .....	14
Standard of Practice 3.1 .....	14
Standard of Practice 3.2 .....	15
Standard of Practice 3.3 .....	17
Standard of Practice 3.4 .....	18
Standard of Practice 3.5 .....	18

## VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

The International Cyanide Management Code (hereinafter “the Code”, “Code” or “the Cyanide Code”), this document, and other documents or information sources referenced at [www.cyanidecode.org](http://www.cyanidecode.org) are believed to be reliable and were prepared in good faith from information reasonably available to the drafters. However, no guarantee is made as to the accuracy or completeness of any of these other documents or information sources. No guarantee is made in connection with the application of the Code, the additional documents available or the referenced materials to prevent hazards, accidents, incidents, or injury to employees and/or members of the public at any specific site where gold or silver is extracted from ore by the cyanidation process. Compliance with this Code is not intended to and does not replace, contravene or otherwise alter the requirements of any specific national, state or local governmental statutes, laws, regulations, ordinances, or other requirements regarding the matters included herein. Compliance with this Code is entirely voluntary and is neither intended nor does it create, establish, or recognize any legally enforceable obligations or rights on the part of its signatories, supporters or any other parties.

## Introduction

This document represents a Summary Audit Report for the Cyanide Code recertification audit of N.V. VSH Transport, a company which conducts stevedoring operations at the Dr Jules Sedney Port located in Paramaribo.

The International Cyanide Management Institute (“ICMI” or “the Institute”) reviews the Summary Audit Report to ensure that it accurately represents the results of the Detailed Audit Findings Report and includes sufficient information to demonstrate the basis for each finding. Once ICMI determines that all documentation required for the Cyanide Code Certification Audit is complete, it posts the Summary Audit Report on the Cyanide Code website.

Current Summary Audit Report has been prepared based on the information available at the time of the audit. Every effort has been made to ensure accuracy of the information presented herein with the supporting evidence available where applicable. Information provided by VSH Transport has been taken in good faith and has been verified where possible.

## Operation General Information

Name of Transport Operation:	N.V. VSH Transport at Dr Jules Sedney Port of Paramaribo
Name of Facility Owner:	N.V. Havenbeheer; long term lease by N.V. VSH Transport
Name of Facility Operator:	N.V. VSH Transport
Name of Responsible Manager:	Sjoerd Poort, N.V. VSH Transport Managing Director
Address:	Van 't Hogerhuysstraat 9-11 Paramaribo
State/Province:	Paramaribo
Country:	Suriname
Telephone:	+ 597-402-558 ext. 2243
E-Mail:	<a href="mailto:spoort@vshunited.com">spoort@vshunited.com</a>

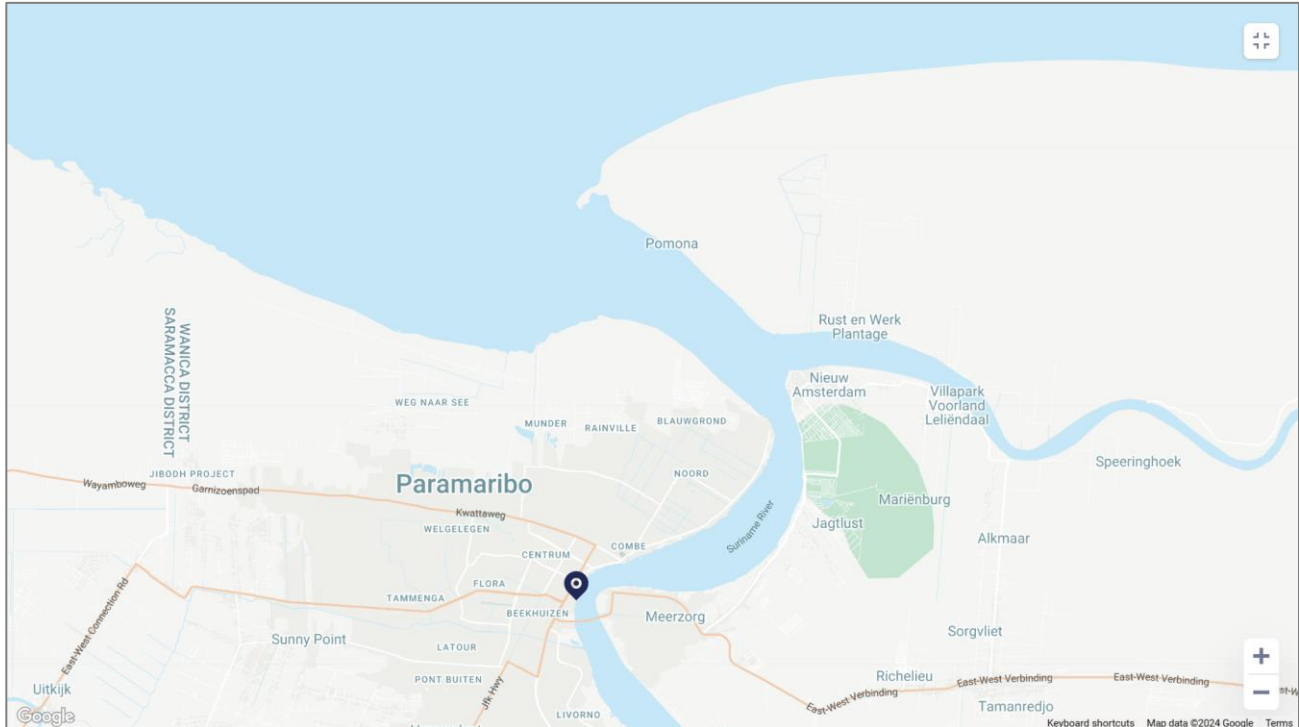
## Operation Location Detail and Description

Dr Jules Sedney Port of Paramaribo (hereinafter referred to as “Jules Sedney Port”, “Port of Paramaribo”, “Paramaribo Terminal” interchangeably) is situated in Paramaribo District, Suriname at coordinates 5.81<sup>o</sup>, -55.17<sup>o</sup> in the North Coast South America. It is located on the Suriname River (Figure A below) and is the main port facility in Suriname with respect to general cargoes and containers.

# VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

The Port is owned by N.V. Havenbeheer Suriname, a government corporation. There are two operators at the Port: N.V. VSH Transport (hereinafter - "VSH") and DP World. Terminal Map with the VSH area can be seen on Figure B below.

The concrete pier is 1969 feet or 600m long (Figure B), approximate depth is 7m. The recorded maximum length of the vessel's entering Paramaribo is 291 meters. The maximum draught is 18.12 meters.



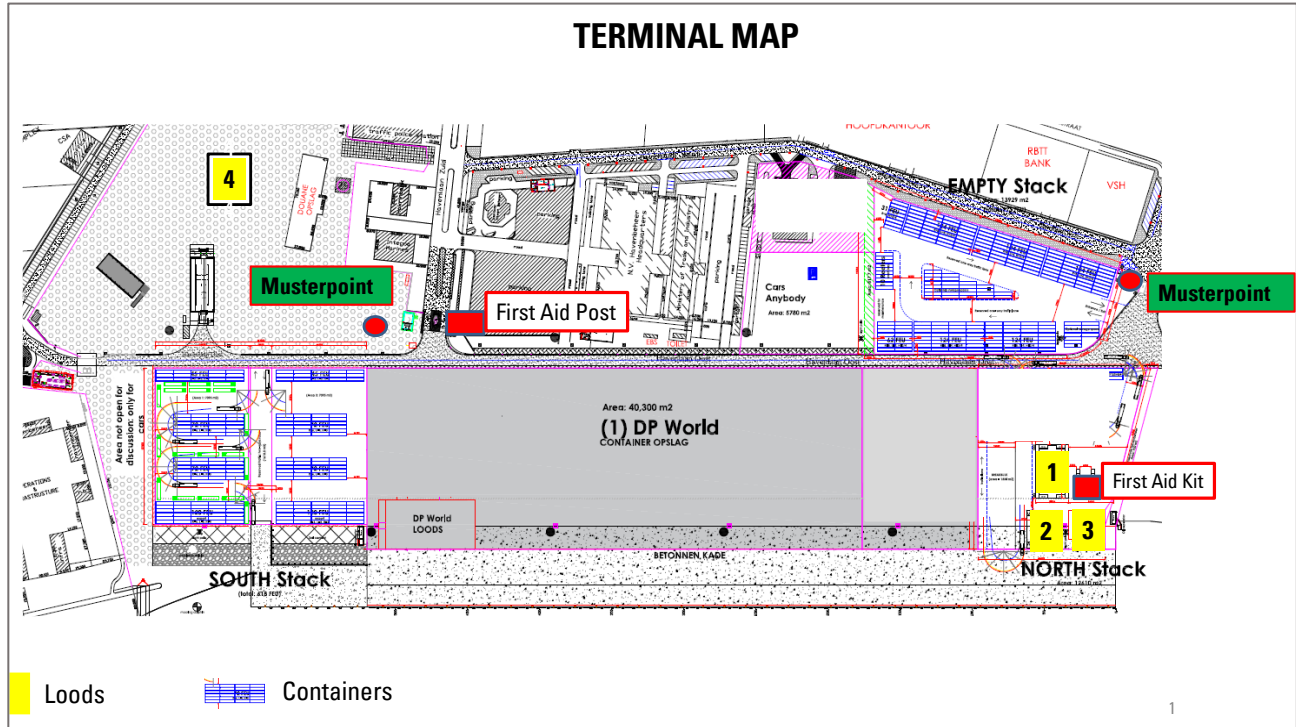
**Figure A: Dr Jules Sedney Port Location**

N.V. VSH Transport port terminal operator offers cargo consolidation, stevedoring, terminal cargo handling, offshore shore base services, warehousing, project logistic support, customs brokerage and trucking services. VSH has an automated terminal cargo discharge/load and release/acceptance under single software platform (GLS), has an efficient customer truck turn around (gate in to strip zone 15-30 min per container).

N.V. VSH Transport is a subsidiary company of VSH United, a group of companies established in 1958 and headquartered in Paramaribo, Suriname. The group activities include shipping, trading, manufacturing, real estate development and management. Other associated companies are involved in insurance, banking and in the hospitality industry.

# VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

N.V. VSH Transport was founded in 1965 and since November 5, 2013 is certified with the standards ISO 9001:2015, ISO 14001: 2015 and OHSAS 18001.



**Figure B: Paramaribo Terminal Map**

For the purposes of this report, it is only VSH Stevedoring activities that are being assessed for compliance with the ICMI Code ("the Code"). All other elements concerning the supply chain are being undertaken by others.

No cyanide has been off loaded at Paramaribo Port during the last certification period. This Port will only be activated to receive cyanide in abnormal conditions.

## Auditor's Finding

**This operation is**

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

**with the International Cyanide Management Code.**

## Compliance Statement

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

## Auditor Information

Audit Company: Blackmore & Associates, UK  
Lead Auditor: Julia Kennedy  
Lead Auditor Email: juliakennedy@kennedy-global.com

**Names and Signatures of Other Auditors:**


Auditor 1:	<u>Christine Blackmore Lead and Technical</u>	
	Name (Print/Type)	Signature

Dates of Audit: 17-18 April 2014

**Auditor Attestation**

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

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

<b>VSH Transport Paramaribo Terminal</b>		<b>09 July 2024</b>
_____ Name of Operation	_____ Signature of Lead Auditor	_____ Date



## Principles and Standards of Practice

### Principle 1 | TRANSPORT

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

#### Standard of Practice 1.1

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

The operation is  in full compliance with  in substantial compliance with  not in compliance with Standard of Practice 1.1

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

The port is located in the capital city of Paramaribo, therefore an urban area. It would only be in extreme circumstances that unloading of cyanide would take place at this port. This port has not been used for cyanide within the past recertification period. The stevedore crew at Paramaribo are deployed to Moengo when cyanide is to be unloaded and would be the same crew if the need at Paramaribo arose.

Paramaribo port has a traffic management system in place, with security gates on entry and exit. The roads are flat (without any pitch and grade) and the surfaces black top and/or concrete. The traffic management system controls the flow of vehicles journeying through the port in the safest possible way, with attention being paid to flow, congestion, speed limits, signage (warning signs and route signs) and visibility, the routing of the traffic is compliant with Suriname port authorities as the port entry and exit is from major public roads. Alternative routes and exits do exist but would only be used in emergency situations if the main route is not available to use.

By nature, the port is on the water front (River Suriname), VSH only provides stevedoring duties at the port (unloading and loading of cargo), however, should cyanide ever be unloaded, weather conditions will be taken into consideration. Adverse weather conditions considered in Suriname are torrential rain, wind and visibility (fog/mist), during any of these adverse conditions operations are stopped. Details relating to weather conditions are contained in "Operations Manual" Ref: VSH TRANSPORT- Terminal Operations Handling Guideline dated 2023.

VSH has developed guidelines "Transport Driving and Road Safety Tips" to facilitate vehicle management and instructions during their activities at the Paramaribo port, the guidelines are also

used at Moengo and will be used at Paranam. The guidelines are reviewed annually using feedback and considerations from all the ports VSH undertake stevedoring in.

The port is secured 24/7 with boundary fencing, barrier access, security patrols and identification of personnel, visitors and vehicles. The control room for the port is in contact with all VSH managers.

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.*

The operation is  in full compliance with  in substantial compliance with  not in compliance with Standard of Practice 1.2

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

VSH uses only experienced, trained, qualified and licensed staff to operate its equipment, such as the on-shore cranes. If off-loading of the cyanide (ISOtainers) is undertaken at Paramaribo it would be the responsibility of VSH as stevedores. Procedures for unloading can be found in “operations Manual” Ref: VSH TRANSPORT- Terminal Operations Handling Guideline dated 2023. It should be noted that the “Operations Manual” is applicable to all 3 ports the stevedores would operate at.

Staff operating the Liebherr dock side cranes are on a rolling program of refresher training in Miami. “Reachers” operators are trained by CHEEC contractor. CHEEC also provides training to personnel involved in rigging, loads lifting, cables, signaling and mobile equipment. Training is both theoretical and practical with competency evaluation on the job. Training records were presented to the auditors and opportunities to discuss training with the stevedores was undertaken.

Standard of Practice 1.3

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

The operation is  in full compliance with  in substantial compliance with  not in compliance with Standard of Practice 1.3

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

VSH only uses equipment designed and maintained to operate within the loads it will be handling, including the cranes. The dockside mobile cranes would be used to offload ISOTainers at Parimaribo should the need arise. The cranes can lift weights up to 140 tons, which is well in excess of the weight of an ISOTainer carrying cyanide (circa 22t). The auditors observed the cranes and investigated their capacity, integrity and maintenance program. The auditors are satisfied with the level of care taken to maintain and operate the cranes in a safe manner. In the control cab of the crane there is an automatic notification system of how heavy any cargo is when commencing to lift. In addition, the tare weights are clearly marked on the ISOTainers and cargo weights are indicated in the operators cab when lifting commences.

Standard of Practice 1.4

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

The operation is  in full compliance with  in substantial compliance with  not in compliance with Standard of Practice 1.4

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

The cyanide would be delivered in purpose-built ISOTainers. The unloading procedure states that the ISOTainers are inspected by VSH stevedores before unloading, this includes the structure of the cage and the tank. If any damage is detected the ISOTainer would be rejected and stay on the ship. It is the intention that the ISOTainers are loaded on to haulage vehicles directly from the ship, however, to date cyanide has not been unloaded at Paramaribo port.

No cyanide ISOTainers have been received at Paramaribo. However, VSH stevedores are aware of the importance and the need for the cyanide ISOTainers to be identified by the appropriate placards from their experience handling cyanide at Moengo port.

Vehicle transportation of cyanide would be by Haukes, who are the carriers for cyanide shipments to Newmont Merian mine. Both Haukes and Newmont Merian mine are signatory's of the code and being audited by another ICMI certified Auditor.

VSH has mobile dock cranes and prior to any off-loading operation, the crane and other equipment are inspected using a check list, this is presented to the operations manager for approval prior to the equipment being used. Crane operators attend pre-work toolbox talks before commencing work. Records of inspections and toolbox talk attendee's records are kept electronically. The auditors were

# VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

given a demonstration of the checks and the procedure for recording and retention of the inspection lists.

VSH has a preventive maintenance plan. Equipment maintenance is performed by the contractor Traverco N.V. and Mines Services Suriname N.V. The auditors reviewed the tracking sheet with equipment service according to VSH's preventive maintenance plan. Prosolas Marine Services is in charge for the maintaining service of the Liebherr cranes. The auditors were presented with the cranes' integrity/maintenance certificates approving use.

Pre-defined checklists showing the required maintenance tasks are used to record actions. The incoming and outgoing condition of the equipment is recorded on the checklists and associated repair orders. Records were sampled and were found to be acceptable.

VSH has limitations on equipment operator's hours, the Liebherr crane operator is replaced every 4 hours in accordance with the company fatigue policy. Stevedoring crew can work a maximum of 12 hours. A stevedoring supervisor was interviewed about these requirements and policies. Records of inspections, working hours and maintenance certificates have been provided to the Auditor during the site visit, where possible the auditors were taken through the inspection procedures and also interviewed the crane drivers with regard to working hours, qualifications and licenses. Both crane operators have significant number of years of experience.

To prevent loads from shifting from the truck, VSH stevedoring crew coordinates with the crane operator to ensure the container is fitted perfectly into the trucks fixing cones located at the truck platform. Although cyanide has not been unloaded at Paramaribo, this would be the same procedure.

Should adverse weather conditions prevail: heavy rain, strong winds, electric storms or poor tidal conditions, both VSH's stevedoring Operation Manager or the ship captain, upon their judgment work (loading and unloading) is stopped.

VSH does have a drug and alcohol abuse policy in place, stating that if any employee is suspected of abuse, they stop work and formal testing is done by an independent laboratory, with results submitted to VSH for action.

## Standard of Practice 1.5

*Follow international standards for transportation of cyanide by sea.*

The operation is  in full compliance with  in substantial compliance with Standard of Practice 1.5

---

VSH Transport  
Jules Sedney Port

---

Signature of Lead Auditor  
Page 11 of 20



---

Date  
JULY 2024

not in compliance with

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

No cyanide has been landed at Paramaribo within the past recertification period, however, the cyanide received at Moengo is packaged in accordance with Part 4 of IMO. ISOtainers are listed as an acceptable packaging for cyanide. The ISOtainers are clearly marked with the UN code of 3414 class 6.

Standard of Practice 1.6

*Track cyanide shipments to prevent losses during transport.*

The operation is  in full compliance with  
 in substantial compliance with Standard of Practice 1.6  
 not in compliance with

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

The ships manifests are provided to VSH prior to the ship berthing. In the case of cyanide unloading the manifest would be checked for compatibility stowage.

During stevedore activities communications is by two-way radio using a designated radio channel, this would be the system used if cyanide is ever delivered to Paramaribo. VSH personnel test their communications (radios) prior to the unloading. Two-way Radio`s ensures that there are no blackout spots.

VSH personnel is in permanent communication with the truck drivers once the truck(s) are inside the port area. Trucks in the port are continuously monitored by radio while approaching to the stevedoring area. After loading is complete, trucks' position is monitored until its exit at the port gate. VSH procedure for tracking of shipment status was reviewed during the audit and found to follow current practices. VSH does not track cyanide shipments out of the port area.

Cargo documentation such as the ships manifest, bill of lading and consignment notes (including MSDS if chemicals are involved) are cross checked before unloading: re container identifier, tare weights, placards if needed, safety seals/locks numbers etc.

The auditors found the documentation and cross checking of cargo to be efficient. This system would apply should cyanide be received at Paramaribo.

VSH is aware of the documentation accompanying cyanide goods, from stevedore activities at Moengo. The same document check would be undertaken at this port. The auditors found Paramaribo Terminal efficiently run with good tracking and checking systems in place. The auditors have no reason to believe the same care and attention would be paid to cyanide cargo arriving at Paramaribo.

VSH confirms that Materials Safety Data Sheets form part of the documentation arriving for chemical and other substances cargo. It should be noted that the stevedore crew from Paramaribo attend the cyanide unloading at Moengo, therefore all procedures and handling implemented at Moengo would also be implemented at Paramaribo.

## Principle 2 | INTERIM STORAGE

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

### Standard of Practice 2.1

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

The operation is  in full compliance with  in substantial compliance with  not in compliance with Standard of Practice 2.1

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

Paramaribo will only be used in emergency situations for the off-loading of cyanide, the same procedures will apply that have been implemented at Moengo, whereby the cyanide is transported out of the port area as quickly as possible. Moengo about 1hr sail further down the river. The Stevedore staff that off-loads at Moengo will be the same crew that undertakes the operation at Paramaribo.

Procedure will remain the same with regard to containers/ISOtainers being inspected prior to unloading for damage. Any damaged container/ISOtainers will not be unloaded. In VSH's Hazardous Material Guideline addresses hazardous materials in cargo container, including sodium cyanide, must be identified in accordance with the Workplace Hazardous Material Information System (WHMIS) regulations. Placards or work place sign must be attached and visible.

Although cyanide is not off loaded at Paramaribo VSH's have prepared "Hazardous Material Guidelines" as other hazardous goods are received at the port. The document discusses the

selection of storage locations, storage methods, chemical compatibility, flammability and other risks associated with the materials. If an exception would occur and cyanide is at the port, the area for hazardous materials is an open ventilated area, and VSH staff are sufficiently experienced to handle.

Fixed warning signs are in place at Paramaribo for such as: no smoking, open flames, eating and drinking are prohibited and signs for what personal protective equipment must be worn. Portable warning signs would be used during cyanide unloading at Paramaribo should that be necessary.

The port is completely fenced to prevent unauthorized access, controlled gate access for vehicles and pedestrians. Security patrols are undertaken frequently. The port security is staffed 24/7.

### 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.*

The operation is  in full compliance with  in substantial compliance with  not in compliance with Standard of Practice 3.1

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

VSH Transport has the Emergency Response Plan that has been developed for its stevedoring operations. The Plan is called “Emergency Response Plan Guidelines” and covers the main aspects applicable to the emergency situations that may arise during the stevedoring. At the time of the audit, VSH personnel have demonstrated excellent knowledge of the emergency response procedures that may be required in case of fire, bomb threats, a cyanide spill or other possible emergencies.

During stevedoring at the Paramaribo Terminal no transport of cyanide is involved – the ISO tankers would be discharged from the vessel directly on to the trucks provided by the ICMI-certified cyanide transporter. This would be implemented on the concrete quay side which has been designed and built to the strictest standards and requirements. The Plan is therefore appropriate for the stevedoring activities within the port operations.

## VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

The Plan considers the physical and chemical form of cyanide specifying that the solid cyanide may be transported in ISOtainers or 20-ft containers. Cyanco's SDS specifies cyanide physical form as solid and VSH keeps the SDS current as part of the continuous improvement processes. Physical properties include Form, Color, Odor, pH and others.

The ERP is appropriate for the method of loading and offloading. Machinery that may be used during the cyanide handling at the Paramaribo Port includes mobile harbour cranes, terminal trackers with chassis and reachstackers. The Plan provides a detailed description of this machinery.

The Plan considers the port infrastructure and provides the evacuation for the relevant facilities, illustrates the floor plan and locations of evacuation paths and exits. The evacuation plan is available in each office, the warehouses and other relevant departments.

The Plan considers that the solid cyanide may be transported in ISOtainers or 20-ft containers which VSH would be discharging at the Port. The design of the ISOtainers with all relevant details is duly described in the ERP.

The Plan includes descriptions of response actions, as appropriate for the anticipated emergency situations during the stevedoring operations. Staff responsibilities are described in detail and include measures pertaining to the safe evacuation of people, stakeholder notification protocols, incident investigation procedures and other responsibilities.

The Plan provides sufficient detail on potential emergency scenarios that may occur during the stevedoring operations at the Paramaribo Port.

The Plan identifies the roles of external responders, medical services and the communities during the emergencies. In case of a cyanide spill, VSH emergency response team is to collaborate with the Haukes HazMat technicians to contain such a spill with the spill kit available at the Haukes ER trailer. There is an emergency water supply at the port. Any cyanide poisoning victim(s) would be taken out of the decontamination area, given first aid, and then taken by the district ambulance to the Academic Hospital of Paramaribo which is a 15-minute drive away.

If an emergency arises involving cyanide VSH undertakes to inform Newmont Suriname of such an emergency with Newmont being the consignee of the cargo. All emergency response actions rest with VSH and Haukes. VSH undertakes to inform the Port Authorities as the security operator and, depending on the emergency situation, notify the ambulance, the police or the Fire Brigade.

### Standard of Practice 3.2

---

VSH Transport  
Jules Sedney Port

---

Signature of Lead Auditor  
Page 15 of 20



---

Date  
JULY 2024



# VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

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

The operation is  in full compliance with  
 in substantial compliance with Standard of Practice 3.2  
 not in compliance with

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

VSH provides necessary emergency response training to its appropriate personnel. The training includes initial training, inductions, first aid training, refresher training and emergency response drills. Internal training for the VSH is performed by the Health & Safety Department Manager. All other training is performed by the external organizations, such as "CHEEK". Training records for the relevant personnel have been reviewed and are found in good order. In addition, VSH personnel receive cyanide training from Newmont Suriname and cyanide transporter Haukes.

At the time of the site inspection, the auditors witnessed the first aid training conducted by an external educational organization. The training program was focused on the emergency response aspects pertaining to the cyanide exposures, was thorough and detailed and included training materials permitted by the ICMI.

The Plan provides descriptions of the specific emergency response duties and responsibilities of appropriate personnel that would be involved in managing the emergency response. On-site interviews have demonstrated that the VSH staff are aware of risks relating to the cyanide handling and are capable of responding to the emergencies in a safe and efficient manner.

There is a list of the emergency response equipment that would be available during the stevedoring operations at the Port. The equipment includes fire extinguishers (dry chemicals), HCN gas detector, shuttle busses, hand held radios and mobile phones.

Importantly, Haukes HazMat technicians and the Spill Kit wagon (ER trailer) are always present prior to the discharge of the cyanide cargo from the vessel. The ER trailer is located in Moengo as this is the only location where the cyanide is currently discharged. Should a necessity arise to discharge cyanide at the Paramaribo port, the trailer would be mobilized to the location in advance of such a discharge together with the Haukes team. The ER trailer contains the cyanide spill kit and the first aid kit, including respirators.

The Plan provides sufficient details as to the type of the emergency response equipment and tools

that would be deployed during an incident involving cyanide, including the spill kit and also the first aid kit that is provided by Haukes in its ER trailer.

Haukes, the cyanide transporter, has available all necessary emergency response and health and safety equipment in the ER trailer and undertakes to provide this during the stevedoring operations in addition to the possible use during its routine transportation activities. As soon as ISOtainers are loaded on to the Haukes trucks, VSH carries no responsibility for further handling of the cyanide.

Emergency response equipment available at the VSH Terminal is inspected regularly by the VSH team. Other emergency response equipment that is provided by Haukes in its ER trailer is inspected and maintained by the Haukes team. This is stated in the public report available on the ICMI website and has been confirmed by the VSH Team during the audit.

VSH does not contract other entities to conduct any of the activities required in Transport Practice 3.2 nor has it designated other entities to conduct emergency response activities.

Standard of Practice 3.3

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

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

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

There are procedures and current contact information for notifying appropriate entities of an emergency. These entities include but are not limited to the Dr Jules Sedney Port authorities, Newmont Suriname, external response providers, such as the Police, designated medical facilities, municipal Fire brigade and the district commissioner. It is the responsibility of the latter, being a governmental representative, to notify the potentially affected communities of an emergency.

VSH ensures that internal and external emergency notification and reporting procedures are kept current in the Plan. The Plan is reviewed at least annually or when and if required, all stakeholder contacts are updated during such reviews.

To date, there have been no cyanide incidents that have occurred during the port operations.

VSH ERP contains a procedure for notifying ICMI of any significant cyanide incidents, as defined in ICMI's Definitions and Acronyms document.

Standard of Practice 3.4

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

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

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

Any remediation and decontamination of soils and other contaminated media with sodium cyanide will be performed by VSH with the Haukes HazMat technicians. The Haukes N.V. Emergency Response Plan (as reported in the Report on the ICMI website) includes procedures for recovery of any spilled or released solids, decontamination of any soil or clean-up debris and neutralization of any non-recoverable sodium cyanide.

The ERP strictly prohibits the use of chemicals such as sodium hypochlorite, ferrous sulfate and hydrogen peroxide to treat cyanide that has been released into surface water.

Standard of Practice 3.5

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

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

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

There are provisions for periodically reviewing and evaluating the Plan's adequacy, these are implemented at least annually or on when required basis.

The ERP has provisions for periodically conducting mock emergency drills. Internal Emergency Evacuation Drills are conducted under the supervision of the VSH Transport terminal Operation Manager or his designee. In addition, the emergency mock drills are conducted annually with the trucking company Haukes and Newmont Suriname. Mock Drill Report from the latest drill held between VSH, Haukes and Newmont has been reviewed by the auditors and is found comprehensive and fit for purpose.

## VSH TRANSPORT JULES SEDNEY PORT TRANSPORTATION SUMMARY AUDIT REPORT

VSH also participates in the emergency mock drills organized by the port authorities. In October 2023, Dr Jules Sedney Port authorities held a multidisciplinary drill involving VSH and 19 other parties such as the Marine Authority of Suriname, National Coordination Center for Disaster Management, Ministry of Defense (Navi), Coast Guard, Customs, Suriname Police Corps, Fire Department, Academic Hospital of Paramaribo and other relevant stakeholders. The Drill planning commenced in November and was implemented in 3 stages. The Drill Report provides the full assessment of the exercise, including the critique and areas for improvement.

VSH plans their mock drills to be conducted annually, with the next drill scheduled for Q1 of 2025. Emergency Response Plan is reviewed following such mock drills should the need arise to introduce any vital amendments.

The VSH Transport terminal reviews and discusses the ERP with staff associated with his or her assigned area periodically. Plan's performance is assessed following the emergency mock drills and any changes to the regulatory guidelines and ICMI principles.

The Paramaribo Terminal would be used for the sodium cyanide shipments in abnormal circumstances. Following the site inspection and the documentary reviews, it can be concluded that N.V. VSH Transport has kept its operational practices, policies and procedures in good order and in line with the requirements of the Cyanide Code. It is therefore recommended to provide the Cyanide Code recertification to N.V. VSH Transport.

